



Aviation Investigation Final Report

Location:	PEEWEE VALLEY, Kentucky	Accident Number:	ATL82DA173
Date & Time:	June 20, 1982, 20:50 Local	Registration:	N96CB
Aircraft:	CAMERON BALLON 0-77	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE TOOK OFF IN LIGHT TO MODERATE WIND CONDITIONS. DURING A 30 MINUTE FLIGHT, THE WIND VELOCITY INCREASED. THE PILOT SAID THAT HE BRIEFED HIS PASSENGER ON HOW TO POSITION HIMSELF TO AVOID INJURY IN THE EVENT OF A HARD LANDING. A SHALLOW APPROACH WAS MADE IN WINDS THAT WERE BLOWING AT 10 GUSTING 15 KNOTS. REPORTEDLY, THE PASSENGER WAS SEATED ON THE EDGE OF THE BASKET WITH ONE LEG OVER THE SIDE, AND DURING THE LANDING, HE SUFFERED A BROKEN LEG. ALSO, A GROUND CREWMAN SUFFERED A SHOULDER DISLOCATION WHEN THE BASKET REBOUNDED AND HE TRIED TO PROVIDE ASSISTANCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - GUSTS

4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. (C) PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
6. RECOVERY FROM BOUNCED LANDING - INITIATED - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	797 hours (Total, all aircraft), 215 hours (Total, this make and model), 675 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CAMERON BALLON	Registration:	N96CB
Model/Series:	0-77 0-77	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	313
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	0 Hrs	Engines:	0 Unknown
Airframe Total Time:	337 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JOHN H FREEMAN	Rated Power:	
Operator:	JOHN H FREEMAN	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOUISVILLE , KY	Type of Flight Plan Filed:	None
Destination:	LOUISVILLE , KY	Type of Clearance:	None
Departure Time:	20:20 Local	Type of Airspace:	

Airport Information

Airport:	STUTZFIELD KY54	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2400 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	38.310356,-85.480651(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72179>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).