



# Aviation Investigation Final Report

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<b>Location:</b>	Terre Haute, Indiana	<b>Accident Number:</b>	CEN09CA162
<b>Date &amp; Time:</b>	February 8, 2009, 17:30 Local	<b>Registration:</b>	N7524J
<b>Aircraft:</b>	Cameron Balloons V-77	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Powerplant sys/comp malf/fail	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The balloon pilot and passenger departed on a personal flight and flew for 30-40 minutes, during which the pilot performed a simulated "pilot light failure" emergency procedure. The pilot performed the simulation so as to "teach" the passenger the procedure. The pilot light was reportedly not extinguished during or after the simulation. Following the simulation, the pilot began a stair-step climb for the approach to a landing area during which the pilot light extinguished at the last stop of the climb. The pilot said he had three sources of ignition aboard: a flint spark provided by the balloon manufacturer, a grill lighter, and a wind proof grill lighter. He could not relight the pilot light after three attempts, and also attempted to light fuel from the whisper and blast valves. The pilot stated that fuel emanated from these valves during the relight attempts. There was about 25 gallons of fuel remaining at the time of the accident. The pilot then pulled the "red line or deflation line" to deflate the balloon. The balloon descended into 180-foot-high power lines and caught fire, which consumed the basket and envelope. The pilot was uninjured and the passenger received minor injuries. The pilot accumulated a total flight time of 30 hours in lighter-than-air aircraft, of which 15 hours were in the accident make and model. He last performed a "pilot light failure" emergency procedure about 5 months prior to the accident flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of the burner pilot light during approach to the landing area and the pilot's failure to relight the burner using alternate sources.

## Findings

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<b>Aircraft</b>	(general) - Inoperative
<b>Environmental issues</b>	Wire - Contributed to outcome
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Simulated/training event
<b>Approach</b>	Powerplant sys/comp malf/fail (Defining event)
<b>Approach</b>	Collision with terr/obj (non-CFIT)
<b>Post-impact</b>	Fire/smoke (post-impact)

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	20
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 3, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	275 hours (Total, all aircraft), 15 hours (Total, this make and model), 195 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cameron Balloons	<b>Registration:</b>	N7524J
<b>Model/Series:</b>	V-77	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5837
<b>Landing Gear Type:</b>	None	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	August 6, 2008 Annual	<b>Certified Max Gross Wt.:</b>	1540 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	314 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Pending	<b>Rated Power:</b>	
<b>Operator:</b>	Pilot	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Terre Haute, IN (HUF)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Terre Haute, IN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Terre Haute International Airp HUF	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	160 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	Both in-flight and on-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	39.451389,-87.307502(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gallo, Mitchell
<b>Additional Participating Persons:</b>	James Martin; Federal Aviation Administration; Plainfield, IN
<b>Original Publish Date:</b>	June 11, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=73343">https://data.nts.gov/Docket?ProjectID=73343</a>

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