



Aviation Investigation Final Report

Location:	COLLIERVILLE, Tennessee	Accident Number:	ATL88LA204
Date & Time:	June 29, 1988, 07:30 Local	Registration:	N9807N
Aircraft:	Adams A55S	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A MULTIPLE BALLOON FLIGHT WAS BEING CONDUCTED TO OBTAIN PUBLICITY FOR THE LOCAL BALLOON CLUB. TELEVISION EXPOSURE OF BALLOON FLIGHTS HAD BEEN SHOT AND THE BALLOONS WERE IN THE PROCESS OF LANDING. THE REPORTER/PASSENGER IN THE ACCIDENT BALLOON HAD BEEN THROUGH ONE LANDING WHICH THE PILOT CHARACTERIZED AS TEXT BOOK. DURING THE SECOND TOUCHDOWN, THE BASKET CONTACTED A SMALL RIDGE OF DIRT AT THE LANDING SITE AND THE BASKET LAID OVER. THE PILOT REPORTED THAT THE PASSENGER FLIPPED OUT AND SUFFERED A HAIRLINE FRACTURE OF A VERTABRE. THERE WAS NO DAMAGE TO THE BALLOON NOR INJURY TO THE PRIVATE PILOT. THE WIND WAS LIGHT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. (C) BALLOON EQUIPMENT, BASKET - DUMPED

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. MISC EQPT/FURNISHINGS,SEAT BELT - LACK OF

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	None	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:	None None	Last FAA Medical Exam:	May 28, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	48 hours (Total, all aircraft), 48 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Adams	Registration:	N9807N
Model/Series:	A55S A55S	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	174
Landing Gear Type:	Hull	Seats:	
Date/Type of Last Inspection:	October 2, 1987 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	26 Hrs	Engines:	Unknown
Airframe Total Time:	46 Hrs	Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	MICHAEL R TURNIPSEED	Rated Power:	
Operator:	TURNISPEED, MICHEAL R.	Operating Certificate(s) Held:	None
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:	Scattered / 15000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARSHALL CO , MS (CGP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	35.050617,-89.670562(est)

Administrative Information

Investigator In Charge (IIC):	Stiner, Walter
Additional Participating Persons:	KITTY ACUFF; MEMPHIS , TN
Original Publish Date:	August 8, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7781

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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](#).