



# Aviation Investigation Final Report

---

<b>Location:</b>	Le Center, Minnesota	<b>Accident Number:</b>	CEN11CA398
<b>Date &amp; Time:</b>	June 16, 2011, 20:50 Local	<b>Registration:</b>	N5595L
<b>Aircraft:</b>	Lindstrand LBL120A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 Serious, 1 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

---

## Analysis

According to the pilot, the accident occurred as he attempted to land the hot air balloon in a 7-8 knot wind. The pilot stated that he briefed the passengers regarding the landing procedures prior to the landing. The first three landing approaches were aborted due to obstacles. During the fourth approach the pilot shut off the pilot lights for the balloon's burner and instructed the passengers to brace prior to touchdown. The basket touched down and rotated forward, which the pilot expected. He stated he was deflating the envelope when one of the passengers began to stand up and was nearly ejected from the basket as it touched down a second time. The pilot stated he grabbed the passenger's belt to prevent her from falling out of the basket which resulted in him being in an unstable position. With the next bump, the pilot was ejected from the basket. The pilot held onto the deflation line and was drug by the basket, sustaining serious injuries. The ground crew instructed the passengers to pull the "red line" deflation valve allowing the balloon to come to a stop.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the passenger to follow the pilot's instructions during landing, which caused the pilot to be ejected from the balloon and sustain serious injuries.

## Findings

---

<b>Personnel issues</b>	Following instructions - Passenger
<b>Environmental issues</b>	(general) - Effect on operation

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Miscellaneous/other (Defining event)
--------------------------------	--------------------------------------

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; 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 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 3, 2011
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 18, 2010
<b>Flight Time:</b>	24600 hours (Total, all aircraft), 5 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lindstrand	<b>Registration:</b>	N5595L
<b>Model/Series:</b>	LBL120A NO SERIES	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5482
<b>Landing Gear Type:</b>	None	<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2760 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Edward J. Chapman	<b>Rated Power:</b>	
<b>Operator:</b>	Edward J. Chapman	<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>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Prior Lake, MN	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	New Prague, MN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:24 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 Serious, 1 Minor, 3 None	<b>Latitude, Longitude:</b>	44.466667,-93.75(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Raymond Monier; FAA-MSP-FSDO; Minneapolis, MN
<b>Original Publish Date:</b>	September 19, 2011
<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=80805">https://data.nts.gov/Docket?ProjectID=80805</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).