



# Aviation Investigation Final Report

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<b>Location:</b>	Temecula, California	<b>Accident Number:</b>	WPR12CA173
<b>Date &amp; Time:</b>	February 17, 2012, 08:15 Local	<b>Registration:</b>	N49CD
<b>Aircraft:</b>	Lindstrand LBL180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

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## Analysis

The pilot launched from a field with eight passengers for a commercial hot air balloon flight. He planned to conduct a 60-minute flight, followed by a landing at one of the operator's known landing areas. According to the pilot, about 50 minutes into the flight, he initiated an approach for landing at one of the planned locations, and, during the descent, he obtained an automated weather observation from an airport located about 6 miles to the northwest. During the approach, the pilot determined that the wind speed and direction would not permit a landing at his first intended site. He added heat, leveled out about 50 feet above ground level, and headed for a second landing site. As he neared that site, another pilot who had landed at that site advised him that the wind had increased, so he decided to continue to a third landing site. During the climb and transit to the third site, the balloon struck some electrical wires. The balloon remained entangled in the wires for a few seconds and then descended to the ground. A postaccident examination of the balloon revealed that 3 of the 12 cables between the basket and the envelope were severed, 3 cables under the basket were severed, and 14 fabric panels received various amounts of damage. The pilot stated that he had been subjected to "target fixation" on the third landing site, and did not see the power lines.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to see and avoid a set of power lines while maneuvering to a landing site.

## Findings

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<b>Environmental issues</b>	Wire - Response/compensation
<b>Personnel issues</b>	Monitoring environment - Pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Controlled flight into terr/obj (CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 20, 2011
<b>Flight Time:</b>	306 hours (Total, all aircraft), 191 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lindstrand	<b>Registration:</b>	N49CD
<b>Model/Series:</b>	LBL180A 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>	025
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	August 18, 2011 Annual	<b>Certified Max Gross Wt.:</b>	3586 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	1391 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	David Lee Bradley Productions Inc	<b>Rated Power:</b>	
<b>Operator:</b>	David Lee Bradley Productions Inc	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	California Dreamin' Balloon Adventures	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	F70,1350 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	08:00 Local	<b>Direction from Accident Site:</b>	315°
<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>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.26 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Temecula, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Temecula, CA (F70 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	French Valley Airport F70	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1350 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>	Valley/terrain following

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	8 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	9 None	<b>Latitude, Longitude:</b>	33.531665,-117.050003(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Huhn, Michael
<b>Additional Participating Persons:</b>	FAA Flight Standards District Office; Riverside, CA
<b>Original Publish Date:</b>	June 28, 2012
<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=83428">https://data.nts.gov/Docket?ProjectID=83428</a>

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