

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 05/15/1992

ATL89FA158
File No. 1385 06/11/1989 GARNER ,NC Aircraft Reg No. N37141 Time (Local): 07:17 EDT

Make/Model: Balloon Works/FIREFLY 8B
Engine Make/Model: Unknown / UNKNOWN
Aircraft Damage: Substantial
Number of Engines: Unk/Nr
Operating Certificate(s): None
Type of Flight Operation: Other Work Use
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	2	0	0

Last Depart. Point: KNIGHDALE, NC
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 5.00 SM
Wind Dir/Speed: 010 / 006 kts
Temperature (°C): 17
Precip/Obscuration:

Pilot-in-Command Age: 45

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Free Balloon

Total All Aircraft: 551
Last 90 Days: 17
Total Make/Model: 292
Total Instrument Time: UnK/Nr

Instrument Ratings
None

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

THE PLT OF A BALLOON, N37141, TOOK OFF FROM A SOCCER FLD WITH 2 PSGRS. AFTER TAKEOFF, THE BALLOON REMAINED AT LOW ALT. ANOTHER PLT, WHO TOOK OFF FROM THE SAME FLD ABT 10 MIN LATER, SAID THE WIND WAS INITIALLY FROM THE NE. AT 500 FT, THE REPORTED WIND WAS FROM THE NW, AND AT 1000 TO 2000 FT, IT SHIFTED BACK TO THE EAST. THE BALLOON WAS SEEN CROSSING A HIGHWAY ON A SW HEADING ABOUT 1 MI FM A TV TOWER THAT WAS 2000 FT TALL. SUBSEQUENTLY, IT COLLIDED WITH SUPPORTING CABLES FROM THE TOWER. ONE WITNESS RPRTD THE BURNER WAS IN OPN JUST BEFORE IMPACT. THE BALLOON'S ENVELOPE THEN COLLAPSED AND STREAMERED, AND THE BALLOON DESCENDED RAPIDLY TO THE GND. AN EXAM OF THE ENVELOPE SHOWED THAT IT HAD BEEN TORN BY THE TOWER SUPPORT CABLES.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. OBJECT - ELECTRICAL TOWER
3. (C) CLIMB - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
IMPROPER PLANNING/DECISION BY THE PILOT, AND HIS DELAY IN INITIATING A CLIMB AS THE BALLOON CONVERGED ON THE TV TOWER.