

Lindstrand LBL 210A Hot Air Balloon, G-BVML

AAIB Bulletin No: 11/99 **Ref:** EW/G99/07/36 **Category:** 3

Aircraft Type and Registration: Lindstrand LBL 210A Hot Air Balloon, G-BVML

No & Type of Engines: No engines

Year of Manufacture: 1994

Date & Time (UTC): 27 July 1999 at 2020 hrs

Location: Near Haltwhistle, Northumberland

Type of Flight: Public Transport

Persons on Board: Crew - 1 - Passengers - 11

Injuries: Crew - None - Passengers - 1 minor

Nature of Damage: None

Commander's Licence: Commercial Pilot's Licence (Balloons)

Commander's Age: 50 years

Commander's Flying Experience: 1,456 hours (of which 297 were on type)
Last 90 days - 39 hours
Last 28 days - 17 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Before take off the balloon pilot briefed his passengers on the landing procedure, the positions they should each adopt and the correct bracing posture. The weather was excellent with high pressure dominant, 50 km visibility and a light surface wind from the east at 5 kt.

The one hour flight was uneventful and the pilot selected an open field for landing which had recently been cut for hay. Before landing he reminded his passengers of the correct landing procedure. Because the terrain on approach to the landing field sloped gently upwards, he was able to make a long, shallow approach during which the basket was correctly aligned and the passengers correctly positioned. There was very little vertical component during touchdown but there was a mild jolt when the basket first contacted the surface. The pilot activated the rapid deflation system, the basket tipped over and was dragged for a few metres. The passengers remained in the basket until cleared to leave it and the pilot assisted them to do so. Ten passengers were unhurt but one elderly lady complained of pain in both knees. She was treated in the recovery vehicle and offered transport to a hospital which she declined. The lady subsequently went to a hospital and received physiotherapy treatment. The pilot stated that the lady was in the correct position for landing but that she may have omitted to bend her legs.

