# Lindstrand LBL 180A Hot Air Balloon, G-OTUP

| AAIB Bulletin No: 11/2003 | Ref: EW/G2003/08/12 | Category: 3 |
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| **Aircraft Type and Registration:** | Lindstrand LBL 180A Hot Air Balloon, G-OTUP | |
| **No & Type of Engines:** | N/A | |
| **Year of Manufacture:** | 1994 | |
| **Date & Time (UTC):** | 4 August 2003 at 0710 hrs | |
| **Location:** | Near Rylstone, Yorkshire | |
| **Type of Flight:** | Public Transport | |
| **Persons on Board:** | Crew - 1 | Passengers - 9 |
| **Injuries:** | Crew - None | Passengers - None |
| **Nature of Damage:** | 6 panels of balloon nylon damaged | |
| **Commander's Licence:** | UK Commercial Pilot's Licence (Balloons) | |
| **Commander's Age:** | 46 years | |
| **Commander's Flying Experience:** | 1,443 hours<br>(of which 900 were on type) | |
| | Last 90 days - 27 hours | |
| | Last 28 days - 11 hours | |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot | |

Following an uneventful one hour flight in his local area, the pilot established his landing approach from a height of 1,000 feet. The weather was good with a forecast surface wind of 120°/ 04 kt. At 1,000 feet agl, the pilot assessed the wind as southerly at about 3 to 4 kt. The initial descent rate was approximately 800 ft/min and the pilot reduced this to 300 ft/min as he approached 200 feet agl. His intended landing point was in a field just north of a barn located to the west of a secondary road.

As he descended below 200 feet agl, the pilot was aware that the wind had become northerly and had increased in strength to more than 6 kt. This resulted in G-OTUP drifting south of the intended landing site but, as it was now below 100 feet agl, the pilot continued with his descent into an adjacent field. He manoeuvred the balloon for the correct orientation for landing but, just before touchdown, became aware of an electricity pylon coming into view from behind a tree. He realised that G-OTUP would make contact with the associated wires and opened the rapid deflation panel of the balloon. The balloon deflated over the wires resulting in a short circuit to the electricity supply; there was no fire.

The pilot considered that the accident resulted from an unexpected change in wind conditions at very low level; this was inconsistent with the forecast and not typical for the local area.