

Bowling David

From: Rodney.A.Vigstol [REDACTED]
Sent: Thursday, September 08, 2016 10:17 AM
To: Bowling David
Cc: Richard.Love [REDACTED]
Subject: FW: Balloon info N982ZS

Dr. Bowling,

Below is a summary from our IIC on the matter. I will be forwarding you some photos as well.

Rod

Rod Vigstol
Front Line Manager – Airworthiness

FAA Flight Standards – Lincoln FSDO CE09

[REDACTED]
Lincoln Nebraska 68524

From: Love, Richard (FAA)
Sent: Thursday, September 08, 2016 10:22 AM
To: Vigstol, Rodney A (FAA)
Cc: Olson, Scott M (FAA)
Subject: Balloon info N982ZS

SEPTEMBER 4, 2016, 11:30 AM CST SUNDAY MORNING BALLOON N982ZS MOVING NORTH, NORTHWEST AT 1 KNOT STRUCK POWER LINES WHILE ATTEMPTING TO LAND THREE MILES NORTHWEST OF MITCHELL, NEBRASKA. WHILE DESCENDING FOR LANDING THERE WAS A LACK OF WIND TO MOVE THE BALLOON IN A NORTHERLY DIRECTION. THE PILOT ATTEMPTED THREE LANDINGS AND THE BALLOON LOST ALL FORWARD MOVEMENT EACH TIME. THE BALLOON RAN LOW ON FUEL DUE TO THE EXTRA ATTEMPTS TO LAND AND CONTACTED THE POWER LINES UPON THE LAST ATTEMPT. CONTACT WITH THE POWER LINES CAUSED MINOR DAMAGE TO THE ENVELOPE AND TEMPERATURE SENSOR WIRING. THERE WAS ALSO ARCHING NOTED ON THE CARABINEER ATTACHED TO ONE SET OF THE BASKET SUSPENSION CABLES.

The basket suspension cables were inspected at all four attachment points and only one had damage due to arching between the metal wire connector for the Temperature sensor and the carabineer. Photos were taken of the damage / arching which had taken place. The balloon has the Kevlar style envelope cables. The only steel is located at the four attachment locations. The cables at all four attachment locations showed no damage. The basket was inspected and there was no damage noted to the wicker or fabric materials from the incident. The fuel tanks also showed no defects from the incident. The envelope was stretched out and a visual inspection showed two holes burnt through the fabric. One near the top section of the envelope less than 2 inches in diameter, and one approximately 10 inches in size located in the lower third of the

envelope. Also noted that the Temperature sensor wire that runs from the top of the envelope to the temperature gauge in the basket had been burnt in half at the point of contact with the power lines. It also caused the damage to envelope previously mentioned with the holes burnt in the fabric, and the arching to the metal carabineer. The owner / operator Mr. Clapp will be taking the balloon to Denver Hot Air Repair CRS GL6R565N for further inspections and repairs prior to further flight.

Balloon Cameron Z-90
N982ZS
SN# 6198
A/C TT: 403 hours
Manufactured: 1998
A/W Cert issued 12/04/1998

Richard J. Love (Rick)
Aviation Safety Inspector
Flight Standards District Office
Lincoln, Nebraska



The Lincoln Flight Standards District Office is dedicated to Quality Service and values your feedback. Please provide any feedback at 