

# Follow-up Action on Occurrence Report

## ACCIDENT TO CAMERON N-90 BALLOON, G-INSR, AT WOOD DALLING, NORFOLK ON 8 SEPTEMBER 2006

CAA FACTOR NUMBER	:	F27/2007
FACTOR PUBLICATION DATE	:	12 November 2007
OPERATOR	:	Wensum Valley Balloon Club
CAA OCCURRENCE NUMBER	:	2006/08206
AAIB REPORT	:	Bulletin 8/2007

## SYNOPSIS

From AAIB Report:

While landing the balloon in a relatively strong wind, the pilot was thrown from the basket. His leg became entangled in the balloon parachute ripline and as the balloon became airborne again, he was carried into the air, hanging below the basket. At approximately 30 feet agl, the line unravelled itself and the pilot fell to the ground. The balloon descended with the two passengers on board pulling on the ripline, and landed without further incident. One safety recommendation has been made.

#### FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB following their investigation is reproduced below together with the CAA's response.

#### Recommendation 2007-047

It is recommended that the CAA, in conjunction with the BBAC, encourage pilots on all private balloon flights, to wear suitable harnesses with the means to fasten themselves securely into the basket when required.

### CAA Response

The CAA accepts this Recommendation and has requested the BBAC to recommend strongly to all their balloon pilot members that a pilot restraint safety harness is carried in all balloons and should be worn for take-off and landing.

**CAA Status - Closed** 

This publication provides the initial CAA response to each Safety Recommendation made by the Air Accidents Investigation Branch, Department of Transport. Status 'CLOSED' or 'OPEN' indicates completion or not of all actions judged appropriate by the CAA in response to the Recommendation. It is published by the Safety Investigation and Data Department, Safety Regulation Group, Civil Aviation Authority, Aviation House, Catwick Airport South, West Sussex, RH6 OYR. Tel: 01293 573220 Fax: 01293 573972 Telex: 878753.

The current status and the final responses to all Safety Recommendations are contained in an annual AAIB report entitled AIR ACCIDENTS INVESTIGATION BRANCH (AAIB) SAFETY RECOMMENDATIONS AND RESPONSES.