No: 8/92 **Ref: EW/G92/05/33** **Category: 5**

Aircraft Type and Registration:	Cameron O-105 Hot Air Balloon, G-BMVI
No & Type of Engines:	None
Year of Manufacture:	1986
Date & Time (UTC):	19 May 1992 at 1945 hrs
Location:	Church Lench, Worcestershire
Type of Flight:	Public Transport
Persons on Board:	Crew - 1 Passengers - 4
Injuries:	Crew - None Passengers - 1 serious 2 minor
Nature of Damage:	None
Commander's Licence:	Commercial Pilot's Licence (Balloons)
Commander's Age:	53 years
Commander's Flying Experience:	201 hours (all on type) Last 90 days - 5 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot

The balloon had operated a public transport pleasure flight of 1 hour 30 minutes duration from Shipston, and had planned to land near Evesham. The pilot reported that he had been looking for a landing field for 30 minutes, and had some 20 minutes fuel and 15 minutes of daylight remaining when he made the decision to land at the accident location. The wind was forecast to be from the south-east at 5 kt, but was reported to be 12 kt on landing. According to the pilot, the only suitable field available required a positive landing because of trees and powerlines upwind, with further powerlines and baled crops in the field. The balloon touched down, bounced, touched down again, tipped onto its side and dragged a short distance. The passengers, who had their backs to the direction of flight, and were holding on to the basket as briefed, apparently broke free on the second touchdown, and ended up "in a heap" in the bottom of the basket, where the injuries were sustained.

Safety recommendations relating to the briefing of passengers, and the provision of protection for passengers, were made in AAIB Bulletin 6/92 as a result of an accident to G-BSVC.

broke a bone in his foot and the remainder suffered bruises and/or strains. All eight were subsequently treated in and discharged from hospital.

The commander, who was uninjured, has attributed the accident to lack of experience on his part and that of his passengers. The surface wind appeared to him to be stronger at the surface than at height and this was why he chose to use the velcro rip-panel to initiate the landing. Unfortunately, having used it, he was unable to abort the landing in favour of a larger area.