No: 8/92 **Ref: EW/G92/06/07** **Category: 5**

Aircraft Type and Registration:	Thunder & Colt 160 (AX10-16) Balloon, G-ZBRA	
No & Type of Engines:	Propane burner assembly	
Year of Manufacture:	1990	
Date & Time (UTC):	3 June 1992 at 2000 hrs	
Location:	Goddington Park, Kent	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 1	Passengers - 8
Injuries:	Crew - None	Passengers - 3 serious 5 minor
Nature of Damage:	None	
Commander's Licence:	Commercial Pilot's Licence (Balloons)	
Commander's Age:	34 years	
Commander's Flying Experience:	121 hours (of which 36 were on type) Last 90 days - 36 hours Last 28 days - 17 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The commander took off at 1900 hrs from Biddenden Vineyard for a one hour flight. The weather was fine with no cloud below 3500 feet, good visibility and a surface wind of 240°/07 kt . About an hour later he initiated a long slow descent from 2000 feet amsl to land in Goddington Park near Ashford. The balloon was descended initially to just above tree top height where it remained for two to three minutes to clear woodland on the upwind side of the chosen landing area. A barbed wire fence traversed this area from seven o'clock to 11 o'clock relative to the balloon's track and there was woodland at the far end of the area. Once clear the commander descended to 15 feet agl which he maintained for a short while to clear the fence.

To initiate the landing, the commander used the velcro rip-panel in conjunction with the burners which were used to stabilise the rate of descent. He briefed his passengers to adopt the landing posture (backs to direction of travel, hold the grab handles and bend the knees) and at about six feet agl the velcro rip-panel was steadily deployed to the fully open position. The landing was hard and well into the available area. Although the basket remained upright two passengers sustained broken ankles, one

(iii) The CAA liaise with the manufacturers of the DHC-7 to introduce a modification to ensure that audio autopilot disconnect warnings, when fitted, are unable to operate continuously, regardless of the cause of initial operation.

(iv) The CAA and other authorities examine other autopilot equipped aircraft on the registers to identify those which may suffer from analogous problems with tailcone mounted servo-drives and with audio warnings, and take steps to ensure that the risk of such problems occurring is eliminated.

The Civil Aviation Authority's response to these Safety Recommendations is contained in CAA Follow-up Action on Accident Reports (FACTAR) N0. 3/92 published coincident with the Report.