

**Aviation Safety Investigation Report  
198802369**

**Kavanagh D-105 Balloon**

**22 May 1988**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

This accident was not subject to an on scene investigation.

**Occurrence Number:** 198802369      **Occurrence Type:** Accident  
**Location:** 2 km west of Lochinvar NSW  
**Date:** 22 May 1988      **Time:** 835  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

**Aircraft Details:** Kavanagh D-105 Balloon  
**Registration:** VH-LVD  
**Serial Number:** KB040  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** Wittington NSW  
**Departure Time:** 0745  
**Destination:** Lochinvar NSW

**Approved for Release:** August 12th 1988

**Circumstances:**

The balloon was landing in a suitable paddock at the completion of a 50 minute charter flight. During this time the wind strength had increased from 5-8 kt to 8-12 kt, and at touch down the basket tipped over on its side, which is normal under these conditions as the balloon deflates. However the length of drag across the ground was longer than anticipated, and the balloon did not stop until the envelope contacted a tree in its path, becoming entangled in the branches which caused damage to the envelope material. Long grass in the paddock, providing less friction than normal against the side of the basket, combined with a wind gust, have been assessed as the reasons for the extended drag on landing.