

**Aviation Safety Investigation Report  
198703504**

**Kavanagh D-105**

**15 September 1987**

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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).**

**Occurrence Number:** 198703504  
**Location:** 5 km S Walkamin QLD  
**Date:** 15 September 1987  
**Highest Injury Level:** Serious  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 720

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	2	4	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>

**Aircraft Details:** Kavanagh D-105  
**Registration:** VH-OBF  
**Serial Number:** KB034  
**Operation Type:** Charter (Passenger)  
**Damage Level:** Minor  
**Departure Point:** Yungaburra QLD  
**Departure Time:** 0720  
**Destination:** N/K

**Approved for Release:** December 22nd 1987

**Circumstances:**

The pilot obtained a weather forecast that indicated that the wind at 2000 feet, in the area of the proposed flight, would be a south-easterly at 20 knots, although the surface wind was a light southerly. After receiving a favourable wind report from the launch site, the pilot and passengers proceeded there, and the pilot carried out two helium balloon flights to check the conditions. Having satisfied himself that the conditions were suitable the passengers were briefed and the balloon was launched. After about twenty minutes the wind strength increased and the pilot decided to land the balloon. The passengers were rebriefed on the landing procedures and the burner pilot light was turned off in preparation for landing. On touchdown, in an estimated 20 knot wind, the basket tipped over and was dragged along the ground for 90 metres before coming to rest. Two of the occupants let go of the grab ropes on touchdown and were thrown from the basket on initial ground impact. During the ground slide two other passengers also let go of the grab ropes, the pilot managed to restrain one and keep her within the basket, however, the other passenger was thrown out of the basket.