



National Transportation Safety Board Aviation Accident Factual Report

Location:	PARKER, AZ	Accident Number:	LAX97LA118
Date & Time:	03/01/1997, 0815 MST	Registration:	N9033H
Aircraft:	Balloon Works AX-8B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On March 1, 1997, at 0815 hours mountain standard time, a Balloon Works AX-8B, N9033H, owned and operated by the pilot, collided with the ground near Parker, Arizona, during a local pleasure flight. The balloon was not damaged and the pilot and one of two passengers onboard were not injured. The other passenger received a serious injury to the ankle. Visual meteorological conditions existed at the time.

According to the pilot, after 15 minutes of flight, he noticed a drop in fuel pressure and switched to another tank with the balloon making a corresponding drop in altitude and change in direction. A continuous application of the burner blast valve did not stop the rate of descent and a hard landing occurred.

The pilot stated that the loss of the propane fuel pressure in the number 2 tank just prior to the changeover to the number 4 tank, along with a wind shear, caused the balloon to collide with the ground. Wind shears were reported by several balloonists upon debriefing their flights later that morning. The pilot operator report did not indicate a mechanical malfunction or failure.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	98 hours (Total, all aircraft), 98 hours (Total, this make and model), 64 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Balloon Works	Registration:	N9033H
Model/Series:	AX-8B AX-8B	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	F8B-303
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	12/07/1996, Annual	Certified Max Gross Wt.:	1660 lbs
Time Since Last Inspection:	3 Hours	Engines:	Unknown
Airframe Total Time:	376 Hours	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	GEORGIA L. & GARY B. EATON	Rated Power:	
Operator:	GARY B. EATON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	(P20)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	R G MUCHO
Additional Participating Persons:	CHRIS CLARK; SCOTTSDALE, AZ
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .