



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NAPA, CA	<b>Accident Number:</b>	LAX90LA206
<b>Date &amp; Time:</b>	05/02/1990, 0740 PDT	<b>Registration:</b>	N9112R
<b>Aircraft:</b>	Thunder and Colt AX9-140	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - - Sightseeing		

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## Analysis

THE PILOT REPORTED THAT WHEN THE FLIGHT BEGAN, THE LOCAL SURFACE WIND WAS NOT OVER 3 MPH. HOWEVER, AS THE FLIGHT PROGRESSED, HE NOTED THAT THE WIND SPEED WAS INCREASING AND HE ELECTED TO TERMINATE THE FLIGHT. THE PILOT SAID THAT WHEN HE TOUCHED DOWN THE SURFACE WIND HAD INCREASED TO BETWEEN 8 AND 12 MPH. THE BALOON LANDED HARD, BOUNCED 30 TO 40 FEET UP IN THE AIR, AND THEN LANDED HARD AGAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE TECHNIQUE WHICH RESULTED IN A HARD LANDING. A FACTOR IN THE ACCIDENT WAS THE SUDDEN APPEARANCE OF A HIGH WIND CONDITION.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (C) FLARE - MISJUDGED - PILOT IN COMMAND
4. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	661 hours (Total, all aircraft), 660 hours (Total, this make and model), 656 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Thunder and Colt	<b>Registration:</b>	N9112R
<b>Model/Series:</b>	AX9-140 AX9-140	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	996
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2506 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	BALLOON AVIATION OF NAPA	<b>Rated Power:</b>	
<b>Operator:</b>	BALLOON AVIATION OF NAPA	<b>Operating Certificate(s) Held:</b>	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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0725 PDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	10/02/1992
Additional Participating Persons:	DAVID SMITH; SACRAMENTO, CA		
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).