



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

Pilot Information

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|----------------------------------|--|------------------------------|------|
| Certificate: | Commercial | Age: | 32 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Balloon | Instructor Rating(s): | |
| Flight Time: | 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

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|---------------------------------------|---|-----------------------------|---------|
| Aircraft Make: | Thunder and Colt | Registration: | N9112R |
| Model/Series: | AX9-140 AX9-140 | Engines: | Unknown |
| Operator: | BALLOON AVIATION OF NAPA | Engine Manufacturer: | |
| Operating Certificate(s) Held: | None | Engine Model/Series: | |
| Flight Conducted Under: | Part 91: General Aviation - - Sightseeing | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|---------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | Light and Variable / , Variable |
| Temperature: | 21 °C | Visibility | 20 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (NONE) | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | JEFF RICH | Adopted Date: | 10/02/1992 |
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.