



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ROUND ROCK, TX	<b>Accident Number:</b>	FTW86LRG15
<b>Date &amp; Time:</b>	03/01/1986, 1000 CST	<b>Registration:</b>	N74176
<b>Aircraft:</b>	BALLOON WORKS 8B	<b>Injuries:</b>	4 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE BALLOON WAS DAMAGED DURING LANDING IN A WIND OF 15 KTS GUSTING TO 40 KTS. THE PLT SAID THAT THE SURFACE WIND INCREASED DURING THE FLT. THE BALLOON WAS BLOWN ABOUT 900 YDS WHILE DRAGGING THE BASKET ACROSS A GRASS FIELD DURING THE LANDING.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH WIND
3. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	930 hours (Total, all aircraft), 2 hours (Total, this make and model), 930 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BALLOON WORKS	<b>Registration:</b>	N74176
<b>Model/Series:</b>	8B 8B	<b>Engines:</b>	Unknown
<b>Operator:</b>	ERNEST R. NEWTON	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 40 knots, 180°
<b>Temperature:</b>	13° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	AUSTIN, TX	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CHARLES R GREINKE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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.