



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Albuquerque, NM	<b>Accident Number:</b>	CEN15CA340
<b>Date &amp; Time:</b>	08/02/2015, 0800 MDT	<b>Registration:</b>	N787TC
<b>Aircraft:</b>	THUNDER & COLT AX8 105S2	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that the balloon flight was normal with light and variable wind conditions. The pilot stated she informed the passenger that the basket may "hop" a couple of times during the landing and told him to brace himself. When the balloon basket touched the ground, the pilot's foot became wedged between the sidewall of the basket and one of the fuel tanks. The pilot lost her balance, her body shifted, and she felt her ankle fracture. She told the passenger to continue pulling the deflation line. The envelope deflated quickly and the basket laid down onto its side. There was no damage to the envelope or basket. The pilot suffered a broken ankle and leg.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not properly brace herself during the landing, which resulted in a broken ankle and leg.

## Findings

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Personnel issues	Miscellaneous - Pilot (Cause)
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## Factual Information

### History of Flight

Landing-flare/touchdown	Miscellaneous/other (Defining event)
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### Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	None	Seat Occupied:	None
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/01/2015
Flight Time:	21.1 hours (Total, all aircraft), 16.4 hours (Total, this make and model), 3.5 hours (Pilot In Command, all aircraft), 16.4 hours (Last 90 days, all aircraft), 14.2 hours (Last 30 days, all aircraft), 2.1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	THUNDER & COLT	Registration:	N787TC
Model/Series:	AX8 105S2	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2516USA
Landing Gear Type:	None	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	ABQ, 5355 ft msl	Observation Time:	1352 UTC
Distance from Accident Site:	11 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	162°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	20° C / 14° C
Lowest Ceiling:	Broken / 12000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 350°	Visibility (RVR):	
Altimeter Setting:	30.19 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Albuquerque, NM	Type of Flight Plan Filed:	None
Destination:	Albuquerque, NM	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	09/11/2015
Additional Participating Persons:	John Wagner; FAA; Albuquerque, NM		
Publish Date:	09/11/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91718">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91718</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.