



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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.

## Flight Events

Landing-flare/touchdown - Miscellaneous/other

## Probable Cause

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

Personnel issues-Miscellaneous-(general)-(general)-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<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>	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

<b>Aircraft Manufacturer:</b>	THUNDER & COLT	<b>Registration:</b>	N787TC
<b>Model/Series:</b>	AX8 105S2	<b>Engines:</b>	
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	ABQ, 5355 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 12000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	4 knots, 350°
<b>Temperature:</b>	20° C / 14° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Albuquerque, NM	<b>Destination:</b>	Albuquerque, NM

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

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

---

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.