



Aviation Investigation Final Report

Location:	SOUTHAMPTON, New Jersey	Accident Number:	BF092LA082
Date & Time:	May 24, 1992, 08:15 Local	Registration:	N3604Y
Aircraft:	AEROSTAR 66A	AX-9 - S-	Aircraft Damage: None
Defining Event:		Injuries:	1 Serious, 5 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT REPORTED THAT HE ENCOUNTERED ADVERSE WIND CONDITIONS, CAUSING HIM TO ABORT LANDINGS AT TWO DIFFERENT LOCATIONS. CONSEQUENTLY, ACCORDING TO THE PILOT, HE MADE A STEEP APPROACH INTO 'THE LAST AVAILABLE FIELD'. HE TOLD THE PASSENGERS TO EXPECT A HARD LANDING, HOLD ON TIGHT, AND USE THEIR LEGS AS SHOCK ABSORBERS. ACCORDING TO THE PILOT, THE BALLOON WAS DESCENDING AT 500 FEET/MINUTE FIVE SECONDS BEFORE THE LANDING. DURING THE LANDING, ONE OF THE FIVE PASSENGERS FELL DOWN AND INJURED HER BACK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT USED AN EXCESSIVE DESCENT RATE DURING LANDING. CONTRIBUTING TO THE ACCIDENT WAS AN UNFAVORABLE WIND CONDITION.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) DESCENT - EXCESSIVE



Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 700 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSTAR	Registration:	N3604Y
Model/Series:	AX-9 - S-66A AX-9 - S-6	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S66A-3034
Landing Gear Type:		Seats:	7
Date/Type of Last Inspection:	March 20, 1992 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	10 Hrs	Engines:	0 Unknown
Airframe Total Time:	197 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	DAVID P. SPAIS	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MOORESTOWN , NJ	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Guzzetti, Jeffrey

Additional Participating Persons:

Original Publish Date: May 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=11805>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).