



Aviation Investigation Final Report

Location:	ALBUQUERQUE, New	Mexico	Accident Number:	DEN85LA005
Date & Time:	October 8, 1984, 08:25 Local		Registration:	N47DP
Aircraft:	PICCARD	AX6W	Aircraft Damage:	Minor
Defining Event:			Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal			

Analysis

PLT STATED HE OBSERVED THE WIRE ABOUT 3 SECS BEFORE COLLISION. ELECTRICAL SHORT CIRCUIT SEVERED LOAD CABLES TO BASKET, WHICH FELL TO THE GROUND, CAUSING PERSONNEL INJURIES. BALLOON ENVELOPE DRIFTED AWAY, FINALLY COMING TO REST 150 MI FROM ACCIDENT SITE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings 1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
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 None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	369 hours (Total, all aircraft), 369 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PICCARD	Registration:	N47DP
Model/Series:	AX6W AX6W	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	768
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	August 15, 1984 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	11 Hrs	Engines:	0 Unknown
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	
ELT:	Installed	Engine Model/Series:	
Registered Owner:	GEORGE A HESCH	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:	ABQ ,5352 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	07:50 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALBUQUERQUE , NM	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	ALBUQUERQUE INT'L ABQ	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Minor
Passenger Injuries:	1 Minor	Aircraft Fire:	In-flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	35.060787,-106.619834(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold		
Additional Participating Persons:	JOHN	SANDERS; ALBUQUERQUE , NM	
Original Publish Date:			
Last Revision Date:			
Investigation Class:	<u>Class</u>		
Note:			
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=16589		
Last Revision Date: Investigation Class: Note:		ata.ntsb.gov/Docket?ProjectID=16589	

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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 <u>here</u>.