



# Aviation Investigation Final Report

<b>Location:</b>	ALBUQUERQUE, New Mexico	<b>Accident Number:</b>	DEN89LA003
<b>Date &amp; Time:</b>	October 3, 1988, 08:50 Local	<b>Registration:</b>	N99US
<b>Aircraft:</b>	PICCARD                      AX-6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE COMMERCIAL PLT WAS COMPETING IN A BALLOON FIESTA, WITH 2 PAX. THE PLT SELECTED A LANDING FIELD WITH POWER LINES AND A STREET RUNNING EAST AND WEST ACROSS IT. THE BALLOON WAS DRIFTING SOUTH AND THE PLT SELECTED THE SOUTH END OF THE FIELD FOR LANDING, REQUIRING THE FLIGHT PATH TO CROSS OVER THE LINES. DURING THE DESCENT FROM 200 FT AGL, THE PLT APPLIED HEAT TO LEVEL OFF SO THE BALLOON WOULD CLEAR THE POWER LINE IN THE FLIGHT PATH. THE PLT SAID THE ELEVATION MADE THE BALLOON'S RESPONSE SLUGGISH AND THE BASKET DESCENDED BELOW THE POWER LINES. THE PLT ATTEMPTED TO CLIMB BY ADDING MORE HEAT, THEN DEFLATED THE BALLOON TO STRIKE THE LINES WITH THE ENVELOPE RATHER THAN THE BASKET. THE ENVELOPE HIT THE LINES AND BURNED. THE BASKET HUNG 20 FT OFF THE GROUND FOR ABOUT A MINUTE, THEN SLID TO THE GROUND. MOLTEN MATERIAL FROM THE BURNING ENVELOPE FELL ON THE PAX AS THEY EXITED THE BASKET.

## 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: LANDING

#### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. BALLOON EQUIPMENT, ENVELOPE - BURNED
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. (C) DESCENT - MISJUDGED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2407 hours (Total, all aircraft), 18 hours (Total, this make and model), 1063 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PICCARD	<b>Registration:</b>	N99US
<b>Model/Series:</b>	AX-6 AX-6	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	699
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	May 31, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1210 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	242 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	RICHARD CONN	<b>Rated Power:</b>	
<b>Operator:</b>	CONN, RICHARD C.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	35.060829,-106.620407(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Collins, Robert
<b>Additional Participating Persons:</b>	MIKE MORRISON; ALBUQUERQUE , NM
<b>Original Publish Date:</b>	November 7, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=17621">https://data.nts.gov/Docket?ProjectID=17621</a>

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