



Aviation Investigation Final Report

Location:	CLINTON, Louisiana	Accident Number:	FTW96LA355
Date & Time:	August 23, 1996, 08:20 Local	Registration:	N2035C
Aircraft:	Cameron O-65	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The balloon instructor reported that he and his student had been practicing touch-and-go landings. When they landed for the third time, the instructor sustained a broken ankle. The instructor stated that the 'approach and landing were normal in my estimation and the landing was not excessively hard. I just must have failed to brace properly.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the instructor pilot's failure to follow recommended procedures to properly brace himself in preparation for landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: LANDING

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)

Factual Information

On August 23, 1996, at 0820 central daylight time, a Cameron Balloon O-65, N2035C, registered to and operated by a private owner under Title 14 CFR Part 91, received minor damage during a hard landing near Clinton, Louisiana. The commercial instructor pilot received serious injuries, and the student pilot was not injured. Visual meteorological conditions prevailed for the balloon cross country instructional flight, that originated near Zachary, Louisiana, approximately 45 minutes before the accident. No flight plan was filed.

The balloon instructor reported to the investigator-in-charge that he and his student had been practicing touch-and-go landings. When they landed for the third time, the instructor sustained a broken ankle. The instructor stated that the "approach and landing were normal in my estimation and the landing was not excessively hard. I just must have failed to brace properly."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 5 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cameron	Registration:	N2035C
Model/Series:	O-65 O-65	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5382
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	800 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	ELTON H. MILLS, JR.	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:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ZACHARY , LA (NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	07:35 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	30.85938,-91.010688(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	ANTHONY F MICHELLI; BATON ROUGE , LA
Original Publish Date:	April 3, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19952

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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](#).