



# Aviation Investigation Final Report

<b>Location:</b>	BRYAN, Texas	<b>Accident Number:</b>	FTW90LA021
<b>Date &amp; Time:</b>	November 4, 1989, 07:00 Local	<b>Registration:</b>	N2055K
<b>Aircraft:</b>	Cameron N-105	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

PRIOR TO A BALLOON LAUNCH, THE WINDS AT THE PUBLIC PARK LAUNCH SITE WERE LIGHT AND VARIABLE. AFTER LAUNCHING AND DURING THE INITIAL CLIMB, THE PILOT ENCOUNTERED A WIND SHIFT AND INCREASE IN WIND SPEED. THE PILOT WAS SLOW TO RESPOND AND INITIATE AN ASCENT THAT WOULD ALLOW HIS BALLOON TO CLEAR A 527 FEET AGL MARKED TOWER THAT WAS LOCATED APPROXIMATELY 1.25 STATUTE MILE FROM THE PARK. THE BALLOON STRUCK THE UPPER MOST PORTION OF THE TOWER AND THE ENVELOPE WAS TORN AND COLLAPSED CAUSING A RAPID DESCENT TO THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S MISJUDGEMENT/COMPENSATION FOR THE WIND CHANGE AND HIS DELAYED RESPONSE IN INITIATING A CLIMB IN ORDER TO CLEAR THE TOWER.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) OBJECT - TOWER(MARKED)
2. (C) COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. (C) CLIMB - DELAYED - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	24, 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>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 3, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	799 hours (Total, all aircraft), 83 hours (Total, this make and model), 640 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cameron	<b>Registration:</b>	N2055K
<b>Model/Series:</b>	N-105 N-105	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	5415
<b>Landing Gear Type:</b>		<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	CHERON INC.	<b>Rated Power:</b>	
<b>Operator:</b>	DANIEL M. MCGUIRE	<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>	CLL ,350 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	06:49 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:55 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 Minor	<b>Aircraft Fire:</b>	In-flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	In-flight
<b>Total Injuries:</b>	5 Minor	<b>Latitude, Longitude:</b>	30.63978,-96.360206(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wall, Ray
<b>Additional Participating Persons:</b>	JACK JETTON;
<b>Original Publish Date:</b>	June 25, 1992
<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=23071">https://data.nts.gov/Docket?ProjectID=23071</a>

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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](#).