



Aviation Investigation Final Report

Location:	GLENDALE, Arizona	Accident Number:	LAX90LA080
Date & Time:	January 21, 1990, 09:30 Local	Registration:	N4021L
Aircraft:	Adams A55	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT THE WIND VELOCITY INCREASED ABOUT 15 MIN AFTER SHE TOOK OFF IN THE BALLOON. SHE ESTIMATED THAT THE WINDS REACHED A SPEED OF 15 TO 18 KTS BY THE TIME SHE LANDED. DURING THE LANDING, THE BALLOON TOUCHED DOWN HARD & THE PLT'S LEFT ANKLE WAS FRACTURED. THE WIND HAD BEEN FORECAST TO BE 7 KTS UNTIL NOON.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT. THE UNEXPECTED HIGH WIND CONDITION WAS A RELATED FACTOR.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings
1. (F) WEATHER CONDITION - HIGH WIND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	30,Female
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:	UNK	Last Flight Review or Equivalent:	
Flight Time:	54 hours (Total, all aircraft), 36 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Adams	Registration:	N4021L
Model/Series:	A55 A55	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	134
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	0 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	MARIE M. KASINGER	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LONE MTN ROAD , AZ	Type of Flight Plan Filed:	None
Destination:	EL MIRAGE , AZ	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	

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:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.6594,-112.179672(est)

Administrative Information

Investigator In Charge (IIC): Mucho, R. gary

Additional Participating Persons:

Original Publish Date: June 16, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26729>

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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](#).