



Aviation Investigation Final Report

Location:	SIERRA VISTA, Arizona	Accident Number:	LAX93LA022
Date & Time:	October 31, 1992, 10:00 Local	Registration:	N666TE
Aircraft:	Thunder and Colt AX7-77	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE BALLOON WAS THE LAST TO DEPART THE PARK. UPON ARRIVAL AT THE DESTINATION SUBDIVISION THE PILOT ENCOUNTERED EXTENSIVE GUSTING WINDS. DURING THE INITIAL LANDING THE PILOT HAD TO LIFT OFF WHEN THE BALLOON PRECEDING IT ENCOUNTERED DIFFICULTY. THE WIND VELOCITY INCREASED IN INTENSITY. THE PILOT MADE SEVERAL ATTEMPTS TO LAND, BUT WAS UNABLE TO DO SO DUE TO THE GUSTING WIND CONDITIONS. ON THE FINAL LANDING THE WINDS DRAGGED THE BALLOON ON TOUCH DOWN UNTIL IT COLLIDED WITH THE WIRES. THE REPORTED WIND AT AN ADJACENT AIRFIELD WAS FROM THE WEST AT 10 KNOTS GUSTING TO 19 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FLIGHT'S ENCOUNTER WITH UNFORECAST UNFAVORABLE WINDS.

Findings

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

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

2. OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, 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:	212 hours (Total, all aircraft), 193 hours (Total, this make and model), 197 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Thunder and Colt	Registration:	N666TE
Model/Series:	AX7-77 AX7-77	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1020
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	October 7, 1992 Annual	Certified Max Gross Wt.:	1694 lbs
Time Since Last Inspection:	6 Hrs	Engines:	0 Unknown
Airframe Total Time:	193 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JACQUEMIN, PATRICIA C.	Rated Power:	
Operator:	JACQUEMIN, PATRICIA C.	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:	FHU ,4700 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	09:58 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	45 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:55 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:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	31.590478,-110.169792(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	ASI LEONARD WOLFER; SCOTTSDALE , AZ
Original Publish Date:	June 21, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27852

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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](#).