



# Aviation Investigation Final Report

<b>Location:</b>	SAN JUAN BAUTIS, California	<b>Accident Number:</b>	LAX93LA106
<b>Date &amp; Time:</b>	January 24, 1993, 09:15 Local	<b>Registration:</b>	N7000J
<b>Aircraft:</b>	Eagle Aircraft Co. C-7	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

IN HIS WRITTEN STATEMENT, THE PILOT REPORTED THAT HE AND HIS TWO PASSENGERS LIFTED OFF AT 0800 HOURS FOR A SIGHT SEEING FLIGHT. HE SAID THE WINDS WERE CALM AT THE TIME OF LIFT OFF BUT ABOUT AN HOUR LATER WHEN HE ATTEMPTED TO LAND, THE WINDS INCREASED IN VELOCITY. HE SAID THAT DUE TO FLOODED AREAS, OBSTRUCTIONS, AND 'BRISK' GROUND WINDS, HE ABORTED SEVERAL LANDING ATTEMPTS. THE PILOT FOUND A CLEAR, OPEN AND DRY LANDING AREA. ON THE FIRST LANDING ATTEMPT, THE BASKET TIPPED AND ONE PASSENGER FELL PARTIALLY OUT OF THE BASKET. HE AND THE OTHER PASSENGER PULLED THE PASSENGER BACK IN THE BASKET. THE PILOT SAID THE BALLOON THEN LIFTED OVER A FENCE, COLLIDED WITH THE GROUND, AND TIPPED AGAIN. THE TWO PASSENGERS FELL OUT OF THE BASKET AND WERE DRAGGED BY THE BALLOON UNTIL IT STOPPED. THE PILOT SAID THE WINDS WERE 10 MILES PER HOUR GUSTING TO 15 MILES PER HOUR WHEN HE WAS ATTEMPTING TO LAND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE INFLIGHT PLANNING AND THE UNFAVORABLE WINDS.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2200 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Eagle Aircraft Co.	<b>Registration:</b>	N7000J
<b>Model/Series:</b>	C-7 C-7	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	E81710
<b>Landing Gear Type:</b>		<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	February 12, 1992 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	62 Hrs	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	598 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	MYRON FARNHAM	<b>Rated Power:</b>	
<b>Operator:</b>	MYRON FARNHAM	<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>	30 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>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MORGAN HILL , CA (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	2 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious, 1 None	<b>Latitude, Longitude:</b>	36.830581,-121.509117(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Richard
<b>Additional Participating Persons:</b>	REIGH GRANLUND; SAN JOSE , CA
<b>Original Publish Date:</b>	October 25, 1993
<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=27914">https://data.nts.gov/Docket?ProjectID=27914</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).