



Aviation Investigation Final Report

Location:	ARTESIA, New Mexico	Accident Number:	DEN00LA015
Date & Time:	November 6, 1999, 08:15 Local	Registration:	N9105Z
Aircraft:	Aerostar RXS-8	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Prior to landing, the pilot observed the winds to be between 10 and 12 knots, and she briefed her passengers on high wind landing procedures, specifically with regard to proper positioning for landing. Upon landing, the balloon's basket tipped and one of the passengers (weighing over 300 lbs.) lost his hold on the basket and fell on top of the second passenger (weighing 150 lbs.). The passenger who was fallen on received a broken ankle.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions.

Findings

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

Findings

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

On November 6, 1999, approximately 0815 mountain standard time, an Aerostar RXS-8 balloon, N9105Z, registered to and operated by the pilot, was not damaged when it landed hard near Artesia, New Mexico. The private pilot and one passenger were not injured; however, one passenger received serious injuries. Visual meteorological conditions prevailed, and no flight plan had been filed for the local personal flight being conducted under Title 14 CFR Part 91. The flight originated at 0745.

According to the pilot, she received a weather briefing at 0600 on the morning of the accident. The winds were reported to be between 5 to 8 knots and diminishing. Takeoff was normal, and they remained airborne for 30 minutes. While descending, she observed the winds to be between 10 and 12 knots. She stated that she briefed her passengers on high wind landing procedures. According to the Aerostar RXS-8 flight manual, the pilot is instructed to brief the passengers to: a. Put on protective helmets immediately; b. Face direction of travel; c. Hold on to basket aluminum superstructure; d. Bend knees slightly, muscles tense; e. Observe landing progression; and f. Remain in basket until instructed otherwise.

Upon landing, the basket tipped and one of the passengers (weighing over 300 lbs.) lost his hold on the basket and fell on top of the second passenger (weighing 150 lbs.). The passenger that was fallen on suffered a broken ankle.

Pilot Information

Certificate:	Private	Age:	45,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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	45 hours (Total, all aircraft), 37 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerostar	Registration:	N9105Z
Model/Series:	RXS-8 RXS-8	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	RXS8-3024
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	NICOLE A. SYLVESTER	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:	Dusk
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:	8 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, NM (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:45 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:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	32.839427,-104.430854(est)

Administrative Information

Investigator In Charge (IIC):	Scott, B. beach
Additional Participating Persons:	J. D HUSS; ALBUQUERQUE , NM
Original Publish Date:	June 21, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47800

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