



# Aviation Investigation Final Report

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<b>Location:</b>	MASTERTON, Texas	<b>Accident Number:</b>	FTW82DQG17
<b>Date &amp; Time:</b>	April 3, 1982, 09:20 Local	<b>Registration:</b>	N1524U
<b>Aircraft:</b>	BALLOON WORKS 7-B	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

AFTER MAKING WEATHER OBSERVATIONS AND OBTAINING A WEATHER BRIEFING, THE INSTRUCTOR PILOT (IP) BRIEFED THE CHASE CREW OF THE EXPECTED NORTHERLY TRACK. THE IP AND STUDENT TOOK OFF AT 0705 CST AND ASCENDED TO 1200 TO 15000 FT AGL AND BEGAN TRACKING NORTH-NORTHWEST. AFTER SEVERAL ANTENNAS WERE NOTED DOWNWIND, AN ASCENT WAS MADE TO 3200 FT AGL AND THE BALLOON MOVED EASTERLY. AFTER DESCENDING, IT TRACKED DUE NORTH. THE BALLOON PROCEEDED INTO AN AREA OF UNFAVORABLE TERRAIN WITH NO EAST-WEST ROADS. ALSO, THE SKY CONDITION BECAME HAZY AND THE IP BELIEVED THE CHASE CREW WOULD HAVE DIFFICULTY FOLLOWING; THEREFORE, THEY CONTINUED FOR A RECOVERY NEAR A MAJOR ROAD. MEANWHILE, THE WIND PICKED UP TO 20 MPH. AT ABOUT 0920, A LANDING WAS MADE NEAR A HIGHWAY IN AN AREA COVERED WITH MESQUITE. DURING THE LANDING, CONTACT WAS MADE WITH SEVERAL OF THE MESQUITE, A FENCE, AND THE GROUND. THE ENVELOPE ALSO BRUSHED AGAINST A POWER LINE. THE STUDENT WAS INJURED DURING THE LANDING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) WEATHER CONDITION - HAZE/SMOKE
5. (F) WEATHER CONDITION - HIGH WIND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. (F) OBJECT - TREE(S)
7. (F) OBJECT - FENCE
8. (F) OBJECT - WIRE, TRANSMISSION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>		<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>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	43 hours (Total, all aircraft), 43 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BALLOON WORKS	<b>Registration:</b>	N1524U
<b>Model/Series:</b>	7-B 7-B	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	10311
<b>Landing Gear Type:</b>		<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	500 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	43 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	DON ELWELL, JR.	<b>Rated Power:</b>	
<b>Operator:</b>	DON ELWELL, JR.	<b>Operating Certificate(s) Held:</b>	
<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>	Unknown	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 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>	51°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	AMARILLO , TX	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	AMARILLO , TX	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:05 Local	<b>Type of Airspace:</b>	

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** April 3, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=71606>

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.

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