



# Aviation Investigation Final Report

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<b>Location:</b>	Albuquerque, New Mexico	<b>Accident Number:</b>	CEN10CA015
<b>Date &amp; Time:</b>	October 8, 2009, 09:30 Local	<b>Registration:</b>	N4014J
<b>Aircraft:</b>	Aerostar International RX8	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

After a morning balloon flight of more than one hour the private pilot was making her third attempt at landing. On the previous attempts a slight wind shift to the left was taking the balloon away from the target area and into unacceptable obstructions. The pilot said she was aware that “fuel was an issue” and she knew she did not have enough fuel to cross the congested downtown metropolitan area ahead. She picked a parking lot with one end empty of vehicles as her landing area. After crossing the wires on the edge of the parking lot she “ripped out pulling the vent line as far as (she) could”. The pilot joined her passengers at the bottom of the balloon's basket for the expected hard landing as balloon skidded across the parking lot and struck a concrete barrier. Becoming airborne again, the basket then struck and damaged a building and fell approximately six feet to the ground. One passenger sustained a fractured ankle. The other occupants were not injured and the balloon sustained minor damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s failure to select an adequate landing area.

## Findings

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<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Personnel issues</b>	Delayed action - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	(general) - Decision related to condition

## Factual Information

### History of Flight

<b>Landing</b>	Landing area overshoot (Defining event)
<b>Landing-flare/touchdown</b>	Abnormal runway contact
<b>Landing</b>	Dragged wing/rotor/float/other
<b>Other</b>	Cabin safety event

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<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	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 21, 2008
<b>Flight Time:</b>	(Estimated) 57 hours (Total, all aircraft), 45 hours (Total, this make and model), 39 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aerostar International	<b>Registration:</b>	N4014J
<b>Model/Series:</b>	RX8	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	RX8-3284
<b>Landing Gear Type:</b>	None	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	July 28, 2009 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	377 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KABQ, 5355 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	08:56 Local	<b>Direction from Accident Site:</b>	148°
<b>Lowest Cloud Condition:</b>	Few / 9000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Albuquerque, NM	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Albuquerque, NM	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Albuquerque Intl Sunport KABQ	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	5355 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 Serious, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 None	<b>Latitude, Longitude:</b>	35.121944,-106.653053(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Latson, Thomas
<b>Additional Participating Persons:</b>	Richard S Cramer; FAA Albuquerque FSDO; Albuquerque, NM
<b>Original Publish Date:</b>	December 29, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74907">https://data.nts.gov/Docket?ProjectID=74907</a>

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