



Aviation Investigation Final Report

| | | | |
|--------------------------------|------------------------------------------------|-------------------------|-----------------------------|
| Location: | Albuquerque, New Mexico | Accident Number: | GAA18CA016 |
| Date & Time: | October 6, 2017, 08:00 Local | Registration: | N123UT |
| Aircraft: | ULTRAMAGIC SA T210 | Aircraft Damage: | Substantial |
| Defining Event: | Ground collision | Injuries: | 1 Serious, 1 Minor, 10 None |
| Flight Conducted Under: | Part 91: General aviation - Aerial observation | | |

Analysis

The Ultramagic balloon pilot reported that, during a balloon festival, after a local sightseeing flight, he landed the balloon and decided to wait for the ground crew to locate the balloon before deflating. He added that, as the balloon was deflating, he "heard a basket sliding across the top of [his] balloon." The balloon rotated counter-clockwise, and the balloon basket, still loaded with passengers, rolled upside down.

The Ultramagic balloon sustained substantial damage to the burner rack. One passenger sustained serious injuries.

The Lindstrand balloon pilot reported that, during landing, there were two balloons in his flightpath. He added that he climbed and passed the first balloon but was unable to pass the second balloon, and "I brushed him with my basket on the top of his balloon." He landed the balloon without further incident.

The Ultramagic pilot and the Lindstrand operations manager reported that there were no preaccident mechanical failures or malfunctions with the balloons that would have precluded normal operation.

Probable Cause and Findings

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

The other pilot's failure to maintain adequate clearance from a balloon on the ground during landing.

Findings

Environmental issues

Aircraft - Effect on operation

Personnel issues

Monitoring other aircraft - Pilot of other aircraft

Factual Information

History of Flight

| | |
|-----------------|-----------------------------------|
| Standing | Ground collision (Defining event) |
|-----------------|-----------------------------------|

Pilot Information

| | | | |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------|
| Certificate: | Commercial | Age: | 62, Male |
| Airplane Rating(s): | None | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | Balloon | Restraint Used: | None |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | September 12, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | January 21, 2016 |
| Flight Time: | (Estimated) 11028 hours (Total, all aircraft), 2148 hours (Total, this make and model), 10992 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------------|-------------------------------------------|----------|
| Aircraft Make: | ULTRAMAGIC SA | Registration: | N123UT |
| Model/Series: | T210 NO SERIES | Aircraft Category: | Balloon |
| Year of Manufacture: | 2007 | Amateur Built: | |
| Airworthiness Certificate: | Balloon | Serial Number: | 210/42 |
| Landing Gear Type: | N/A | Seats: | 12 |
| Date/Type of Last Inspection: | May 24, 2017 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | | Engines: | 1 None |
| Airframe Total Time: | 815.4 Hrs as of last inspection | Engine Manufacturer: | |
| ELT: | | Engine Model/Series: | |
| Registered Owner: | PACIFIC RIM ADVENTURES INC DBA | Rated Power: | |
| Operator: | PACIFIC RIM ADVENTURES INC DBA | Operating Certificate(s) Held: | None |
| Operator Does Business As: | Sky's The Limit Balloon Adventure | Operator Designator Code: | |

Meteorological Information and Flight Plan

| | | | |
|-----------------------------------------|----------------------------------|-------------------------------------------------|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KABQ, 5314 ft msl | Distance from Accident Site: | 9 Nautical Miles |
| Observation Time: | 12:52 Local | Direction from Accident Site: | 186° |
| Lowest Cloud Condition: | Few / 1300 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 8000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.09 inches Hg | Temperature/Dew Point: | 17°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Albuquerque, NM | Type of Flight Plan Filed: | VFR |
| Destination: | Albuquerque, NM | Type of Clearance: | VFR |
| Departure Time: | 07:10 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

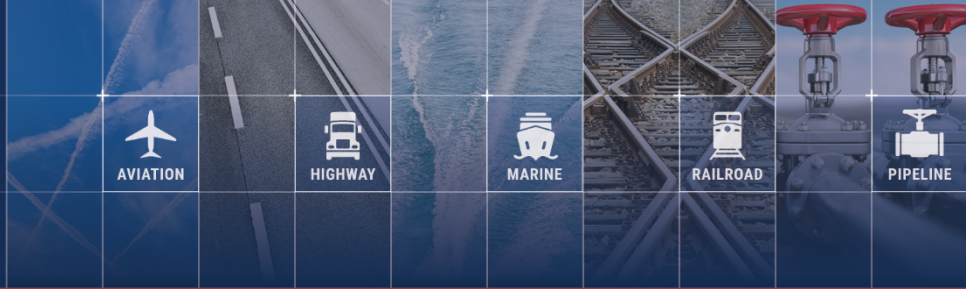
| | | | |
|----------------------------|-----------------------------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Serious, 10 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious, 1 Minor, 10 None | Latitude, Longitude: | 35.198055,-106.596389(est) |

Administrative Information

| | |
|------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Vernon R Rockett; FAA; Albuquerque, NM |
| Original Publish Date: | January 11, 2018 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=96215 |

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](#).



Aviation Investigation Final Report

| | | | |
|--------------------------------|------------------------------------------------|-------------------------|------------|
| Location: | Albuquerque, New Mexico | Accident Number: | GAA18CA016 |
| Date & Time: | October 6, 2017, 08:00 Local | Registration: | C-FCKX |
| Aircraft: | Lindstrand LBL240A | Aircraft Damage: | None |
| Defining Event: | Ground collision | Injuries: | 13 None |
| Flight Conducted Under: | Part 91: General aviation - Aerial observation | | |

Analysis

The Ultramagic balloon pilot reported that, during a balloon festival, after a local sightseeing flight, he landed the balloon and decided to wait for the ground crew to locate the balloon before deflating. He added that, as the balloon was deflating, he "heard a basket sliding across the top of [his] balloon." The balloon rotated counter-clockwise, and the balloon basket, still loaded with passengers, rolled upside down.

The Ultramagic balloon sustained substantial damage to the burner rack. One passenger sustained serious injuries.

The Lindstrand balloon pilot reported that, during landing, there were two balloons in his flightpath. He added that he climbed and passed the first balloon but was unable to pass the second balloon, and "I brushed him with my basket on the top of his balloon." He landed the balloon without further incident.

The Ultramagic pilot and the Lindstrand operations manager reported that there were no preaccident mechanical failures or malfunctions with the balloons that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain adequate clearance from a balloon on the ground during landing.

Findings

| | |
|-----------------------------|------------------------------------|
| Personnel issues | Monitoring other aircraft - Pilot |
| Environmental issues | Aircraft - Effect on operation |
| Aircraft | Altitude - Not attained/maintained |

Factual Information

History of Flight

| | |
|----------------|-------------------------------|
| Landing | Collision during takeoff/land |
|----------------|-------------------------------|

Pilot Information

| | | | |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------------|
| Certificate: | Foreign; Private | Age: | 28, Male |
| Airplane Rating(s): | None | Seat Occupied: | None |
| Other Aircraft Rating(s): | Balloon | Restraint Used: | None |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Without waivers/limitations | Last FAA Medical Exam: | March 2, 2014 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | May 11, 2017 |
| Flight Time: | (Estimated) 743 hours (Total, all aircraft), 40 hours (Total, this make and model), 734 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------|---------------------------------------|----------|
| Aircraft Make: | Lindstrand | Registration: | C-FCKX |
| Model/Series: | LBL240A | Aircraft Category: | Balloon |
| Year of Manufacture: | 1995 | Amateur Built: | |
| Airworthiness Certificate: | Balloon; Normal | Serial Number: | 165 |
| Landing Gear Type: | N/A | Seats: | 13 |
| Date/Type of Last Inspection: | February 23, 2017 100 hour | Certified Max Gross Wt.: | 4270 lbs |
| Time Since Last Inspection: | | Engines: | 1 None |
| Airframe Total Time: | 1135.2 Hrs at time of accident | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | Sundance Balloons (2008) Ltd | Rated Power: | |
| Operator: | Sundance Balloons (2008) Ltd | Operating Certificate(s) Held: | None |
| Operator Does Business As: | Sundance Balloons | Operator Designator Code: | |

Meteorological Information and Flight Plan

| | | | |
|-----------------------------------------|----------------------------------|---------------------------------------------|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KABQ,5314 ft msl | Distance from Accident Site: | 9 Nautical Miles |
| Observation Time: | 12:52 Local | Direction from Accident Site: | 186° |
| Lowest Cloud Condition: | Few / 1300 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 8000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.09 inches Hg | Temperature/Dew Point: | 17°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Albuquerque, NM | Type of Flight Plan Filed: | None |
| Destination: | Albuquerque, NM | Type of Clearance: | None |
| Departure Time: | 07:38 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

| | | | |
|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | None |
| Passenger Injuries: | 12 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 13 None | Latitude, Longitude: | 35.198055,-106.596389(est) |

Administrative Information

| | |
|------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Vernon R Rockett; FAA; Albuquerque, NM |
| Original Publish Date: | January 11, 2018 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=96215 |

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](#).