



Aviation Investigation Final Report

Location:	Albuquerque, New Mexico	Accident Number:	WPR24LA011
Date & Time:	October 8, 2023, 08:15 Local	Registration:	N105BM
Aircraft:	CAMERON BALLOONS US A-105	Aircraft Damage:	None
Defining Event:	Hard landing	Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the balloon reported that during a landing, with wind about 8 knots, she used her smart vent system to land. The balloon landed hard, which resulted in one passenger breaking her ankle. The pilot reported that there were no mechanical malfunctions or failures 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 control the balloon's descent rate during a landing in windy conditions, which resulted in a passenger sustaining a broken ankle.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	64,Female
Airplane Rating(s):	None	Seat Occupied:	None
Other Aircraft Rating(s):	Balloon	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 16, 2023
Flight Time:	573.1 hours (Total, all aircraft), 573.1 hours (Total, this make and model), 6.05 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 1.15 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	None
Other Aircraft Rating(s):		Restraint Used:	None
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	None
Other Aircraft Rating(s):		Restraint Used:	None
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CAMERON BALLOONS US	Registration:	N105BM
Model/Series:	A-105	Aircraft Category:	Balloon
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Balloon	Serial Number:	6538
Landing Gear Type:	None; Other launch/recovery system	Seats:	4
Date/Type of Last Inspection:	September 22, 2023 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	0 None
Airframe Total Time:	499.5 Hrs as of last inspection	Engine Manufacturer:	None
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	31 inches Hg	Temperature/Dew Point:	10.6°C / 3.9°C
Precipitation and Obscuration:			
Departure Point:	Albuquerque, NM	Type of Flight Plan Filed:	None
Destination:	Albuquerque, NM	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	35.163563,-106.62832

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Michael Petrofes; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	January 10, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193228

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](#).