



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

This report was modified on February 14, 2025. Please see the public docket for this accident to view the original report.

The pilot of the balloon reported that she performed an approach to land in an adequate but relatively small field with no suitable alternates nearby. during a landing, Wwith a wind of about 8 knots, the pilot considered this to be a high-wind landing. Once the balloon was clear of all obstacles and within 15 ft above ground level, she used her the balloon's smart vent system to perform a controlled landing, in accordance with the balloon's operating manual. 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 Aa hard landing to a short field, due toin windy conditions and a lack of suitable alternate landing areas, which resulted in a passenger sustaining a broken ankle.

Findings

Aircraft (A1)	Landing flare - Attain/maintain not possible
Environmental issues (A1)	High wind - Contributed to outcome

Environmental issues (A1)

Runway/landing area length - Contributed to outcome

Factual Information

History of Flight

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

Certificate:	Private	Age:	64, Female Occupant #1; Female Occupant #2; Female Occupant #3
Airplane Rating(s):	None	Seat Occupied:	None Occupant #1; None Occupant #2; None Occupant #3
Other Aircraft Rating(s):	Balloon	Restraint Used:	None Occupant #1; None Occupant #2; None Occupant #3
Instrument Rating(s):	None	Second Pilot Present:	[SAFTISecondPilotPresent]
Instructor Rating(s):	None	Toxicology Performed:	[SAFTIToxicologyPerformed]
Medical Certification:	None Occupant #1	Last FAA Medical Exam:	[SAFTILastFAAMedicalExamDate]
Occupational Pilot:	No Occupant #1; No Occupant #2; No Occupant #3	Last Flight Review or Equivalent:	June 16, 2023 Occupant #1
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) Occupant #1; Occupant #2; Occupant #3		

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:	[SAFTIAmateurBuilt]
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:	[SAFTITimeSinceLastInspectionHrs]	Engines:	[SAFTIEngineNumberEngineType]
Airframe Total Time:	499.5 Hrs as of last inspection	Engine Manufacturer:	[SAFTIEngineManufacturer]
ELT:	[SAFTIELT]	Engine Model/Series:	[SAFTIEngineModel]
Registered Owner:	On file	Rated Power:	[SAFTIEngineRatedPower]
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	[SAFTIOperatorDoesBusinessAs]	Operator Designator Code:	[SAFTIOperatorDesignatorCode]

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	[SAFTIObservationFacilityElevation]	Distance from Accident Site:	[SAFTIObservationFacilityDistanceNM]
Observation Time:	00:00:00 Local	Direction from Accident Site:	[SAFTIObservationFacilityDirectionDeg]
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	[SAFTILowestCeiling]	Visibility (RVR):	[SAFTIVisualRangeFT]
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:	[SAFTIPrecipitationObscuration]		
Departure Point:	Albuquerque, NM	Type of Flight Plan Filed:	None
Destination:	Albuquerque, NM	Type of Clearance:	None
Departure Time:	[SAFTIDepartureTime]	Type of Airspace:	Class C

Airport Information

Airport:	[SAFTIAirportNameAirportID]	Runway Surface Type:	[SAFTIRunwaySurfaceType]
Airport Elevation:	ft msl	Runway Surface Condition:	Dry; Rough
Runway Used:	[SAFTIRunwayID]	IFR Approach:	None
Runway Length/Width:	[SAFTIRunwayLengthFTRunwayWidthFT]	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

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

[SAFTISafetyMessage]

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Michael Petrofes; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	January 10, 2024
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

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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](#).