



PRELIMINARY REPORT

of the **State Commission on Aircraft Accidents
Investigation**

of **8 April 2026**
regarding the aviation accident

2026-0007

OCCURRENCE NUMBER

Kubicek Balloon BB22 M; SP-BZG.

9 March 2026, Zielona Góra

This Preliminary Report was issued by the State Commission on Aircraft Accidents Investigation on the basis of information available on the date of its issue.

The Report presents solely the facts regarding the circumstances in which the aviation occurrence arose and developed, along with, where relevant, ad hoc safety recommendations.



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1. Flight History

On 9 March 2026, the pilot and her ground crew arrived in Zatonie. In the meadow (geographical coordinates: 51° 52' 02" N; 15° 33' 40" E), the balloon was prepared for take-off. The balloon took off at 06:12 UTC. The planned landing site was the EPZP airfield, north of the city centre of Zielona Góra. In addition to the pilot, there were two people in the basket; they helped prepare the balloon for take-off.

After take-off, the balloon flew in a northerly direction towards the city centre of Zielona Góra. The flight was at a relative altitude (relative to the starting point) of up to approx. 475 m AGL. After finding itself over the compact built-up areas of the city of Zielona Góra, the balloon started gradually lowering its flight. After levelling off, the balloon flew at a low altitude over the helipad at the hospital in Zielona Góra (geographical coordinates: 51° 56' 28" N; 15° 31' 06" E) at a speed of approximately 9 m/s, with a course of 336°. The balloon then began to gradually lower its altitude by about 20 m, changing its flight course slightly to the left. Approximately 270 m from the aforementioned helipad, at 06:32 UTC, the balloon (the basket) hit the wall of the 11th floor of a building at ul. Bolesława Krzywoustego 28-30 in Zielona Góra (geographical coordinates: 51° 56' 37" N; 15° 30' 59" E). The collision occurred at a horizontal velocity of approx. 7.5 m/s. The balloon was then pulled across the edge of the roof. At this time, the pilot fell out of the balloon basket onto the roof of the building. The balloon, with two female passengers in it, then ascended and at 06:33 UTC landed at ul. Sulechowska 1 in Zielona Góra (geographic coordinates: 51° 56' 46" N; 15° 30' 55" E), approx. 330 m from the point of its impact with the building). The basket came to a stop very close to a stationary bus, and the balloon envelope fell onto a tree. After some time, one of the passengers closed the gas cylinder and the pilot burner valves.

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal	1		1	
Serious				
Minor		1	1	
None		1	1	
TOTAL	1	2	3	

3. Crew information

Balloon flight crew licence (PL.BFCL) issued on 6 May 2025.

License: Hot air balloon
Group A

Class 1, 2 and LPL aero-medical certificate valid on the day of the accident

4. Aircraft

Hot air balloon

Manufacturer: Kubicek Factory s. r. o.

Type: Kubicek BB 22M

Serial number: 2502

Registration marks: SP-BZG

Registration certificate: issued 14 April 2025

Certificate of Airworthiness (CofA): valid, issued 29 April 2025

Airworthiness review certificate (ARC): issued 29 April 2025

valid until 28 April 2026

Radio license: valid until: 29 April 2035

Total flight time: 135:50 FH

Date of last maintenance: 3 September 2025

Flight time since last maintenance on the day: 39 FH

There was sufficient fuel to complete the planned flight from Zatonie to the EPZP airfield and land with the required fuel reserve.

5. Damage to the aircraft

A visual inspection of the balloon was carried out. It sustained significant damage.

The mechanical and thermal damage to the envelope was caused by the collision with the building. Further damage to the envelope occurred after the landing, as a result of it falling onto a tree.

The basket was damaged significantly as a result of the collision with the building.

The top ring of one cylinder was damaged in the collision with the building.

The burner supports were broken as a result of the collision with the building.

There was no balloon damage or malfunction other than that which occurred during the collision with the building and the landing.

6. Other material information

A search for the pilot was undertaken after the accident. Once the pilot was found on the roof of the building, medical rescue operations were undertaken. The pilot had died at the scene.

Flight parameters were recorded by the DBI3 flight instrument and on the pilot's tablet. They will be used for further analysis and to determine the causes of the aircraft accident, along with the factors which contributed to it.

7. Actions Taken by the Investigation Team of the State Commission on Aircraft Accidents Investigation (PKBWL)

A visual inspection of the site was carried out.

- A visual inspection of the balloon as well as functional tests of the fuel system and burners were carried out.
- The DBI3 flight instrument records were read.
- The records on the pilot's navigation tablet were read.
- The Police accident files were reviewed.

8. Safety Recommendations

As of the date of this Preliminary Report, no safety recommendations have been made.
