The sole objective of safety investigations is the prevention of future aviation accidents and incidents.

The Commission does not apportion blame or liability. The investigation is independent and separate from any judicial and administrative proceedings.

Any use of the Preliminary Report for any purpose other than the prevention of aviation accidents and incidents may lead to wrong conclusions and interpretations.

PRELIMINARY REPORT

of the State Commission on Aircraft Accidents Investigation

of **16 September 2026**
regarding the aviation accident

2026-0091

OCCURRENCE NUMBER

Lindstrand Hot Air Balloons Ltd. balloon LBL-600; SE-ZIF

16 August 2026, Jarantowiczki

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 16 August 2026, at 18:47 LT, a hot air balloon took off from Nowe Marzy with a pilot, 26 passengers, and one additional crew member on board. The flight proceeded in line with the weather forecast, south-east, towards the town of Radzyń Chełmiński. At around 19:45, the pilot began the descent in order to find a suitable place to land. A few hundred metres before touchdown, he chose a stubble field near the village of Jarantowiczki. The balloon landed at 19:55. According to the pilot, at ground level, the balloon was moving on heading approx. 300°, with a horizontal speed of 7 kt. The pilot did not detect any gusts of wind and, in his view, visibility was very good. During the touchdown, the balloon basket travelled about 15-20 metres across the field. When it came to a halt and the envelope was being deflated, the basket tipped over to its side. After landing, one of the passengers, who had been travelling in a three-person basket compartment, complained about a pain in her left forearm, between her elbow and her wrist. She did not complain about any other pain or discomfort. After briefly assessing the situation, the pilot dialled 112, the emergency number, and called for an ambulance. A cold pack was applied to the passenger's arm while she waited for the ambulance, and she was also given some water and a blanket. The ambulance arrived about 10 minutes later. Medical staff immobilised the passenger's arm, administered painkillers, and transported her to a hospital in Grudziądz. None of the other passengers reported any injuries. At the hospital, the passenger was diagnosed with a fracture of the right forearm.

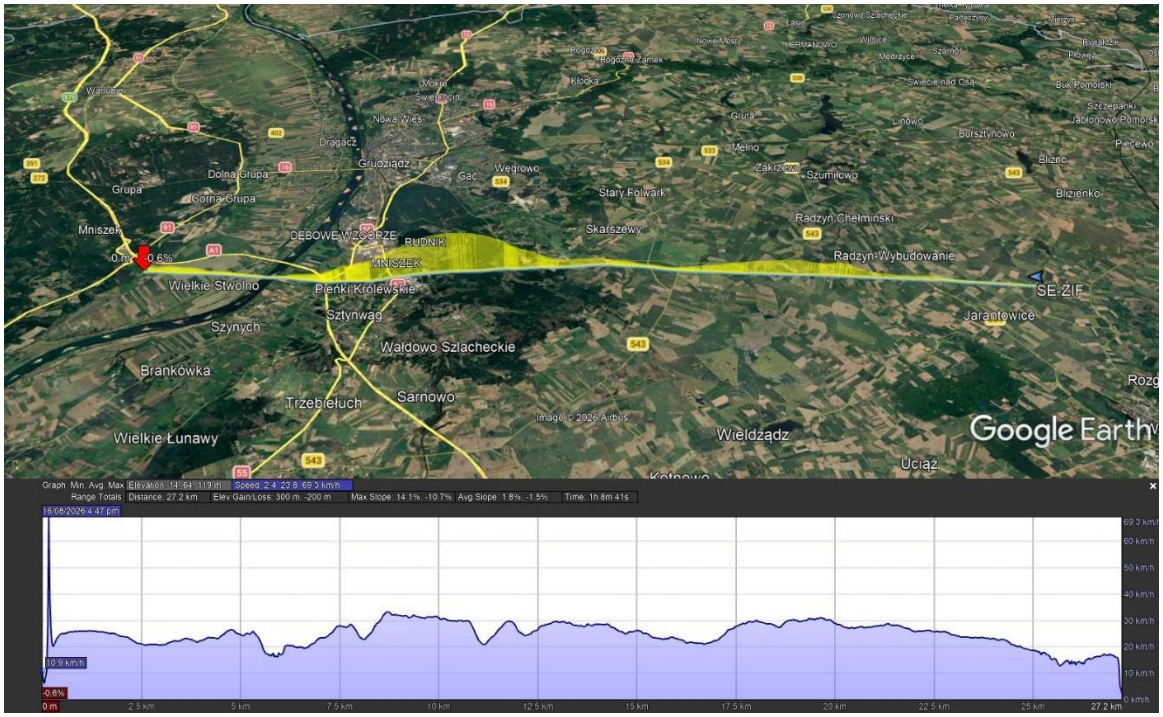


Fig. 1. The flight route of the SE-ZIF balloon on 16 August 2026, together with a speed chart.

2. Injuries to Persons

Table 1. General summary of injuries

Injuries	Crew	Passengers	Total on board the aircraft	Others
Fatal				
Serious		1	1	
Minor				
None	2	25	27	
TOTAL	2	26	28	

3. Crew information

Balloon flight crew licence (PL.BFCL) issued on 23 March 2022

License: Hot air balloon

Group D

Authorisation to perform flights in commercial operations.

Class 2 aero-medical certificate valid on the day of the accident

Total flight time: no data available

Flight time as pilot-in-command (PIC): ~620 hours

An additional crew member took part in the balloon flight.

4. Aircraft information

Hot air balloon

Manufacturer: Lindstrand Hot Air Balloons Ltd.

Type: LBL-600C

Serial number: 900

Registration marks: SE-ZIF

Registration certificate: no. 7648, issued: 22 December 2021

Certificate of Airworthiness (CofA): valid, issued: 13 June 2008

Airworthiness review certificate (ARC):	issued: 11 February 2026
	valid until: 16 March 2027
Flight count / flight time until date of accident:	584 FC / 650:25 FH
Flight time on date of ARC:	607:19 FH

5. Damage to the aircraft

The pilot and the operator did not report any damage to the balloon.

6. Meteorological information

According to the pilot's statement, the balloon's ground speed during landing was 7 kt. There were no gusts of wind. Visibility was assessed by the pilot to be very good.

7. Wreckage and impact information

According to the details provided by the pilot and the operator, the landing took place on a flat stubble field near the village of Jarantowiczki.

8. On-board recorders

The balloon pilot and operator sent the Commission a GNSS track log containing data concerning the flight during which the accident occurred.

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

The PKBWL did not carry out a post-accident inspection of the balloon and the landing site because the pilot had submitted his report on the accident to ECCAIRS2 on 19 August 2026 at 15:08 LT. The PKBWL was notified by the pilot via e-mail on 19 August 2026 at 15:17 LT. The failure to notify the PKBWL of the accident immediately via the emergency number +48 500 233 233 meant that a PKBWL investigation team could not be dispatched to the scene.

The Commission received data from the pilot and the operator regarding the flight, the crew, the passengers, and the balloon.

10. Safety Recommendations

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

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