



Accident to the Cameron Z210
registered **F-HRGC**
on Friday 30 May 2025
at Saint-Cyprien

Time	Around 08:30 ¹
Operator	Montgolfières du Périgord
Type of flight	Sightseeing flight, commercial
Persons on board	Pilot and nine passengers
Consequences and damage	One passenger injured
This is a courtesy translation by the BEA of the Final Report on the Safety Investigation. As accurate as the translation may be, the original text in French is the work of reference.	

Hard landing, bounces

1 HISTORY OF THE FLIGHT

Note: the following information is principally based on statements.

After a flight of around one hour, the pilot started his descent to the field selected for the landing. The pilots of the three other balloons with whom he carried out this flight used the same surface. The landing was firm. The basket bounced twice but remained upright.

After the landing, eight passengers exited the basket. One passenger complained of pain in her ankle. The pilot and his ground assistant helped her disembark by tilting the basket.

2 ADDITIONAL INFORMATION

2.1 Statements

2.1.1 Injured passenger

On the day of the accident, the passenger was 55 years old. She indicated that she had reserved a flight for herself, her father and her two children. She added that the operator had suggested to her that she choose a morning flight, as her father was 88 years old and landings are normally softer than in the evening.

The operator had sent her the DSAC² document concerning [the implementation and operation of hot air balloons](#), which includes the landing safety instructions. She had consulted it with the members of her family.

¹ Except where otherwise indicated, times in this report are given in local time.

² The glossary of abbreviations and acronyms frequently used by the BEA can be found on its [web site](#).

She considered that there had been no safety briefing before the flight nor before the landing. She indicated that during the landing, she adopted the position recommended in the document by bending her knees. Her father and sons did the same. She had the impression of falling from very high up and immediately felt a compression in her foot. The basket bounced twice according to her. The organizers helped her so that she could disembark.

Shortly after the landing, she contacted the emergency medical services (SAMU) while the pilots and occupants stowed the material. She indicated that the hot air balloon operator, who was also a fireman, asked to speak to the SAMU regulator. She was finally directed towards a general practitioner who prescribed an x-ray. Two days later, the x-ray photos revealed a fracture. The passenger was put into plaster.

2.1.2 Pilot

The 65-year-old pilot held a hot-air balloon pilot licence (BPL). He had carried out around 4,500 ascents as pilot-in-command and had logged around 4,300 flight hours on similar balloons to F-HRGC.

The pilot indicated that he had prepared the flight in the morning at the base, with the other pilots. He added that each pilot checked what clothes and shoes the occupants were wearing during the general briefing carried out for the passengers of the four balloons. After inflating the envelope, he asked the passengers to climb into the basket. Five installed themselves on one side and four on the other side. The take-off and flight proceeded normally. A few moments before touchdown, he asked the passengers to take the safety position. He indicated that he slightly climbed twice to correctly position the balloon before increasing the rate of sink in order to land before the road that was situated around 50 m away. He considered that the landing was firm. The basket stayed upright. He helped the passenger exit the basket, the other occupants having done this unaided. He specified that the passenger complained of a pain in her ankle but that he had not perceived the seriousness of the injury.

2.2 Meteorological information

Météo-France estimated that the weather conditions were light wind, 2 kt, CAVOK, temperature 18°C.

3 CONCLUSIONS

The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation.

Scenario

During a firm landing with several bounces, although the occupants had adopted the safety position, one of them received an ankle injury. The call to the emergency medical services (SAMU) and an appointment with a general practitioner did not allow the injury to be quickly diagnosed. An X-ray taken two days later confirmed the fractures.

Safety lessons

A balloon landing, unlike the rest of the flight, can sometimes be quite dynamic and passengers are not always necessarily aware of this. In these conditions, passengers may be surprised and their physical capabilities may be exceeded.

The BEA investigations are conducted with the sole objective of improving aviation safety and are not intended to apportion blame or liabilities.