



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
General Aviation Accident Investigation Division (AS-20)

Date: April 13, 2015
Person Contacted: Mr. Pierre Jourda (Owner)
NTSB Accident Number: GAA15CA038

Narrative:

The following is a synopsis of the information provided by Mr. Jourda in a telephone conversation.

- The accident occurred on 4/12/2015 about 0800 PDT.
- The balloon was an Ultramagic M90, N890VB.
- Mr. Jourda is the owner of the balloon company. The balloon had a pilot and two passengers onboard. The balloon departed from Sportsman Airpark (2S6) in Newburg, Oregon, as a local area flight (sightseeing). No flight plan was filed.
- The balloon was part of a flight of three total balloons. Mr. Jourda stated there was good flying conditions regarding the weather that day.
- The balloon departed about 0725 and after about 30 minutes into flight, the pilot made the decision to begin to land. The winds were pushing the balloon toward a populated area and the pilot wanted to land before encountering that area.
- The pilot landed in an open field (private property) in Sherwood, Oregon, and ground winds were between 5 to 6 miles per hour.
- The balloon landed normally, however the pilot wasn't quick enough the pull the red line (deflation mechanism). The balloon took off again and rose to about 20-30 feet above ground level. The pilot pulled the red line and the balloon dropped to the ground, and landed hard. All of the passengers were in their brace positions.
- There was no damage to the gondola. 15 fabric panels were melted by the burners during the hard landing. No damage was sustained to any load tapes. The balloon is currently not airworthy and Mr. Jourda stated that the repairs will take between 1 to 2 days to complete.
- The pilot sustained no injuries. The two passengers sustained broken feet, and were ground evacuated to a local hospital emergency room. The passengers arrived at the hospital around 0830 and were discharged around 1300.
- The owner verified that there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.