



Prevention Bulletin 2025/2

The following list contains useful information within the scope of Art. 56 OSITI for the prevention of accidents and serious incidents. This information has been obtained in the course of preliminary investigations of incidents for which no investigation is opened for reasons of efficiency. It is structured chronologically and includes the incidents for which preliminary investigations could be completed by the end of the respective quarter. The information is not intended to be complete, is anonymized and is designed to contribute to the safety awareness of the stakeholders concerned.

All times mentioned in this Prevention Bulletin are given in Coordinated Universal Time (UTC). The relationship between UTC and the standard time (local time – LT) applicable to Swiss territory is, depending on the period, Central European Time (CET) or Central European Summer Time (CEST):

LT = CET = UTC + 1 h or

LT = CEST = UTC + 2 h

A glossary of the abbreviations used is available on the website of the Swiss Transportation Safety Investigation Board.



Event	Serious incident without injuries	Date, time	21.02.2025, 14:00 UTC		
Location, country	Kanderfirn mountain landing site (LSYK), Switzerland	Aircraft damage	Slightly damaged		
Factual information	During landing without visual references (<i>whiteout</i>), the aircraft struck the glacier and was slightly damaged. Due to the terrain, the crew did not stop and took off again in the direction of Biel-Kappelen (LSZP), where the aircraft subsequently landed.				
Type	Aviat A-1 Husky	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	07.03.2025, 09:50 UTC		
Location, country	TMA 2 Zurich, Switzerland	Aircraft damage	Undamaged		
Factual information	The Tecnam P2008 aircraft was flying under visual flight rules from Schaffhausen area towards VOR Trasadingen and climbed 100 to 200 ft into the TMA 2. This resulted in an airprox with an Airbus A320 flying at 5000 ft AMSL, which crossed the flight path of the small aircraft from the south. The minimum horizontal distance was 0.5 NM and the minimum vertical distance was 475 ft; the prescribed minimum separation in this airspace is 3 NM horizontally and 1000 ft vertically.				
Type	Aircraft 1: Airbus A320 Aircraft 2: Tecnam P 2008	Injured	fatal	serious	minor
Type of operation	Aircraft 1: Commercial aviation – scheduled flight Aircraft 2: General aviation – private flight	Crew	0	0	0
Comparable cases	Final report No. 2374	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident with minor injuries	Date, time	13.03.2025, 13:50 UTC		
Location, country	Bern-Belp Airport (LSZB), Switzerland	Aircraft damage	Undamaged		
Factual information	During a visit of the helicopter base, two visitors were thrown over by the rotor downwash of a landing helicopter. One of them was slightly injured. Both were taken to hospital and were able to leave after a few hours.				
Type	Airbus Helicopter MBB BK117 D-2	Injured	fatal	serious	minor
Type of operation	General aviation – work flight	Crew	0	0	0
Comparable cases	During a demonstration of rotor downwash, one person was injured while being pushed away by the downwash and falling over a wall (see Final report no. 2023)	Passengers	0	0	0
		Other	-	-	1



Event	Serious incident without injuries	Date, time	31.03.2025, 07:00 UTC		
Location, country	Val de Bagnes (VS), Switzerland	Aircraft damage	Undamaged		
Factual information	During a flight over the Valais Alps, the crew of a twin-engine turboprop airliner noticed that the low oil pressure warning light had come on. The affected engine was idled and the aircraft performed a drift down descent, followed by a landing in Geneva (LSGG). After landing, it was found that the skin of the fuselage and the engine nacelle of the affected engine were heavily contaminated with oil. The subsequent technical investigation revealed that the oil tank cap was not installed. The oil tank cap was found in the engine nacelle.				
Type	De Havilland Canada Dash 8-400	Injured	fatal	serious	minor
Type of operation	Commercial aviation – scheduled flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	03.04.2025, 13:05 UTC		
Location, country	Locarno Airport (LSZL), Switzerland	Aircraft damage	Undamaged		
Factual information	The single-engine light aircraft took off from Mollis (LSZM) and flew to Locarno (LSZL), where the crew intended to perform a touch and go and a traffic circuit. After completing the touch-and-go on runway 26 R, the aircraft was climbing to approximately 900 ft AMSL when vibrations were felt in the engine (Rotax 912 ULS) and a loss of power occurred. The crew made an emergency landing on runway 08 L and came to a stop beyond the end of the runway.				
	The carburettors were contaminated with UL91 fuel residues, and the ignition modules were defective. The connecting cables around the spark plug caps were partially corroded.				
Type	Breezer Aircraft B600	Injured	fatal	serious	minor
Type of operation	General aviation – training flight	Crew	0	0	0
Comparable cases	See FOCA SAND 2023-003	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	19.04.2025, 13:35 UTC		
Location, country	Yverdon-les-Bains (LSGY), Switzerland	Aircraft damage	Undamaged		
Factual information	After taxiing onto runway 04, the pilot applied take-off power and initiated the take-off roll. All instruments were functioning properly and displaying normal values. The speed during initial climb was 65 kt. After approximately one minute, vibrations suddenly occurred, accompanied by a significant loss of power (Rotax 912S engine). The speed dropped to 58 kt. The altitude at this point was approximately 250 ft AGL. A check of the engine instruments did not reveal any further information as to why the engine malfunction occurred. Due to the insufficient engine power and the stuttering engine, the pilot decided to return to the aerodrome. The maintenance organisation was unable to determine the cause of the engine malfunction.				
Type	AT-01	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	See FOCA SAND 2023-003	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	26.04.2025, 09:52 UTC		
Location, country	Colle Sesia (VS), Switzerland	Aircraft damage	Undamaged		
Factual information	The pilot and the passenger had been on a private alpine flight since early morning, flying to various glacier landing sites. The flight, including several breaks, lasted about 2½ hours and was performed at an altitude of over 10,000 ft AMSL. The occupants did not use oxygen. The pilot then landed on Colle Sesia at around 14,000 ft AMSL. The subsequent take-off run down the glacier slope took more than twice as long as expected by the pilot, and the aircraft crossed a group of ski tourers who were taking part in an alpine competition with finish point Capanna Margherita. Light katabatic winds (cold downdrafts) prevailed on the glacier at Colle Sesia. Hypoxia (oxygen deficiency) and its consequences can occur at altitudes as low as 6,000 ft AMSL with varying degrees of severity. A rapid climb can exacerbate the symptoms. Among other things, hypoxia can lead to a reduction in brain performance that is not noticed by the affected person.				
Type	Piper PA 18-150	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	29.04.2025, 16:24 UTC		
Location, country	Hausen am Albis Airport (LSZN), Switzerland	Aircraft damage	Slightly damaged		
Factual information	The self-launching motor-glider landed in Hausen am Albis (LSZN) because the engine could not be started in the air and there was insufficient altitude for the glide back to the departure airfield Schänis (LSZX). On ground at Hausen am Albis, the pilot attempted to start the engine from outside the cockpit. After several attempts, the engine started and the glider rolled away without the pilot on board. The aircraft crossed the apron and collided with a hangar door, where it came to a halt with minor damage.				
Type	Schempp-Hirth Arcus M	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	Summary report HB-2223	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	14.05.2025, 13:30 UTC		
Location, country	West of the Lugano control zone (LSZA), Switzerland	Aircraft damage	Slightly damaged		
Factual information	During a training flight from Locarno (LSZL) to Lugano (LSZA), the single engine light aircraft was approximately 2 NM west of the reporting point W of Lugano (LSZA) and at an altitude of 3500 ft .The speed was approximately 100 kt. All of a sudden, a piece of the left door measuring approximately 50 cm x 50 cm, was torn off the aircraft with a loud bang; the upper hinge remained attached to the fuselage. According to the flight instructor, the aircraft was on an easterly heading over the Italian border at the time, and the crew was in contact with the air traffic control centre of Lugano. The flight instructor took control of the aircraft, which remained controllable without restriction. The landing at Lugano Airport took place shortly afterwards without further incident.				
Type	Pipistrel SW 121	Injured	fatal	serious	minor
Type of operation	General aviation – training	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Accident with minor injuries	Date, time	17.05.2025, 14:14 UTC		
Location, country	Saint-Maurice La Preyse (VS), Switzerland	Aircraft damage	Severely damaged		
Factual information	After a glider tow launch in Thun (LSZW), the glider pilot, with a passenger on board, intended to fly from the Martigny region to Bex (LSGB). Shortly afterwards, the pilot realised that the airfield could no longer be reached due to a downdraft zone and decided to make an off-field landing. The pilot selected what he considered to be the most suitable field for landing and, due to the low altitude and tailwind, had to approach the field with some tailwind. As a result, the glider hit the ground hard on landing and was severely damaged; both occupants suffered back injuries.				
Type	Duo Discus	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	1
Comparable cases	-	Passengers	0	0	1
		Other	-	-	-

Event	Accident with minor injuries	Date, time	18.05.2025, 14:10 UTC		
Location, country	Rawil Pass (VS), Switzerland	Aircraft damage	Severely damaged		
Factual information	The pilot involved in the accident was participating in the Swiss Gliding Championship, held at Grenchen Airport (LSZG), in the mixed open class with his JS-MD 3 glider (glider A). On the second day of the competition, a speed task with six turning points over a distance of approximately 420 km had to be completed. Turnpoints 2 to 4 were located in the valley of Valais. After crossing the start line, the pilot flew the same route as another glider pilot (glider B), with one pilot leading at times and the other at other times. The distance between the two gliders and the differences in altitude up to the accident site were never significant. When circling the fourth turning point, which was located approximately 4 km north of Sion Airport (LSGS), the two pilots had already covered a distance of over 320 km at an average speed of over 110 km/h. At 14:09:15 UTC, about 1.5 km south-west of the Rawil Pass, glider A was flying around 500 m behind glider B and 165 m lower at an IAS of around 150 km/h and in a north-easterly direction. One minute later, glider A struck rising terrain, colliding with a rock on its left wing. After approximately another 50 m, the glider struck the ground a second time and came to a halt after a few metres. The last data point was recorded at 14:10:15 UTC. The pilot was able to trigger his own rescue via the Rega app at 14:19 UTC and was subsequently flown to the Inselspital for medical examination. The glider was severely damaged by the impact; no aviation fuel leaked. No ELT signal could be received.				
Type	JS-MD 3 (jet-powered)	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	1
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	27.05.2025, 09:41 UTC		
Location, country	Ecuvillens Airport (LSGE), Switzerland	Aircraft damage	Undamaged		
Factual information	As part of basic training to obtain a private pilot licence for aeroplanes, a solo flight in a single-engine aeroplane was planned to Ecuvillens (LSGE) where a touch-and-go should be performed, followed by the return flight to Grenchen (LSZG). After touching down on runway 27, the pilot ran over the left edge of the runway with both wheels of the main landing gear. The pilot then continued the take-off run on the grass left of the runway, got the aircraft airborne again before the end of the runway and returned to Grenchen.				
Type	DA 40	Injured	fatal	serious	minor
Type of operation	General aviation – training	Crew	0	0	0
Comparable cases	Final report No. 2391	Passengers	0	0	0
	Final report No. 2372	Other	-	-	-

Event	Accident with minor injuries	Date, time	30.05.2025, 12:45 UTC		
Location, country	Parpan (GR), Switzerland	Aircraft damage	Severely damaged		
Factual information	The pilot took off in glider tow at around 12 noon LT in Bad Ragaz (LSZE). After releasing the tow in the Vilan region, his flight path took him from Prättigau over the Davos region to the Albula Valley. There he realised that the thermals were not sufficient to reach his planned destination for the day, the Zervreilasee. He therefore decided to fly back to the airfield via Lenzerheide. Due to a sustained loss of altitude, the pilot decided to make a precautionary off-field landing in the region of Parpan. He chose a freshly mown meadow and, after a reconnaissance lap, initiated the landing uphill. The first contact with the ground was in a distinctive hollow, causing the aircraft to bounce off the ground and be thrown a few metres back into the air. On the next contact with the ground, the left wing tip grazed the ground, causing the pilot to lose control of the glider. The aircraft subsequently crashed uncontrollably and hard onto the field. This was the pilot's second off-field landing in his flying career.				
Type	ASW 27	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	1
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Accident with injuries	Date, time	09.06.2025, 17:40 UTC		
Location, country	La Chaux-de-Fonds region, Switzerland	Aircraft damage	Undamaged		
Factual information	During the rescue of an injured person, the emergency doctor while using the rescue winch at a height of approximately 4 metres above the ground was hit and injured by a tree that was thrown over by the rotor downwash.				
Type	H145	Injured	fatal	serious	minor
Type of operation	Commercial – rescue operation	Crew	0	1	0
		Passengers	0	0	0
		Other	-	-	-
Comparable cases	The following are comparable incidents involving helicopter timber transport or rescue operations in which rotor downwash played a role:				
	30.05.2008, HB-ZDE, Final Report No. 2032	A flight assistant was most likely struck on the head by a falling branch as a result of downwash and was seriously injured.			
	24.05.2010, HB-ZRE, Final Report No. 2089	During a winch operation, a rotten branch broke off as a result of the downwash and fell on a person standing below.			
	25.04.2011, HB-ZRX, Final Report No. 2152	During a rescue operation, the trunk of a previously damaged tree broke off due to the downwash when the emergency doctor was being lowered by the rescue winch and fell on the patient who was being prepared for transport.			
	29.08.2014, HB-ZKF, Final Report No. 2266	During the transport of a load, a person was injured by a group of trees that were thrown over as a result of the downwash.			



Event	Serious incident (Airprox)	Date, time	19.06.2025, 11:21 UTC		
Location, country	Near the aerodrome outside the control zone of Les Eplatures (NE) aerodrome, Switzerland	Aircraft damage	Undamaged		
Factual information	The crew of the motor aircraft performed an IFR approach to runway 05, followed by a go-around. While climbing to the missed approach altitude of 8000 ft, the crew saw a glider emerging from cumulus clouds, which crossed the flight path from left to right at an estimated altitude of around 6700 ft, being approximately 200 ft below them. A TAS and a Flarm were installed in the twin-engine aircraft; the glider was not displayed on either of the collision warning devices. The air traffic controller at Alps Radar air traffic control centre also had no transponder signal of the glider on the radar screen and was therefore unable to provide any relevant traffic information. The control zone of Les Eplatures aerodrome (LSGC) extends vertically from the ground to an altitude of 6500 ft AMSL.				
Type	Aircraft 1: DA42 Aircraft 2: Glider	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – skill test Aircraft 2: General aviation – unknown	Crew	0	0	0
Comparable cases	Two airprox between a motor aircraft and two gliders on 21 May 2023 near the airfield outside the control zone of Les Eplatures (NE) (see Final Report No. 2419)	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident (Airprox)	Date, time	19.06.2025, 13:10 UTC		
Location, country	Near the aerodrome outside the control zone of Les Eplatures (NE) aerodrome, Switzerland	Aircraft damage	Undamaged		
Factual information	After take-off from runway 05, the turboprop aircraft was in initial climb below 5000 ft AMSL along the standard instrument departure route SAPRE when the crew noticed a glider above them at the two o'clock position on the Traffic Advisory System (TAS). In consultation with Alps Radar approach control, the crew initiated an early left turn to avoid the glider. The control zone of Les Eplatures (LSGC) aerodrome extends vertically from the ground to an altitude of 6500 ft AMSL.				
Type	Aircraft 1: PC12 Aircraft 2: Glider	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – commercial Aircraft 2: General aviation – unknown	Crew	0	0	0
Comparable cases	Two airprox between a motorised aircraft and two gliders on 21 May 2023 near the airfield outside the control zone of Les Eplatures (NE) (see Final Report No. 2419)	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	21.06.2025, 16:00 UTC		
Location, country	Sanzenberg region (ZH), Switzerland	Aircraft damage	Undamaged		
Factual information	The single engine aircraft was on a cruise flight from Kunovice (LKKU) to Avignon (LFMV) under instrument flight rules at a pressure altitude of 9000 ft when the pilot informed air traffic control that he intended to make an alternate landing at Birrfeld (LSZF) due to severe engine vibrations. About a quarter of an hour later, the aircraft touched down on runway 08. After landing, an oil leak was detected.				
Type	Mooney M20J	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Incident without injuries	Date, time	29.06.2025, 06:05 UTC		
Location, country	Schübelbach (SZ), Switzerland	Aircraft damage	Aircraft 1: undamaged Aircraft 2: damaged		
Factual information	The hot-air balloon was on the ground, the envelope was still completely filled and the passengers had already left the basket when the sound of a drone was clearly heard. Suddenly, the drone collided with the vertical envelope and crashed to the ground. The drone lost several rotor blades and was subsequently unable to fly. No remote pilot was visible, and no one identified themselves as such after the collision.				
Type	Aircraft type 1: Fire Balloons G 30/24 Aircraft type 2: DJI Mini 3 Pro	Injured	fatal	serious	minor
Type of operation	Aircraft 1: Private flight Aircraft 2: unknown	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-

Bern, 21 July 2025