



## Prevention Bulletin 2025/4

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.



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>03.11.2024, 09:24 UTC</b>		
<b>Location, country</b>	<b>Geneva Airport (LSGG), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>During take-off, the two pilots on board the business jet noticed that the flight director and the flight attitude displays on both primary flight displays (PFD) were incorrect and declared an emergency. The flight was continued using the standby instrument and under visual meteorological conditions (VMC), after a very brief period of flying in clouds (instrument meteorological conditions – IMC). The crew then returned to Geneva. According to their own statements, the pilots were able to remain in VMC long enough to confirm that the STBY instrument readings were correct and to avoid losing control of the aircraft.</p> <p>Technical investigations and evaluation of data from the Lightweight Data Recorder (LDR) revealed that there was a reversal of the longitudinal and lateral position indicators in the Air Data, Attitude and Heading Reference System (ADAHRS). This was not detected during the standard maintenance procedures during installation and on the ground. The investigation of the ADAHRS at Honeywell was carried out under the supervision of the NTSB. The ADAHRS passed all scheduled tests and no faults were found. In principle, the configuration of the ADAHRS is reloaded from the aircraft memory each time the device is switched on; the cascade is designed in such a way that the aircraft configuration takes priority over that of the ADAHRS working memory. The configuration of the aircraft-side memory was correct; the incorrect initialisation of the configuration could not be reproduced either on the aircraft or in the manufacturer's laboratory.</p>				
<b>Type</b>	Pilatus PC12/47E	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Commercial aviation – on-demand flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0


<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>14.03.2025, 12:50 UTC</b>		
<b>Location, country</b>	<b>Geneva Airport (LSGG), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>During the cruise flight of a Boeing B737-866 NG, hydraulic system A failed due to a loss of hydraulic fluid. The flight continued to Geneva as planned. During the approach, the flight crew noticed that hydraulic system B was also losing hydraulic fluid. By the time the aircraft landed in Geneva, around half of the fluid in system B had leaked out.</p> <p>The following findings were made: The loss of hydraulic fluid from system A was caused by a damaged hydraulic hose in the nose landing gear bay. The landing gear was extended after the Landing Gear Transfer Unit (LGTRU) was activated by hydraulic system B instead of system A. Hydraulic system B subsequently lost fluid due to the same leak in the damaged hydraulic hose.</p>				
<b>Type</b>	Boeing 737-866 NG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Commercial aviation – scheduled flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident (near miss)</b>	<b>Date, time</b>	<b>12.07.2025, 11:51 UTC</b>		
<b>Location, country</b>	<b>Sion Airport (LSGS), Switzerland</b>	<b>Aircraft damage</b>	<b>None</b>		
<b>Factual information</b>	The helicopter was on final approach to helicopter landing zone 25 (FATO 25) south of the runway. The aeroplane was in downwind to runway 25. For spacing purposes, the air traffic controller assigned the aeroplane number 2 in the landing sequence, indicating that a helicopter was on approach. When asked to confirm whether the helicopter was in sight as number 1 in the landing sequence, the flight crew replied, "Number 1" and turned the aeroplane into a base leg with a crossing flight path to the helicopter. The air traffic controller immediately instructed the helicopter pilot to make a full orbit to the right. The minimum distance was approximately 470 m horizontally and approximately 140 m vertically. Radio communications were conducted in French and English.				
<b>Type</b>	Helicopter: Airbus Helicopters AS 350 B3 Aircraft: Varga Aircraft Corporation 2150A	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Helicopter: Commercial Aircraft: Training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Accident without injuries</b>	<b>Date, time</b>	<b>14.07.2025, 13:30 UTC</b>		
<b>Location, country</b>	<b>Basel Airport (LFSB), Switzerland</b>	<b>Aircraft damage</b>	<b>Severely damaged</b>		
<b>Factual information</b>	The engine did not start as usual. The pilot adjusted the throttle and mixture according to the checklist to start the engine with increased air supply. Immediately after starting the engine, the aircraft began to roll and, after the pilot had avoided another parked aircraft, collided with a hangar door. One wing and the propeller were severely damaged; the engine then stopped. Repeated application of the brakes did not improve the braking effect. The aircraft had a hydraulic braking system with a parking brake and wheel brakes. The aircraft did not have a steerable nose wheel and was controlled on the ground using differential brake control pressure. The aircraft had been parked on a lift the previous night. After leaving the hangar, the pilot visually checked the parking brake, which was engaged. No defects in the braking system were found after the accident.				
<b>Type</b>	Costruzioni aeronautiche Tecnam P2010	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Incident without injuries</b>	<b>Date, time</b>	<b>16.07.2025, 12:07 UTC</b>		
<b>Location, country</b>	<b>Ecuwillens Airport (LSGE), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>After landing, the crew parked the aircraft on the apron and attempted to open the canopy in order to exit the aircraft. After activating the lever to open the canopy, the crew realised that it would not open. Activating the emergency release lever also failed to open the canopy. Due to the sun's rays, the temperature in the cockpit rose sharply. People present were able to pull the aircraft into the shade of a hangar to prevent it from overheating for the occupants. Subsequent troubleshooting revealed that the control rod of one of the canopy bolts had broken, preventing the bolt from being released.</p>				
					
<b>Type</b>	HOAC-Austria DV20 Katana	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Serious incident (near miss)</b>	<b>Date, time</b>	<b>17.07.2025, 16:35 UTC</b>		
<b>Location, country</b>	<b>Wangen-Lachen Airport (LSPV), Sector S, Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>An aircraft was en route from Mollis (LSZM) via Reichenburg to Wangen Lachen (LSPV). Shortly after the position report in the southern approach sector, the flight crew heard the radio call of another aircraft that was also flying at the same position. Shortly afterwards, a near collision occurred at around 3400 ft AMSL. The pilot of the Bristell only saw the Vari EZE when it swerved very close with a large bank angle. The Bristell was equipped with a portable Powerflarm, a passive traffic warning device combined with a transponder with ADS-B in and out function. The Vari EZE was not equipped with a collision avoidance system.</p>				
<b>Type</b>	Aircraft 1: Bristell B23-915 Aircraft 2: Scaled Composites Vari EZE	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Aircraft 1: General aviation – Training Aircraft 2: General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	15.05.2019, HB-DIH vs. 2 F/A-18, <a href="#">final report No. 2411</a>	Approximately 1 NM southwest of Altendorf (SZ) at an altitude of approximately 4200 ft AMSL, a dangerous encounter occurred between two Swiss Air Force F/A-18 fighter jets and a single-engine light aircraft.			



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>20.07.2025, 14:05 UTC</b>		
<b>Location, country</b>	<b>Sion Airport (LSGS), Switzerland</b>	<b>Aircraft damage</b>	<b>Both slightly damaged</b>		
<b>Factual information</b>	<p>The tow train was performing 360° circles north of the CTR to practise unusual tow flight positions of the glider behind the tow plane when one of the pilots suddenly reported a rope break. Although the pilot in the glider had released the tow rope twice, the broken tow rope became entangled around the right wing of the glider, with about 15 metres of rope hanging down. The glider landed safely.</p> <p>The surface of the glider's right wing showed signs of contact with the tow rope. The tow rope was only damaged at the wear link. The tow plane's rudder was hit by the recoiling rope and slightly damaged. The tow plane was equipped with a retractable winch for the tow rope.</p>				
<b>Type</b>	Aircraft 1: Robin DR400/180R Aircraft 2: DG-500 Elan Orion	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>02.08.2025, 10:21 UTC</b>		
<b>Location, country</b>	<b>Ecuwillens Airport (LSGE), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>The single-engine aircraft, with one pilot and five passengers on board, was on a private flight from Ajaccio (LFKJ) in Corsica to Ecuwillens (LSGE). The approach to Ecuwillens was made with a slight tailwind on runway 27. After covering about one third of the runway length, the aircraft touched down for the first time on the 800 m long hard-surfaced runway, across from the "Bravo" taxiway, and then lifted off again slightly. Halfway down the runway, the aircraft touched down again and then continued straight ahead for around 100 m along the runway axis before beginning to turn to the right around its vertical axis during the subsequent 100 m roll. As a result, the aircraft skidded sideways to the left, across the "Charlie" taxiway and over the right-hand edge of the runway; by this point, the aircraft had turned around its vertical axis by approximately 90° to the right of the runway axis. The aircraft then came to a halt in the adjacent meadow, approximately 25 m to the right of the hard-surfaced runway.</p> <p>Traces of rubber abrasion from all three wheels were visible on the runway.</p> <p>Maintenance work carried out a few days after the serious incident revealed no evidence that either of the two main landing gear wheels had locked for technical reasons.</p>				
<b>Type</b>	Piper PA-46-350P "Malibu Mirage"	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	28.09.2018, SP-YGI, <a href="#">summary report</a>	The single-engine light aircraft touched down late and at excessive speed on runway 24 in Grenchen (LSZG), overshot the end of the runway and crossed the cantonal road running perpendicular to the runway axis.			
	05.03.2018, HB-DVZ, <a href="#">summary report</a>	The single-engine light aircraft veered off the right-hand edge of the runway during the braking process while landing in Wangen-Lachen (LSPV) and came to a halt in the adjacent meadow.			



<b>Event</b>	<b>Accident without injuries</b>	<b>Date, time</b>	<b>09.08.2025, 07:55 UTC</b>		
<b>Location, country</b>	<b>Locarno Airport (LSZL), Switzerland</b>	<b>Aircraft damage</b>	<b>Damaged</b>		
<b>Factual information</b>	The trainee pilot lost control of the aircraft during the final approach of a solo flight due to pilot incapacitation, which was at least partial. Upon landing on runway 26R, the aircraft's nose gear broke off, and the aircraft skidded on its nose. The trainee pilot was uninjured. A medical examination after the accident revealed that the pilot was experiencing hypotension, but otherwise there were no indications as to why she had partially lost consciousness.				
<b>Type</b>	Sonaca S201	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Serious incident (near collision)</b>	<b>Date, time</b>	<b>14.09.2025, 12:03 UTC</b>		
<b>Location, country</b>	<b>Lugano Airport (LSZA), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	After take-off from runway 19, the three-engine business jet was on the CANNE 2U instrument departure procedure when it had to take evasive action at an altitude of between 4,000 and 5,000 ft within the control zone (CTR) to avoid an unidentifiable balloon with a diameter of approximately 1 m.				
<b>Type</b>	Aircraft 1: Dassault Falcon 8X Object 2: Unknown	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Commercial aviation – charter flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Accident without injuries</b>	<b>Date, time</b>	<b>15.09.2025, 12:31 UTC</b>		
<b>Location, country</b>	<b>Langenthal Airfield (LSPL), Switzerland</b>	<b>Aircraft damage</b>	<b>Severely damaged</b>		
<b>Factual information</b>	During take-off on runway 23, a gust of wind caused the left wing of the motor glider to rise sharply, which could not be corrected with aileron deflection. According to the pilot, the wind was blowing at around 40 km/h in the direction of the runway. The right wing touched the ground, and the motor glider came to a halt next to the runway after doing a ground loop. The propeller tips were damaged, and the left landing gear buckled to the right. According to the pilot, the motor glider was in perfect technical condition prior to the accident. At 12:50 UTC., a wind speed of 19 kt (around 35 km/h) was recorded, with gusts of up to 28 kt (around 50 km/h) from a direction of 230°.				
<b>Type</b>	Stemme S10-VT	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Serious incident injuries</b>	<b>Date, time</b>	<b>17.09.2025, 12:00 UTC</b>		
<b>Location, country</b>	<b>Zweisimmen Airport (LSTZ), Switzerland</b>	<b>Aircraft damage</b>	<b>Slightly damaged</b>		
<b>Factual information</b>	During the roll-out after touchdown, the brakes were applied too hard and the tailwheel aircraft flipped over and then fell back onto its tail. The propeller and tailwheel were damaged in the process. The emergency locator beacon (ELT) was activated and was first detected by a satellite at 12:03:37 UTC.				
<b>Type</b>	Aviat Aircraft A-1 Husky	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>17.09.2025, 16:45 UTC</b>		
<b>Location, country</b>	<b>Zurich Airport (LSZH), Switzerland</b>	<b>Aircraft damage</b>	<b>Slightly damaged</b>		
<b>Factual information</b>	During the approach to runway 28, the downwind leg was extended by air traffic control, presumably due to a departing Piper Archer. During the final approach, landing clearance was given with information about the wind, which was coming from 240° at 7 kt. The approach was stable with an indicated airspeed of approximately 75 kt. Although the low sun allowed visibility of the runway, it made it difficult to judge altitude near the ground. During landing, there was a small initial bounce. The landing was continued. The subsequent bounces were stronger and harder. When taxiing off the runway, the pilot did not initially notice any damage. After parking, damaged propeller blades and a broken nose gear were discovered.				
<b>Type</b>	Diamond Aircraft Industries DA40 NG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	02.09.2021, HB-KLT, <a href="#">summary report</a>	Three-point landing followed by repeated uncontrolled touchdown ( <i>porpoising</i> ) and subsequent rollover on the runway			
	11.06.2020, HB-DFK, <a href="#">summary report</a>	Hard landing with the aircraft taking off again, followed by a rocking motion around the transverse axis ( <i>porpoising</i> ) with repeated touchdown.			
	13.10.2017, HB-TDD, <a href="#">summary report</a>	Hard landing with the aircraft taking off again, followed by a rocking motion around the transverse axis ( <i>porpoising</i> ) with multiple touches down.			
	05.07.2017, HB-CCD, <a href="#">summary report</a>	Hard landing with the aircraft taking off again, followed by a rocking motion around the transverse axis ( <i>porpoising</i> ) with multiple touches down.			



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>		<b>17.09.2025, 17:53 UTC</b>	
<b>Location, country</b>	<b>Lommis Airfield (LSZT), Switzerland</b>	<b>Aircraft damage</b>		<b>Undamaged</b>	
<b>Factual information</b>	The aircraft, equipped with a Rotax 912 S2 piston engine, was climbing approximately 30 to 40 seconds after take-off from runway 24. The crew noticed a loss of power. The flight instructor took control, attempted to troubleshoot the problem and flew a turn-back manoeuvre using the remaining power. The crew then landed the aircraft on runway 06. The ground run performed after landing was unremarkable. The maintenance measures carried out did not reveal any abnormalities. The aircraft has been in operation without any problems since.				
<b>Type</b>	Costruzioni aeronautiche Tecnam P2008 JC	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	18.09.2020, HB-YLH, <a href="#">summary report</a>	Shortly after take-off, the pilot flew a turn at low altitude after the engine lost power; the aircraft suffered a loss of control due to a stall and crashed into the ground from a low height.			
	19.07.2020, LX-AVA, <a href="#">final report No. 2384</a>	Following a loss of power after take-off, the pilot initiated a reversal manoeuvre and landed the aircraft in the opposite direction on runway 10.			
	16.02.2019, HB-SFU, <a href="#">summary report</a>	After touching down and taking off again ( <i>touch-and-go</i> ), the single-engine light aircraft suffered a partial loss of engine power. The crew flew a reversal turn at low height and landed in the opposite direction on the runway.			
	05.07.2017, HB-WXA, <a href="#">final report (BEA)</a>	Shortly after take-off, an engine failure at low height resulted in a reversal manoeuvre, during which the aircraft suffered a loss of control due to a stall and crashed into the ground from a low height.			
	27.04.2015, HB-WAS, <a href="#">final report No. 2283</a>	During a simulated engine failure with a reversal manoeuvre from too low a height, it was no longer possible to increase the engine power, whereupon the aircraft collided with the ground.			



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>18.09.2025, 10:30 UTC</b>		
<b>Location, country</b>	<b>Siviez (VS), Switzerland</b>	<b>Aircraft damage</b>	<b>None</b>		
<b>Factual information</b>	<p>The rescue helicopter was approaching the scene of an accident in Siviez (VS), located directly adjacent to the paragliding landing site used for this area. During the approach, the pilot spotted two paragliders and flew around them at a safe distance. During the landing approach, the helicopter had to briefly gain altitude and change course again due to a rolling waste container and loose objects. He did not notice any paragliders at this point.</p> <p>The paraglider pilot was restricted in her choice of flight path due to the topography and had to land at the paraglider landing site, which meant she had to fly closer to the landing helicopter. She was surprised by the helicopter taking off again and feared the consequences of the rotor downwash. The helicopter and paraglider pilot landed at their respective landing site without further problems. The helicopter crew reported the incident internally and discussed the matter with the cantonal rescue centre because the landing site was not kept clear for rescues and was nevertheless assigned. The helicopter crew was unaware that there was a frequently used paraglider landing site in the vicinity of the accident site. The paragliders did not have Flarm transponders. The Off-Site Landing Ordinance prohibits all types of landings within a radius of 500 m of accident sites, although this is difficult to comply with. The incident was reported to the STSB by email on 20 November 2025.</p>				
<b>Type</b>	Helicopter: Bell B429 Paraglider: Niviuk Kode P16	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Helicopter: rescue operation Paraglider: Private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	23.06.2016, paraglider and HB-ZRW, <a href="#">final report no. 2335</a>	A paraglider student was caught in the wake turbulence of a helicopter during landing and subsequently crashed.			
	28.12.2016, paraglider and HB-ZFM, <a href="#">final report no. 2352</a>	A paraglider pilot crashed from a low height above ground level. It is possible that the wake turbulence from a helicopter played a role in the collapse of the wing.			



<b>Event</b>	<b>Accident without injuries</b>	<b>Date, time</b>	<b>27.09.2025, 10:10 UTC</b>		
<b>Location, country</b>	<b>Willisau region, Switzerland</b>	<b>Aircraft damage</b>	<b>Severely damaged</b>		
<b>Factual information</b>	The flight instructor and a student pilot, who was about to take his skill test to obtain a commercial pilot licence for helicopters, flew over the hilly region of Willisau several times at an altitude of 1,000 to 2,000 ft above ground level. Finally, they initiated an autorotation exercise slightly north of Willisau on a northerly course. The descent, initially, continued northwards, then a 90° turn to the right was made to enter a field that appeared suitable for the manoeuvre. After this, a go-around was initiated without touching the ground. During this manoeuvre, the main rotor mast collided with an approx. 3 mm thick iron wire that had been stretched between two approx. 5-metre-high masts over a length of approximately 80 metres across part of the field selected for the manoeuvre. The wire broke and wrapped itself around the main rotor mast. As a result, the helicopter landed hard. Since the masts were in trees and bushes surrounding the field, they were difficult to see from the air.				
<b>Type</b>	Robinson R22	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Accident without injuries</b>	<b>Date, time</b>	<b>09.10.2025, 08:50 UTC</b>		
<b>Location, country</b>	<b>Locarno Airport (LSZL), Switzerland</b>	<b>Aircraft damage</b>	<b>Severely damaged</b>		
<b>Factual information</b>	During a solo flight in a single-engine light aircraft, the student pilot was performing circuits on grass runway 26C in Locarno. During the third touch-and-go manoeuvre, after the landing flaps had been returned to the take-off position, the engine was at full power and the aircraft had accelerated and advanced approximately 80 m, the nose landing gear broke. As a result, the propeller touched the ground and the engine stopped. The aircraft slowed down and came to a halt standing on its main landing gear with its nose on the ground.				
<b>Type</b>	Sonaca Aircraft S.A. S201	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>09.10.2025, 10:56 UTC</b>		
<b>Location, country</b>	<b>Emmen Military Airfield (LSME), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>The twin-engine turboprop regional aircraft was used to transport army personnel from Sarajevo Airport (LQSA), Bosnia and Herzegovina, to Emmen. Take-off from Sarajevo was at 08:57 UTC, with a planned flight time of approximately 2 hours and 15 minutes.</p> <p>At 10:53 UTC, the aircraft was at FL 080 above the city of Zurich and above a layer of high fog. The Zurich Departure air traffic control centre cleared the aircraft to descend to 6000 ft QNH and asked the flight crew if they were ready to switch from instrument flight rules (IFR) to visual flight rules (VFR) ("report ready to cancel IFR"). The crew, who had been expecting an instrument approach to runway 22 in Emmen, initially declined. After descending further to 5000 ft QNH below the cloud base, the change to visual flight rules was finally made. The air traffic controller signed off without giving the frequency for the Emmen control tower or any information on the status of Emmen airfield ("radar service is terminated, and you may leave the frequency").</p> <p>The cockpit crew assumed that they could land in Emmen. They called the Emmen control tower without receiving a response and continued their final approach to runway 22.</p> <p>The chief flight operations manager in Emmen, who had spotted the aircraft on the military air situation display "MILVE" (<i>Militärische Luftlageverbreitung</i>), tried unsuccessfully at 10:55 UTC to reach air traffic control in Emmen, which was on lunch break, via a direct line to the control tower. He assumed that the aircraft would enter a holding pattern before the approach. When he saw at 11:00 UTC that the aircraft was apparently on a direct final approach to the airfield, which was still closed at that time, he contacted the air traffic control staff, who immediately went to the control tower.</p> <p>The air traffic controller contacted the crew and asked them to report their intentions. The flight crew stated that they would continue the flight under VFR and subsequently extended the landing gear and landing flaps. The air traffic controller instructed the crew that landing was not possible ("you cannot land"), whereupon the crew executed a go-around at an altitude of around 400 ft above ground level. Fifteen minutes later, the aircraft landed safely on runway 22 after an instrument approach.</p> <p>At the time of the first approach and during the go-around manoeuvre, the aerodrome was closed. There were vehicles on the runway and crash barriers were in place at the ends of the runway.</p>				
<b>Type</b>	ATR 42-500	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	Commercial – scheduled flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>18.10.2025, 14:05 UTC</b>		
<b>Location, country</b>	<b>Locarno Airport (LSZL), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>During a training flight in the circuit area of runway 26R at Locarno Airport at an altitude of 2500 ft, the engine shut down after the helicopter had been prepared for an autorotation exercise with the throttle closed. The flight instructor reacted immediately, allowing the engine to be restarted and a safe landing to be made. The flight instructor had followed the manufacturer's recommendation to set the carburettor preheating to "HOT" in manual mode at all times during autorotation exercises (ascent and descent).</p> <p>The pilot reported that during the exercise he had flown through a zone of turbulence, which had led to phases with a low load factor. This phenomenon is known to the manufacturer, who issued Service Letter 24-001 on 5. December 2024, listing the possible reasons for engine failure during autorotation:</p> <ol style="list-style-type: none"> <li>1. Low load factor (see SL 11-001)</li> <li>2. Engine idle speed too low (see MM 44-A-02)</li> <li>3. Strong vibrations</li> <li>4. Carburettor icing.</li> </ol> <p>Following the incident, a technical investigation was carried out by the manufacturer. The test flights carried out revealed no anomalies, so the helicopter was able to be returned to service in accordance with the manufacturer's requirements.</p>				
<b>Type</b>	Guimbal Cabri G2	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>05.11.2025, 14:30 UTC</b>		
<b>Location, country</b>	<b>Triengen Airfield (LSPN), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>After landing on hard-surfaced runway 15, the twin-engine light aircraft only came to a halt after the end of the runway. The aircraft was slightly damaged when one of its propellers touched the ground; there was no damage to third parties.</p>				
<b>Type</b>	Diamond Aircraft Industries DA 42 NG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	28.09.2018, SP-YGI, <a href="#">summary report</a>	<p>The single-engine light aircraft touched down late and at excessive speed on runway 24 at Grenchen (LSZG) and overshot the end of the runway and the cantonal road running perpendicular to the runway axis.</p>			



<b>Event</b>	<b>Serious incident (near collision)</b>	<b>Date, time</b>	<b>07.11.2025, 14:13 UTC</b>		
<b>Location, country</b>	<b>In the Rivera region (TI), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	The twin-engine aircraft was on a training flight from Locarno Airport. After flying under IFR over northern Italy, it touched down and performed a touch-and-go on runway 19 in Lugano (LSZA). The crew then flew back to Locarno under VFR via Mezzovico. In the Rivera region, the DA 42 NG and several paragliders that had taken off from Alpe Foppa near Monte Tamaro came dangerously close to each other. Training flights for paraglider pilots are carried out from Alpe Foppa and in the Monte Tamaro region, among other places, which is why an increased number of paragliders must be expected. For this reason, a corresponding warning symbol in the form of a red hang glider is shown on the Swiss aeronautical chart for Monte Tamaro.				
<b>Type</b>	Diamond Aircraft Industries DA 42 NG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	04.03.2023, HB-TBX, <a href="#">summary report</a>	In the Gulmen region near Braunwald (GL), a motorised aircraft and a paraglider came dangerously close to each other because the pilot of the motorised aircraft only spotted the paraglider when it was too late to take evasive action, and the low-wing aircraft subsequently flew over the paraglider at a height of just a few metres.			

<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>13.11.2025, 15:07 UTC</b>		
<b>Location, country</b>	<b>St. Gallen-Altenrhein Airport (LSZR), Switzerland</b>	<b>Aircraft damage</b>	<b>Slightly damaged</b>		
<b>Factual information</b>	After landing on runway 28, the single-engine, historic tailwheel aircraft veered off the side of the runway, collided with the runway lighting, damaging it, and came to a halt in the adjacent meadow after rotating approximately 210 degrees around its vertical axis.				
<b>Type</b>	Boeing Airplane Company E75 (PT-13D/N2S-5)	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	23.02.2019, HB-KCE, <a href="#">summary report</a>	The single-engine tailwheel aircraft veered off the runway to the left approximately 160 m after the runway threshold and tipped over, drifting sideways to the right onto the wing tip of the right wing. After rotating approximately 120 degrees around its vertical axis, the aircraft came to a halt in the grassland south of the runway.			



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>14.11.2025, 11:15 UTC</b>		
<b>Location, country</b>	<b>Triengen Airfield (LSPN), Switzerland</b>	<b>Aircraft damage</b>	<b>Slightly damaged</b>		
<b>Factual information</b>	<p>The left main landing gear of a single-engine light aircraft carrying one pilot and three passengers could not be extended, neither by operating the normal landing gear lever nor by using the manual hand pump for emergencies. After appropriate preparations had been made on the ground at Triengen Airfield, with the fire brigade, police, ambulance service and Rega helicopter on standby, the aircraft made a belly landing with the landing gear retracted. No one was injured and the aircraft sustained only damage to the fuselage floor and propeller.</p> <p>The technical investigation revealed that the actuator of the left main landing gear in the area of power transmission from the hydraulically operated rack to the landing gear gear-wheel was cracked and deformed. As a result, the rack and pinion no longer meshed, interrupting power transmission to the left landing gear leg and preventing the landing gear from extending to the locked position.</p>				
<b>Type</b>	Cessna Aircraft 172RG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
		<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0
<b>Comparable cases</b>	20.04.2017, HB-CGM, <a href="#">summary report</a>	<p>The serious incident, in which the landing gear of a single-engine light aircraft could not be extended as desired, was due to the hydraulic fluid in the landing gear mechanism leaking, with the result that the landing gear could no longer be extended neither by using the normal landing gear lever nor the corresponding emergency procedure with the hand pump.</p>			

<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>15.11.2025, 09:51 UTC</b>		
<b>Location, country</b>	<b>Langenthal Airfield (LSPL), Switzerland</b>	<b>Aircraft damage</b>	<b>Slightly damaged</b>		
<b>Factual information</b>	<p>The single-engine home-built aircraft touched down on runway 23 with its landing gear half extended and came to a halt lying on its fuselage next to the runway in the adjacent meadow. The switch for extending the landing gear was in the "GEAR DOWN" position. The <i>circuit breaker</i> (CB) for the electrically operated retractable landing gear had tripped.</p>				
<b>Type</b>	Alpi Aviation Pioneer 300	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>25.11.2025, 16:10 UTC</b>		
<b>Location, country</b>	<b>Flight to Valencia at 6000 ft AMSL, Spain</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>During the approach to Castellón-Costa Azahar Airport (LECH), air traffic control reported a crosswind of 40 to 50 knots, whereupon the pilot decided to fly to the alternate airport in Valencia. During the subsequent turn, the left engine failed at approximately 6000 ft AMSL. The pilot deliberately decided not to restart the engine due to what he considered to be complex and delicate fuel supply technology. He informed air traffic control and requested landing priority; he did not issue a Mayday call as the aircraft was flying well and was under control. The flight to the alternate airport and the landing proceeded without further incident.</p> <p>After landing, no technical defects were found that could explain the failure of the left engine. According to his own statements, the pilot suspected that the fuel selector switch was not in the intended detent position when the left engine shut down. The fuel selector was worn and, in the pilot's opinion, had to be operated with the appropriate sensitivity.</p>				
<b>Type</b>	Cessna 340 A	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

<b>Event</b>	<b>Incident without injuries</b>	<b>Date, time</b>	<b>30.11.2025, 10:14 UTC</b>		
<b>Location, country</b>	<b>10 NM northeast of Sion Airport (LSGS) at approximately 6000 ft AMSL, Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	<p>During the initial climb in an easterly direction, the helicopter was flying over reporting point Z1 at approximately 6,000 ft QNH when the multifunction display showed a warning for an engine fire ("FIRE"); this disappeared once and then reappeared. The pilot initiated a turnaround, made a distress call (Mayday) and flew back to the airfield, where he was able to land the helicopter about 4 minutes later at the head of runway 25. No one was injured and there was no damage to property. The air traffic controller could not observe any fire or smoke. There were also no traces of fire odour noticeable on the ground.</p> <p>Technical investigations revealed that moisture or oil had probably caused a poor electrical contact in the main plug on the fire protection plate, which triggered the fire warning.</p>				
<b>Type</b>	Guimbal Cabri G2	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – private flight	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0



<b>Event</b>	<b>Serious incident without injuries</b>	<b>Date, time</b>	<b>08.12.2025, 15:35 UTC</b>		
<b>Location, country</b>	<b>Grenchen Airport (LSZG), Switzerland</b>	<b>Aircraft damage</b>	<b>Undamaged</b>		
<b>Factual information</b>	Immediately after landing on hard-surfaced runway 06, the aircraft veered to the right and came to a halt undamaged in the adjacent meadow. The crew stated that there were no technical defects on the aircraft. This was the trainee pilot's fourth training flight since beginning flight training.				
<b>Type</b>	Diamond Aircraft Industries DA 40 NG	<b>Injured</b>	<b>fatal</b>	<b>serious</b>	<b>minor</b>
<b>Type of operation</b>	General aviation – training	<b>Crew</b>	0	0	0
<b>Comparable cases</b>	-	<b>Passengers</b>	0	0	0
		<b>Other</b>	0	0	0

Bern, 25 March 2026