LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des enquêtes techniques

Accident involving a DG Flugzeugbau DG-1000M glider, registered OE-9513, on 19 September 2025 at 14:05 UTC in Useldange

On 19 September 2025, at 14:05 UTC, an accident involving a DG Flugzeugbau DG-1000M glider (self-launching version), registered OE-9513, occurred within the municipality of Useldange during a local flight with two persons on board.

The event, classified in the category “Loss of Control In-flight (LOC-I)”, did not result in serious injury. The occupants of the aircraft were attended to by the emergency services.

The Administration des enquêtes techniques (AET) conducted a preliminary assessment of the circumstances of the event. This assessment notably covered the following elements:

- Verification on the wreckage of the continuity and integrity of the flight controls;
- Review of the aircraft’s operational background and maintenance history;
- Analysis of the flight trajectory;
- Examination of the operational conditions prevailing at the time of the accident;
- Evaluation of interviews and witness statements.

At the end of this process, the AET determined that no technical failure had contributed to the occurrence of the event and that no other determining external factor was likely to have caused the loss of control. It was further considered that a safety investigation would not be expected to identify new lessons that could improve aviation safety.

On this basis, and in accordance with Article 5 (5) of Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation, the AET decided not to proceed with a safety investigation of this event.

Given the high potential for serious injuries and fatalities following LOC-I events, the AET has chosen to publish a safety information bulletin to raise pilot awareness of the dangers associated with this type of occurrence.

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SAFETY INFO BULLETIN LU-AC-BIS/2026-01

Raising Pilot Awareness of "Loss of Control In-flight" Events

It must be noted that "Loss of Control In-flight (LOC-I)" events occur frequently across various categories of aviation operations and activities. According to the International Civil Aviation Organization (ICAO), such events account for approximately 25% of fatalities[1] in scheduled commercial air transport. The European Union Aviation Safety Agency (EASA) estimates that loss of control in flight is the most frequent and deadliest type of accident in general aviation[2], with an average of 37 fatal accidents of this type per year in Europe, resulting in about 67 fatalities annually. In the field of gliding, over a five-year period (01.01.2021 to 31.12.2025), the European Central Repository (ECR), managed by the EC[3], recorded 222 LOC-I events classified as accident or serious incident, of which 57 occurred during the en-route phase. Of these 57 events, 33 were fatal and 9 resulted in serious injuries.

A loss of control can occur rapidly and often leaves the pilot with little time to react. It is therefore essential to understand and recognize the precursors that may lead to such a situation and to master the corrective actions required to avoid a loss of control in flight or, where necessary, to regain control. Numerous initiatives by authorities and various other civil aviation stakeholders have been undertaken to raise pilot awareness of the risks associated with loss of control in flight and to promote best practices aimed at mitigating these risks.

This publication aims to promote various initiatives available on the web. A common objective is to improve pilots' situational awareness, their ability to anticipate potential risk situations likely to lead to a loss of control in flight, and their ability to recover control of the aircraft when necessary. This initiative applies to all types of aviation operations, including gliding.

[1] Source: https://www.icao.int/loss-control-flight-loc-i
[2] Source: https://www.easa.europa.eu/en/domains/general-aviation/flying-safely/loss-of-control
[3] European Commission

Publications and further information on the topic of loss of control in flight:

- In a safety investigation report published in 2025 by the BFU[4] concerning a fatal loss-of-control accident involving a glider, **two safety recommendations** (BFU SE NR. 01/2024 and BFU SE NR. 02/2024) were addressed to EASA. The first recommendation aims to amend the Certification Specification CS-22 in order to make the installation of a stall warning device mandatory for sailplanes and powered sailplanes, while the objective of the second recommendation is to carry out research to evaluate whether a requirement of a stall warning device as mandatory minimum equipment for certified sailplanes and powered sailplanes is justified. The evaluation of these recommendations (EASA refs.: GERF-2024-004 and GERF-2024-005) is ongoing and EASA's interim response can be consulted in the document *Annual Safety Recommendations Review 2025*. The investigation report also contains **various links** (p.22) to websites and other documents addressing the subject of loss of control, in an international context and extending beyond the sole domain of gliding.

- EASA has published **three dedicated websites** on loss-of-control events in different phases of flight. These sites provide information on the topic of loss of control in flight and the associated risks, and offer practical advice aimed at accident prevention. To further promote safety, **numerous links** to external resources published by authorities and other civil aviation stakeholders are made available to interested parties.

  The three EASA sites are as follows:
  - *Loss of Control (LOC-I)*
    https://www.easa.europa.eu/en/domains/general-aviation/flying-safely/loss-of-control
  - *Loss of Control (LOC-I) at Take-Off*
    https://www.easa.europa.eu/en/domains/general-aviation/flying-safely/loss-control-take-off
  - *Loss of Control (LOC-I) in Approach and Landing*
    https://www.easa.europa.eu/en/domains/general-aviation/flying-safely/loss-of-control-in-approach-and-landing

[4] Bundesstelle für Flugunfalluntersuchung, German safety investigation authority