

MINISTRY OF INFRASTRUCTURE AND ENERGY

AIR, MARINE AND RAILWAY ACCIDENT AND INCIDENT INVESTIGATION UNIT

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In accordance with Annex 13 to the Chicago Convention and Regulation (EU) No. 996/2010 of the European Parliament and the Council on investigations and prevention of accidents and incidents in civil aviation, and based on the second paragraph of Article 173 of the Aviation Act (Official Gazette of the Republic of Slovenia, no. 85/24) and the Regulation on the Investigation of Aviation Accidents, Serious Incidents, and Incidents (Official Gazette of the Republic of Slovenia, no. 72/03 and 110/05), the fundamental objective of accident and incident investigations is to improve safety in aviation. **The sole objective of safety investigations is to prevent future accidents and incidents, not to determine fault or liability.**

NOTICE OF COMPLETION OF INVESTIGATION
Outlanding of the DG-300 glider, registration mark S5-3021, on 23 May 2026 near the
settlement of Blejska Dobrava

Description of the event:

On 23 May 2026, the pilot took off with a single-seat glider from the home airfield Lesce (LJBL) for the purpose of maintaining recency requirements (currency) in the sailplane category. Following aircraft preparation and a briefing, the pilot took off at 11:27 and climbed via aero-tow to the eastern ridge of Dobrča to an altitude of 600 m QFE, where he gained the necessary altitude to begin a cross-country flight to the west towards the Dolomites. He turned back at the westernmost point at 15:30. On the return flight, he managed to climb to an altitude of 3,050 m QNH. As this altitude did not yet allow for a return, he managed to gain an additional 650 m in the Tromeja area, which the pilot assessed as sufficient altitude to return to the home airfield. It turned out that the lift on the flight towards the airfield was lower than expected, and in the Jesenice/Mežakla area, the glider entered an area of strong downdraft (sinking airmass). Consequently, the pilot headed towards Blejska Dobrava towards a suitable terrain for landing.

Due to power lines near the planned landing site, the pilot executed the final approach slightly higher. After clearing the power lines, he extended the airbrakes and accelerated the glider towards the ground. After touchdown, despite heavy braking, he noticed that he was rapidly approaching a power line pylon and tall grass; therefore, to avoid a collision, he decided to execute a ground loop to the right. The glider turned sharply and came to a stop after a few dozen meters. The pilot was not injured, while the glider sustained damage to the extent that a thorough inspection and repair are required. According to the initial assessment, the damage consists of a fuselage fracture and damage to the ailerons.

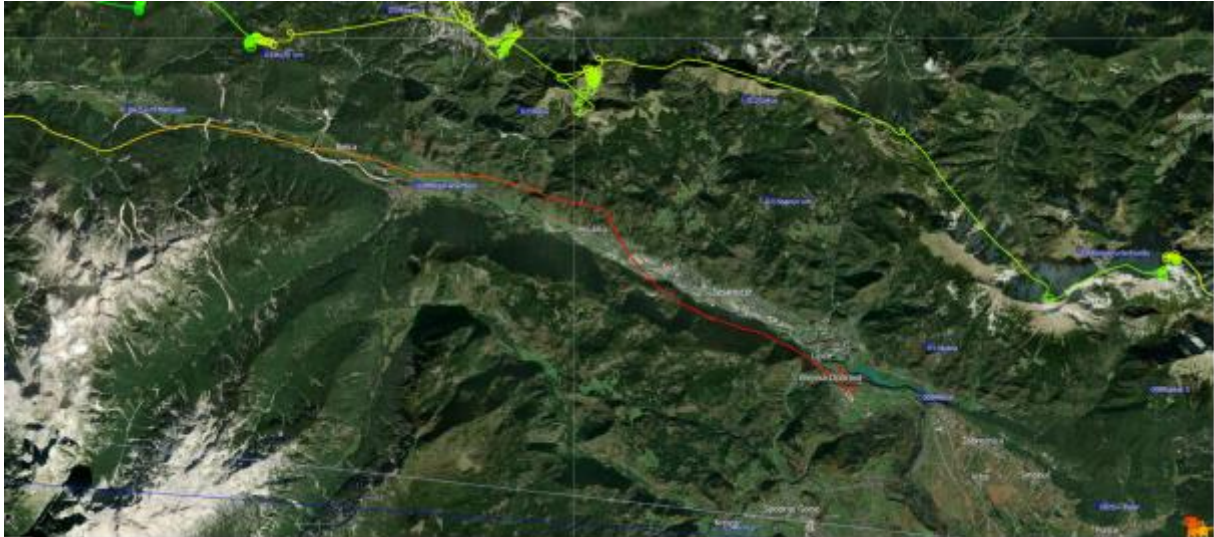


Figure 1: Flight track (red line) of the final part of the flight between Kranjska Gora and the landing site near Blejska Dobrava

Aircraft Information:

- **Aircraft type:** DG-300
- **Manufacturer:** ELAN
- **Serial number:** 3E40
- **Registration mark:** S5-3021
- **Airworthiness Review Certificate (ARC):** Valid until 20 November 2026
- **Validity of the third-party liability insurance policy:** 17 March 2027

Pilot Information:

The pilot, aged 16, a Slovenian citizen, holds:

- **License:** SPL (since 2025), license No: SI.SFCL.3442
- **Medical Certificate (Class 2/LAPL):** Valid until 21 May 2029
- **Total flight time up to the date of the occurrence:** 308 hours 21 minutes (155 take-offs/landings, 10,999 km)
- **Total flight time in the last 90 days:** 68 hours 56 minutes (20 take-offs/landings, 4,429 km)
- **Total flight time on type DG-300:** 106 hours 32 minutes

The Air, Maritime and Railway Accident and Incident Investigation Unit (SIA) was notified immediately after the occurrence by the Operational Communication Centre (OKC) Kranj. Subsequently, data was obtained from the Jesenice Police Station, as well as from the pilot and his father. An inspection of the aircraft documentation and the pilot's documentation was performed.

SIA assesses that due to the greater distance from the home airfield and insufficient altitude for a return, the pilot's decision to land on an off-airfield terrain was correct. The pilot's response, preparation, execution, and piloting technique during the outlanding were correct and appropriate to the situation (as such landings are an integral part of glider operations).



Figure 2: Damaged glider

During the inquiry process and based on the conducted analysis of the occurrence, the documentation obtained from the aircraft owner, and the interview conducted with the pilot, SIA assessed that, given the established facts and circumstances in which the occurrence took place, no new safety insights are expected in the category of operations to which the glider involved in this occurrence belongs.

In accordance with Article 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, SIA concludes the investigation of the subject aviation occurrence with a public notification. The aviation safety investigation authority will forward the data regarding the occurrence to the competent aviation regulatory authority – the Civil Aviation Agency (CAA) – in accordance with aviation regulations.

Ljubljana, 12. June 2026

Marko Cvek
IIC