



**Accident to the SCHEIBE SF25-B  
registered D-KADX  
on Friday 13 June 2025  
at Midi d'Ossau mountain peak**

Time	Around 16:30 <sup>1</sup>
Operator	Private
Type of flight	Local
Persons on board	Pilot and one passenger
Consequences and damage	Motor glider substantially damaged

This is a courtesy translation by the BEA of the Final Report on the Safety Investigation. As accurate as the translation may be, the original text in French is the work of reference.

**Deterioration in weather conditions, emergency landing in mountainous area**

## 1 HISTORY OF THE FLIGHT

*Note: the following information is principally based on statements.*

The pilot, accompanied by a passenger<sup>2</sup>, carried out a self-launch at around 14:20 from Santa Cilia aerodrome (Spain) for a local flight over the Pyrenees. While at an altitude of approximately 2,400 m, and at a distance from the terrain, the weather conditions deteriorated. Strong gusts of southerly wind and severe turbulence drove the motor glider toward the terrain. The pilot steered away from the terrain and headed towards the valley. He started up the engine and quickly realized that the motor glider's rate of descent was too high to safely clear the terrain. He made an emergency landing on a relatively flat but uneven area at an altitude of approximately 2,100 m, close to Midi d'Ossau mountain peak.

## 2 ADDITIONAL INFORMATION

### 2.1 Pilot information

The 64-year-old pilot, co-owner of the motor glider, held a sailplane pilot license (SPL<sup>3</sup>) obtained in 1978 with winch, tow and self-launching privileges for gliders and self-launching gliders (SAIL). He also held the touring motor glider (TMG) rating. He was a SAIL instructor and held an aeroplane private pilot licence (PPL(A)).

<sup>1</sup> Except where otherwise indicated, the times in this report are in local time.

<sup>2</sup> The Scheibe SF25-B is a side-by-side two-seat motor glider. The pilot was seated in the right-hand seat.

<sup>3</sup> The glossary of abbreviations and acronyms frequently used by the BEA can be found on its [web site](#).

He had logged 1,243 glider flight hours, including approximately 14 hours in the previous three months, and 84 motor glider flight hours, including 3 hours and 50 minutes in the previous three months, all on the SF25-B and SF28-A. He had also logged 655 aeroplane flight hours.

## 2.2 Pilot's statement

The pilot stated that he attended the briefing held at the Santa Cilia flying club and that he collected additional information using the Windy app. He considered the weather conditions were compatible for the flight<sup>4</sup>. He had not identified the possibility of downdrafts in the area he intended to fly over.

He added that other pilots had also undertaken flights over the Pyrenees.

He specified that the wind conditions changed during the flight, with the wind changing direction and becoming stronger. He indicated that he did not encounter rain or thunderstorms.

The pilot explained that he had already flown on his own in this region two years earlier, after having flown several times with someone based at Santa Cilia aerodrome. He specified that he usually flies from an aerodrome in the Madrid region and that he rarely flies in the mountains.

## 2.3 Meteorological information

According to Météo-France, the general situation was characterized by a rapid south-south-west cyclonic flow, with the development of sometimes very significant thunderstorm formations. This situation was forecast and indicated on the SIGWX and WINTEM charts. In the area of the accident, storm cells originating from Spain were observed in the late afternoon.

It is possible to observe a cyclonic flow such as the one described by Météo-France on the Windy app. In the Pyrenees mountain range, such a flow can generate variations in wind direction and intensity downwind of the terrain.

The meteorological conditions estimated by Météo-France at the site at the time of the accident were as follows: wind from 160° of 10 to 15 kt, with gusts reaching 23 kt, visibility greater than 10 km, broken cumulus or towering cumulus clouds based between a height of 750 and 1,000 m, temperature 18°C, dew point 10°C, and light to moderate turbulence. The presence of towering cumulus or occasional cumulonimbus clouds may have generated instabilities.

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<sup>4</sup> The BEA did not obtain the details of the weather information that the pilot had acquired before undertaking the flight.

## 3 CONCLUSIONS

*The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation.*

### Scenario

While flying over the Pyrenees, the pilot encountered a change in wind direction, with the wind shifting to the south and increasing in intensity, and experienced substantial downdrafts. He attempted to reach the valley by flying away from the terrain. The motor glider's rate of descent, with the engine operating, was too high to safely clear the terrain. The pilot made an emergency landing on an uneven surface. The motor glider was substantially damaged during the landing.

### Contributing factors

The following factors may have contributed to the pilot flying in degraded wind conditions, requiring him to carry out an emergency landing in an unsuitable area:

- his limited experience of flying in the mountains and in this particular region, which did not facilitate his analysis of the available meteorological information;
- the influence, during flight preparation, of information that other pilots had planned to fly in the mountainous region.

***The BEA investigations are conducted with the sole objective of improving aviation safety and are not intended to apportion blame or liabilities.***