

6/25/2025

FOR YOUR INFORMATION

2025-156/3-11

2241928

To: DG Flugzeugbau

Info: FAA (AVP-1, AFS-100, AVP-200, AFS-260, AFS-800, AFS-200, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: DG-1000 Sailplane Spoiler Position Indicator

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2241928**DATE / TIME**

Date of Occurrence	202301
Local Time Of Day	1201 to 1800

ENVIRONMENT

Flight Conditions	Mixed
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AIRCRAFT / EQUIPMENT X

Make Model Name	Sail Plane
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	Spoiler System
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PERSON 1

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2241928

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Excursion - Runway
Anomaly	Ground Event / Encounter - Loss Of Aircraft Control
Detector - Person	Flight Crew

NARRATIVE 1

All of the DG-1000 sailplanes do not have spoiler position labels on the rear seat pilot position. As a result, the spoiler could be a percent open on landing without the rear seat pilot or instructor being aware of its position. Also, on takeoff the rear seat pilot often cannot determine that the spoilers are locked.

Event happened to me when an instructor in the rear seat took over controls while landing at 20 feet altitude. I was in the front seat and had spoilers 3/4 deployed. I released the controls to the instructor as he requested HIS AIRCRAFT. Problem, at 10 feet the instructor pulled the spoiler, but they were already open. As a result, the sailplane contacted the runway at a heavy contact on the main wheel but then nosed over as the brake was activated at that spoiler position. The sailplane then swerved sideways because we're just a few degrees not straight, and the sailplane ground looped and slid sideways down the runway and came to a stop without any damage. Lucky. Had the rear seat pilot been aware of the spoiler position by the means of marking or placards the event may not have occurred.

Suggest all DG-1000 sailplanes have markings or placards that indicate the position of the spoiler control lever.

SYNOPSIS

DG-1000 sail plane pilot reported losing control of the aircraft upon landing after the instructor who was sitting in the rear seat, unaware of the open spoiler position, pulled the spoiler. The reporter suggested that the aircraft should have markings or placards to indicate the position of the spoiler control lever.