

Final Report

On the accident on 11th May, 2025

to the **XK A800**

registered **RCHF-8**

operated by **Uncle Awesome Airlines**

UAA001 Random Field Regional Airport – Random Field Regional Airport



Safety Investigations

The ACATS is the Aquria-Catopolis Agency for Transportation Safety. Its investigations are conducted with the sole objective of improving aviation safety and are not intended to apportion blame or liability.

ACATS investigations are independent, separate and conducted without prejudice to any judicial or administrative action that may be taken to determine blame or liability.

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GLOSSARY

ATC	Air Traffic Control
CATS	Catopolis Agency for Transportation Safety
CBA	Catopolis Board for Aviation
CRM	Crew Resource Management
CVR	Cockpit Voice Recorder
SAR	Search And Rescue

SYNOPSIS

Date of accident:

11 May, 2025 at 10:15 hours

Site of accident:

Random Field Regional Airport

Type of flight:

Training flight

Aircraft:

XK A800 registered RCHF-8

Owner:

Catopolis Aeronautics Technology Administration

Operator:

Uncle Awesome Airlines

Persons on board:

Flight crew: 0

Cabin crew: 0

Passengers: 0

On 11th May 2025, the XK A800 flight UAA 001 took off from Random Field Regional Airport bound for Random Field Regional Airport and was in contact with the Random Field Regional Airport ATC.

Around 30 seconds after takeoff, following loss of visual contact with the aircraft, entered a stall with a fully developed spin. Some accounts state that, along with the spin, the aircraft was also at times upside down.

Shortly after this stall was entered, the plane impacted the ground. There is evidence which suggests the aircraft impacted the ground upside down.

This accident resulted due to the following succession of events:

1. The failure of the crew to keep the aircraft in visual range and subsequent loss of visual contact with the aircraft, and
2. The initiation of a fully developed stall.

ORGANISATION OF INVESTIGATION

On 11th May, 2025 at 10:15 hours, ACATS was notified by the Random Field Regional Airport control centre about the accident. After this, ACATS initiated an investigation team to conduct an investigation of the crash.

The ACATS Investigator-in-charge had organised the following areas to be investigated:

1. Ground searches,
2. Operations,
3. Systems and equipment.

The investigation crew worked onwards of 11th May, 2025 to investigate these areas.

The ground searches retrieved the aircraft, whose cockpit window had been ejected. The battery was not inside the aircraft but was connected to and found by the wires. There were small damages to the wings and upper portion of the aircraft.

These areas of information were completed in a short time which resulted in the publication of the Final Report being on the 12th of May, 2025

I – FACTUAL INFORMATION

1.1 History of Flight

On 11th May 2025, the A800 was planned to make a training flight operated by Uncle Awesome Airlines between Random Field Regional Airport and Random Field Regional Airport. The aircraft was controlled remotely, and, as such did not have any persons on board.

At 10:15 hours, the aircraft was cleared by the Random Field Regional Airport ATC for takeoff. The captain was pilot flying. There was no first officer present.

There is no available CVR recording, and as such, all and any quotes mentioned are provided by the flight crew.

Shortly after takeoff, the aircraft was turned into the wind and carried further than expected in the desired direction. This resulted in the loss of visual contact with the aircraft.

Following the loss of visual contact with the aircraft, the aircraft entered a stall with a full spin. Some eyewitness testimony suggested that the aircraft was, in addition to the spin, also at some points upside down.

Shortly after this stall, the aircraft impacted the ground. Sometime between the loss of visual contact with the plane and the impact with the ground, the cockpit cover had been ejected. This resulted in the battery of the aircraft leaving its designated hold point and being ejected from the aircraft, still connected, however, by its wiring.

The crew had sent an emergency message, and the aircraft was found shortly after.

1.2 Killed and Injured

Injuries	Crew Members	Passengers	Others
Fatal	-	-	-
Serious	-	-	-
Light/none	1	-	-

1.3 Damage to Aircraft

The aircraft's wings received minor damage, including some scrapes and small parts being lost. The aircraft's wings received also what appeared to be a crack. The battery and cockpit window were ejected from the aircraft.

1.4 Other Damage

Not applicable.

1.5 Personnel Information

At the time of the event, this was the captain's first flight on the A800.

1.5.1 Flight Crew

1.5.1.1 Captain

Male, aged [REDACTED]

Experience:

Total: 0 flying hours, of which 0 as Captain

Hours on type: 0

All as Captain in the previous six months: 0 hours, 0 landings, 0 take-offs

the previous three months: 0 hours, 0 landings, 0 take-offs

In the previous 30 days: 0 hours, 0 landings, 0 take-offs

The captain had spent no time in the simulator.

He had not received any form of pilot license prior to the accident flight.

1.6 Aircraft Information

The Catopolis Aeronautics Technology Administration had owned the aircraft since a few years before the accident.

1.6.1 Airframe

Manufacturer	XK
Type	A800
Serial Number	0001
Registration	RCHF-I
Entry into service	23 rd June, 2024
Certificate of Airworthiness	N°000001/I dated 22 nd June 2024 issued by the CATS
Airworthiness examination certificate	2024/000001/I valid until 23/6/2025
Utilisation as of 23 rd June, 2024	0 flying hours and 0 cycles

1.6.2 Engine(s)

Manufacturer: XK

Type: Unknown

	Engine I
Serial number	000001
Installation date	Unknown
Total running time	Approximately 20 minutes

The engines were shown to be operating normally at full power.

1.6.3 Weight and Balance

The aircraft left the stand with an unknown weight and as such, the balance is not known.

1.6.4 Condition of Aircraft Before Departure

There were no recorded issues with this particular A800 before departure.

1.6.5 Maintenance Operations Follow-Up

There were no maintenance operations completed as the aircraft was brand new.

1.7 Meteorological Conditions

1.7.1 Meteorological Situation

On 11th May, 2025, the weather was cloudy with a small amount of rain. There was wind reported up to 17 kilometres per hour, gusting up to 27 kilometres per hour.

1.8 Flight Recorders

There were no flight recorders present for this flight.

1.9 Wreckage and Impact Information

The ACATS Investigation team retrieved all parts of the aircraft, including:

1. The aircraft body,
2. The cockpit window, and
3. The aircraft battery

They were identified by:

1. Looking at the parts, it was of little difficulty to tell which part was which

1.10 Fire

There was no evidence of fire or explosions.

1.11 Information on Organisations and Management

1.11.1 Organisation of Uncle Awesome Airlines

At the time of the accident, Uncle Awesome Airlines had an active AOC, which was issued on 11th May, 2025, valid until 11th May, 2028.

1.11.1.1 Training at Uncle Awesome Airlines

1.11.1.1.1 CRM Training

CRM is defined as the utilisation in the cockpit of all available resources: equipment, procedures and people, to ensure the safety and efficiency of flights.

Training in this field is governed by a regulatory framework: the directive of 22nd June, 2024, accompanied by a guide and the recommended practices drawn up by the authority.

The aim of CRM is to develop effective cross-checking and support capabilities between the members of the crew. Crews are evaluated using four behavioural indicators: ability to cooperate, management and leadership, situational awareness, and decision-making. In addition, the ability to cooperate, or work as a team requires that the Captain has effective management and leadership qualities. Working as a team increases the crew's ability to solve problems in degraded situations.

The crew must use resources such as:

1. Communication, monitoring and information retrieval skills,
2. Technical expertise,
3. A willingness to succeed.

Certain organisational or personal factors could adversely affect the operator's CRM performance:

1. Company culture,
2. The belief that the crew's actions and decisions are correct, even though they deviate from the standards,
3. Effects of fatigue and the lack of corrective measures to address the issue and to restore vigilance levels, or
4. A certain reticence to accept that CRM issues can play a key role in the occurrence of accidents.

At the time of the accident, Uncle Awesome Airlines met all the stipulated requirements from the ACATS regarding CRM training.

1.11.1.1.2 Uncle Awesome Airlines' Safety Management Process

Uncle Awesome Airlines met all the requirements stipulated by the ACATS regarding safety management.

1.12 Additional Information

1.12.1 Information on the Fully Developed Stall

It was shown that the aircraft had entered a state of complete loss of control. This included a spin. It may have also included periods of time when the aircraft was in a completely upside down state. The captain managed to control the aircraft enough to prevent its complete destruction upon impact.

1.13 Testimony

During the previous descriptions of the flight, as there were no cameras, cockpit voice recorder or flight data recorder, all descriptions were either from outside viewers or from the words of the pilot.

2 – ANALYSIS

2.1 Accident Scenario

This section is mainly based off of information provided by the pilot, bystanders and conclusions made by the investigators.

2.1.1 Takeoff

The takeoff of the aircraft was normal and stable.

2.1.2 Reaction to Loss of Visual Contact with the Aircraft

The pilot reacted to this loss of visual contact by attempting to bring the aircraft back into visual range. This resulted in a loss of control and a fully developed stall along with a spin and possibly periods of time in which the aircraft was upside down.

2.1.3 Reaction to Loss of Control of Aircraft

The pilot reacted by attempting to slow down and control the aircraft. It is evident that the pilots had some form of loss of situational awareness. The efforts of the pilot resulted in the aircraft not being completely destroyed upon impact.

2.2 Lessons Learnt from the Wreckage of Uncle Awesome Airlines Flight 001

The events of Uncle Awesome Airlines flight 001 demonstrated that it is important to maintain spatial awareness and react properly to a situation. It also demonstrated that it is important to retain visual contact with the aircraft and not act in quick unthought out decisions.

3 – CONCLUSION

3.1 Findings

1. The crew did not possess the licenses required to undertake this flight
2. The aircraft had a valid Certificate of Airworthiness
3. The aircraft had taken off from Random Field Regional Airport without any issue until the loss of visual contact with the aircraft
4. The composition of the crew was in accordance with regulations
5. The meteorological situation at Random Field Regional Airport was within the limits of satisfaction for flights, but possibly too windy to maintain proper control
6. The aircraft's movements were consistent with the position of the flight control surfaces but greatly affected by the wind.

3.2 Causes of the Accident

The accident of Uncle Awesome Airlines flight 001 was found to be caused by:

1. The pilot's lack of the proper licenses to fly the aircraft,
2. Difficult meteorological conditions,
3. The loss of visual contact with the aircraft, and
4. The pilot's loss of spatial awareness.

4 – SAFETY RECOMMENDATIONS

On the basis of the first findings from the investigation, the CATS issued the following recommendations.

4.1 Training

It is recommended that training in situations such as the occurrences on this flight is increased.

4.2 Maintenance

Not applicable.

5 – CHANGES MADE FOLLOWING THE ACCIDENT

5.1 Uncle Awesome Airlines

5.1.1 Maintenance

Not applicable

5.1.2 Training

Pilots at Uncle Awesome Airlines will now undergo more training regarding the events of this flight, as well as other areas.