Final Report

On the accident on 18th July, 2025

to the **XK A800**

registered **RCHF-8**

operated by **Catopolis Aeronautics Technology Administration**

ATA002 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.

Update: 19th July, 2025

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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:

18 July, 2025 at around 11:50 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:

Catopolis Aeronautics Technology Administration

Persons on board:

Flight crew: 0

Cabin crew: 0

Passengers: 0

On 18th July 2025, the XK A800 flight ATA 002 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 10 seconds after takeoff, the aircraft entered a shallow descent, attempting to avoid high speed winds at higher altitudes.

Immediately following this, when the aircraft was around 1-5 metres above the ground, the aircraft encountered a windshear. This caused the aircraft to impact the ground.

This accident resulted due to the following succession of events:

1. The shallow descent, and
2. The encountered windshear at low altitude.

ORGANISATION OF INVESTIGATION

On 18th July, 2025 at 12:00 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 18th July, 2025 to investigate these areas.

The ground searches retrieved the aircraft, whose cockpit window had been ejected. The left wing had a large crack.

These areas of information were completed in a short time which resulted in the publication of the Final Report being on the 19th of July, 2025.

1 – FACTUAL INFORMATION

1.1 History of Flight

On 18th July, 2025, the A800 was planned to make a standard operation flight operated by the Catopolis Aeronautics Technology Administration 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 around 11:50 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 initiated a left turn. As the aircraft encountered turbulent winds at its altitude, it requested to and was cleared to descend to a lower cruise altitude. When the aircraft was 1-5 metres above the ground, it entered a windshear.

Following these events, the aircraft impacted the ground. The left wing suffered a large crack, and the cockpit window was ejected from the aircraft.

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	-	-	-

1.3 Damage to Aircraft

The aircraft's left wing received major damage, in the form of a large crack. The cockpit window was 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 approximately 40th flight on the A800.

1.5.1 Flight Crew

1.5.1.1 Captain

Male, aged [redacted]

Experience:

Total: 0.5 flying hours, of which 0.5 as Captain

Hours on type: 0.5

All as Captain in the previous six months: 0.1 hours, approximately 5 landings, approximately 5 take-offs

the previous three months: 0.1 hours, approximately 5 landings, approximately 5 take-offs

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

The captain had spent much time in the simulator.

He had received his pilot's license in 2024.

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-1
Entry into service	23rd June, 2024
Certificate of Airworthiness	N°000001/1 dated 22nd June 2024 issued by the CATS
Airworthiness examination certificate	2024/000001/1 valid until 23/6/2025
Utilisation as of 23rd June, 2024	0 flying hours and 0 cycles

1.6.2 Engine(s)

Manufacturer: XK

Type: Unknown

	Engine 1
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 deemed not in need of maintenance.

1.7 Meteorological Conditions

1.7.1 Meteorological Situation

On 18th July, 2025, the weather was cloudy with no rain. There was wind reported up to 13 kilometres per hour, gusting up to 21 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, and
2. The cockpit window.

They were identified by:

1. Looking at the parts.

1.10 Fire

There was no evidence of fire or explosions.

1.11 Information on Organisations and Management

1.11.1 Organisation of Catopolis Aeronautics Technology Administration

At the time of the accident, the Catopolis Aeronautics Technology Administration had an active AOC, which was issued on 22nd June, 2024, valid until 22nd June, 2028.

1.11.1.1 Training at Catopolis Aeronautics Technology Administration

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, the Catopolis Aeronautics Technology Administration met all the stipulated requirements from the ACATS regarding CRM training.

1.11.1.1.2 Catopolis Aeronautics Technology Administration's Safety Management Process

The Catopolis Aeronautics Technology Administration met all the requirements stipulated by the ACATS regarding safety management.

1.12 Additional Information

1.12.1 Information on the Windshear

It was shown that the aircraft had entered a windshear within 1-5 metres of the ground. The captain managed to control the aircraft enough to prevent structural failure such as parts of the plane breaking up.

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 Turbulent Winds at High Altitudes

The pilot reacted to the turbulent winds by requesting to descend to a lower altitude. This was cleared by the Random Field Regional Airport ATC. At the lower altitude, the aircraft entered a windshear. This resulted in the aircraft crashing into the ground and the left wing suffering a large crack.

2.1.3 Reaction to Windshear of Aircraft

The pilot reacted by attempting to slow down the aircraft and ascend. These efforts did not have much meaningful impact on the outcome.

2.2 Lessons Learnt from the Wreckage of Catopolis Aeronautics Technology Administration Flight 002

The events of Catopolis Aeronautics Technology Administration flight 002 demonstrated that it is important to maintain spatial awareness and react properly to a situation. It also

demonstrated that it is important to remain at higher altitudes when not in a phase of flight where low altitudes are required, i.e., takeoff, landing.

3 – CONCLUSION

3.1 Findings

1. The crew possessed 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 encountered windshear
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 Catopolis Aeronautics Technology Administration flight 002 was found to be caused by:

1. The lower altitude of the aircraft,
2. Difficult meteorological conditions, and
3. The encountered windshear.

4 – SAFETY RECOMMENDATIONS

On the basis of the first findings from the investigation, the ACATS 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 Catopolis Aeronautics Technology Administration

5.1.1 Maintenance

Not applicable.

5.1.2 Training

Pilots at the Catopolis Aeronautics Technology Administration will now undergo more training regarding the events of this flight, as well as other areas.