



# Aviation Investigation Final Report

<b>Location:</b>	Frankfort, Kentucky	<b>Accident Number:</b>	GAA16CA469
<b>Date &amp; Time:</b>	September 6, 2016, 08:45 Local	<b>Registration:</b>	N2899X
<b>Aircraft:</b>	RAINBOW SKY REACH (PTY) LTD BUSHCAT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was performing a low approach with full flaps about 30 feet above the runway. He further reported that when the airplane was about 60 feet from the end of the runway, he started to add power to go-around, but the airplane entered an aerodynamic stall. Subsequently, the nose of the airplane "suddenly" dropped, the airplane impacted the terrain, and stopped on the remaining runway surface.

The fuselage and both wings sustained substantial damage.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's exceedance of the airplane's critical angle-of-attack while maneuvering at low altitude, which resulted in an aerodynamic stall.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Capability exceeded

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Aerodynamic stall/spin
<b>Maneuvering-low-alt flying</b>	Loss of control in flight (Defining event)
<b>Maneuvering-low-alt flying</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport pilot None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 16, 2015
<b>Flight Time:</b>	(Estimated) 4568 hours (Total, all aircraft), 51.2 hours (Total, this make and model), 2116.6 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 0.3 hours (Last 30 days, all aircraft), 0.3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RAINBOW SKY REACH (PTY) LTD	<b>Registration:</b>	N2899X
<b>Model/Series:</b>	BUSHCAT NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	CH162B
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 11, 2016 Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	154.3 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912 ULS
<b>Registered Owner:</b>		<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFFT, 812 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	100°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FRANKFORT, KY (FFT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Frankfort, KY (05KT)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HIGH POINT FARM 05KT	<b>Runway Surface Type:</b>	Dirt;Grass/turf
<b>Airport Elevation:</b>	880 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	600 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	38.188331,-84.927497(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	John Cox; FAA; Louisville, KY
<b>Original Publish Date:</b>	January 18, 2017
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=93965">https://data.nts.gov/Docket?ProjectID=93965</a>

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