



Jason Aguilera
Senior Air Safety Investigator
Office of Aviation Safety - Central Region

Date: October 3, 2025

Subject: CEN25LA383

Contact: Michael Karatsonyi, pilot

In addition to the pilot's statement in the NTSB Form 6120, he provided additional details about the accident.

On October 8, 2025, the pilot emailed that he "received some data on the challenger aircraft. The vertical stabilizer had more play (left & Right) than what it was supposed to have. It requires on conditional inspections to be checked and adjusted (tightened). When I was conducting a preflight I questioned it and showed the owner, he stated 'he had it checked out and that it was normal.' This makes sense why I ran out of rudder authority, as I deflected rudder to the right it put more left force on the vertical stabilizer, bending it to the left. Which essentially counteracted the right rudder action."

When asked about where the additional information came from, he stated that the quote was from the owner, and that the other information was Quad City Challengers, owners, and A&P owners.

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