



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: December 26, 2024
Person Contacted: Kyle Allard – FAA Inspector
NTSB Accident Number: ERA25LA063 Concord, NH

Narrative:

Mr. Allard was the FAA Inspector assigned to join the investigation cited above. He responded to scene, photographed the wreckage, and gathered witness information. Mr. Allard participated in overlapping conversations with me that occurred by telephone and by email. He returned to complete a detailed inspection of the wreckage, specifically the closing and securing of the doors on the right side of the airplane that included rotating plastic blocks and bungee cords.

Mr. Allard confirmed that the cockpit doors on the right side of the airplane secured as designed, and that control continuity was established from the cockpit to the flight control surfaces.

During his visit, Mr Allard said that the pilot/owner, Mr. Dana Clow, volunteered that there was nothing wrong with the flight controls of the airplane and that he “may have overcontrolled the aircraft while trying to close the door” which resulted in the hard landing.

When Mr. Allard was asked how he posed the question about the performance and handling of the airplane to Mr. Clow, he said, “I didn’t. Mr. Clow just volunteered that there was nothing wrong with his airplane.”

Mr. Allard forwarded a copy of his narrative report which is attached below.

END OF STATEMENT

13. AIRCRAFT MAKE/MODEL

HOLTZ RODNEY R CHALLENGER II

13. AIRCRAFT SERIAL NO.

CH2-0899-1897

33. NARRATIVE

PILOT STATED THAT AFTER TAKEOFF HE PERFORMED A LEFT-HAND TURN AT APPROXIMATELY 1,000 FT ABOVE GROUND LEVEL. DURING THE TURN THE RIGHT-HAND MAIN ENTRANCE DOOR POPPED OPEN CAUSING NOISE AND BUFFETING IN CABIN. PILOT STATED HE ATTEMPTED TO CLOSE THE DOOR WHILE TRYING TO MAINTAIN LEVEL FLIGHT. PILOT STATED HE WAS UNABLE TO MAINTAIN LEVEL FLIGHT AND CONTINUED TO LOSE ALTITUDE WHILE IN A CONSTANT LEFT-HAND TURN AND UNABLE TO GET LINED UP ON THE RUNWAY TO PERFORM A SUCESSFUL LANDING. PILOT STATED THAT WHEN HE WAS APPROXIMATELY 15-20 FEET ABOVE GROUND LEVEL HE REDUCED ENGINE POWER TO MINIMUM CAUSING THE AIRCRAFT TO STALL AND IMPACT THE GROUND IN A WINGS LEVEL ATTITUDE AND COLLAPSE THE LANDING GEAR CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT NOSE STRUCTURE. NO INJURIES REPORTED.

PILOT STATED THAT THERE WAS NOTHING WRONG WITH THE FLIGHT CONTROLS AND FAA IIC PERFORMED A FLIGHT CONTROL CONTINUITY CHECK TO CONFIRM. PILOT STATED THAT HE MAY HAVE OVERCONTROLLED THE AIRCRAFT WHILE TRYING TO CLOSE THE DOOR.