



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: June 17, 2025

Person Contacted: Bryan Quickmeyer – President – National Ultralight Inc.

Subject: Challenger II Handling Characteristics

NTSB Accident Number: ERA25LA063 – Concord, New Hampshire

Narrative:

Mr. Quickmeyer was contacted by telephone, asked about the handling characteristics of the Challenger II airplane, and the following is a summary of the discussion. The circumstances of the accident were explained to Mr. Quickmeyer and he shared his thoughts.

The pilot explained that as he maneuvered the airplane in a left crosswind turn, the gullwing-styled cabin door opened, “creating significant noise and buffeting that affected aircraft stability and directional control.” The pilot said he attempted to secure the door and stabilize the airplane, but that it continued in a left descending turn that he could not arrest, and that he ultimately reduced power and completed a “mushing stall to ground contact” that resulted in no injury to himself but substantial damage to the airframe.

According to Mr. Quickmeyer, the airplane was controllable with a door open in flight. He said the airplane required vigilance and proper use of the rudder to maintain coordinated flight and added that those transitioning from production airplanes benefitted from “differences training” because of the design and function of the pedals.

END OF STATEMENT