



Aviation Investigation Final Report

Location:	Bisbee, Arizona	Accident Number:	WPR16LA179
Date & Time:	September 10, 2016, 09:00 Local	Registration:	N6162Y
Aircraft:	MCCLUSKEY CHALLENGER II	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot performed touch-and-go landings and go-arounds, then flew about two miles from the airport to practice stalls. After performing three stalls, he was climbing the airplane through 800 ft above ground level and returning toward the airport when the engine lost total power. The pilot established best glide speed and attempted to restart the engine to no avail. He made a left turn toward a nearby road, but when he tried to level the wings, the left wing remained low. He applied full control stick and rudder in an attempt to level the wings, but the airplane continued a left slip toward the ground, where it landed hard and slid to a stop. The reason for the loss of engine power could not be determined based on the available information.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for reasons that could not be determined based on the available information.

Findings

Aircraft	(general) - Unknown/Not determined
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Enroute-climb to cruise	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Hard landing

On September 10, 2016, about 0900 mountain standard time, an experimental, amateur-built Challenger II airplane, N6162Y, was substantially damaged when it was involved in an accident near Bisbee, Arizona. The pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal flight.

The pilot reported that he conducted a few touch-and-go landings followed by two go-arounds. He then flew about 2 miles west of the airport to conduct stalls. On the way back to the airport, while climbing through about 800 feet above ground level, the engine suddenly "shut off" and the airplane's nose abruptly pitched up. The pilot lowered the nose, established best glide speed, and attempted to restart the engine to no avail. He made a left turn toward a nearby road, but when he tried to level the wings, the left wing remained low. He applied full control stick and rudder in attempt to level the wings, but the airplane continued a left slip toward the ground, landed hard, and slid to a stop, resulting in substantial damage to the fuselage, left landing gear, and left wing.

The reason for the loss of engine power was not determined based on available information.

Pilot Information

Certificate:	Commercial	Age:	37,Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	MCCLUSKEY	Registration:	N6162Y
Model/Series:	CHALLENGER II	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CH2 1093 P1035
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 6, 2016 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	328 Hrs at time of accident	Engine Manufacturer:	BOMBARDIER
ELT:		Engine Model/Series:	ROTAX (ALL)
Registered Owner:		Rated Power:	0 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DUG,4150 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	69°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	25°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bisbee, AZ	Type of Flight Plan Filed:	None
Destination:	Bisbee, AZ	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.358333,-109.876388(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha		
Additional Participating Persons:	Eric Hasslacher; Federal Aviation Administration; Scottsdale, AZ		
Original Publish Date:	May 6, 2021	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=93998		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).