



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Doniphan, Missouri	Accident Number:	CEN23LA221
Date & Time:	May 27, 2023, 19:00 Local	Registration:	N265JW
Aircraft:	Quad City Challenger	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the flight he attempted to increase engine power to climb over a densely wooded hillside; however, the engine did not respond. Unable to clear the hill, he decided to execute a forced landing to a pasture. During the landing rollout, the airplane struck a fence. The pilot noted that the engine did not stop running during the flight, but that he was unable to increase engine power.

Postaccident engine examination of the engine did not reveal any preimpact mechanical malfunctions or failures that would have precluded normal operation and the engine was started and ran at idle speed with no anomalies noted. The pilot speculated that some type of fuel flow restriction had resulted in the partial loss of engine power. Weather conditions were conducive to carburetor icing at glide power. However, the engine was equipped with a slide-type carburetor which, due to their design, are generally not susceptible to icing.

Probable Cause and Findings

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

A partial loss of engine power for undetermined reasons.

Findings

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

Factual Information

History of Flight

Enroute	Unknown or undetermined (Defining event)
Emergency descent	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

On May 27, 2023, about 1900 central daylight time, a Quad City Challenger II airplane, N265JW, was substantially damaged when it was involved in an accident near Doniphan, Missouri. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that during the flight he attempted to increase engine power to climb over a densely wooded hillside; however, the engine did not respond. Unable to clear the hill, he decided to execute a forced landing to a pasture. During the landing rollout, the airplane struck a fence. The pilot noted that the engine did not stop running but that he was unable to increase engine power.

The left forward wing strut was damaged during the landing, resulting in substantial damage to the airplane. The forward fuselage and windshield sustained minor scraping damage and a portion of the windshield was broken out.

A postaccident engine examination conducted by Federal Aviation Administration (FAA) inspectors did not reveal any anomalies consistent with an inability to produce rated power. The engine was started and ran at idle speed with no anomalies noted.

The pilot informed the FAA inspector that he used 91 octane automotive fuel mixed with oil. The pilot had previously drained about 6 gallons of fuel from the 10-gallon tank and recovered some debris that was not retained. The pilot speculated that some type of fuel flow restriction may have resulted in the partial loss of engine power.

Weather conditions were conducive to carburetor icing at glide power. However, the engine was equipped with a slide-type carburetor which, due to their design, are generally not susceptible to icing.

The pilot was issued a student pilot certificate in 2013; however, it was expired at the time of the accident. There was no record of him holding an airman medical certificate or BasicMed certification. The accident pilot purchased the airplane in 2014.

Pilot Information

Certificate:	None	Age:	76, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Quad City	Registration:	N265JW
Model/Series:	Challenger II	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CH2-1002-CW-2265
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 3, 2023 Condition	Certified Max Gross Wt.:	960 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	769 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503DCDI
Registered Owner:	On file	Rated Power:	50 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPOF, 327 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	69°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 1 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Neelyville, MO (PVT)	Type of Flight Plan Filed:	None
Destination:	Neelyville, MO (PVT)	Type of Clearance:	None
Departure Time:	18:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.61471,-90.828831

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Dennis Mueller; FAA St. Louis FSDO; St. Ann, MO
Original Publish Date:	April 10, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192294

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).