[redacted]

FORM APPROVED FOR USE THROUGH 7/31/96 BY OMB NO.3147-0001.

NATIONAL TRANSPORTATION SAFETY BOARD
PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT
This form To Be Used For Reporting Civil Aircraft Accidents Involving Commercial and General Aviation Aircraft

Location

Nearest City/Place, State, Zip Code	Date of Accident	Local Time (24 HOUR CLOCK)	Zone	Elevation At Accident Site
Sylvester Ga	Oct 26 2004	12:10 PM		403 Feet MSL / Feet MSL

If The Accident Occurred On Approach, Takeoff or Within 3 Miles of An Airport, Complete The Following Information

Proximity To Airport
1. ☑ On Approach
2. ☑ Within 1/4 Mile
3. ☑ Within 1/2 Mile
4. ☑ Within 3/4 Mile
5. ☑ Within 1 Mile
6. ☐ Within 2 Miles
7. ☑ Within 3 Miles
8. ☐ Beyond 3 Miles

Airport Name	Airport Ident	Runway/Landing Surface Conditions
Sylvester	SYV	1. Direction: 06 2. Length: 3000 3. Width: 8 4. Surface: Paved 5. Condition: Dry

Phase Of Operation:
1. ☐ Standing
2. ☑ Taxi
3. ☐ Takeoff
4. ☐ Climb
5. ☐ Cruise
6. ☐ Descent
7. ☐ Approach
8. ☑ Landing
9. ☐ Hover/Maneuver
10. ☐ Altitude Of In-Flight Occurrence _____ Feet MSL

Aircraft Information

Registration Mark	Aircraft Manufacturer	Aircraft Type/Model	Serial Number	Cert Max Gross WT
724 HP	George Rogers	Lancair IVP	IV 717	3950

Type Of Aircraft
1. ☑ Airplane
2. ☐ Helicopter
3. ☐ Glider
4. ☐ Balloon
5. ☐ Blimp/Dirigible
6. ☐ Ultralight
7. ☐ Gyroplane
8. ☐ Specify _____

Type Of Airworthiness Certificate
1. ☐ Normal
2. ☐ Utility
3. ☐ Acrobatic
4. ☐ Transport
5. ☐ Restricted
6. ☐ Limited
7. ☑ Experimental
8. ☐ Specify _____

Amateur Built
1. ☑ Yes
2. ☐ No

Landing Gear 1989 1600
1. ☐ Tricycle—Fixed
2. ☑ Tricycle—Retractable
3. ☐ Tailwheel—Fixed
4. ☐ Tailwheel—Retractable
5. ☐ Tailwheel—Retractable Mains
6. ☐ Amphibian
7. ☐ Skid
8. ☐ Limited
9. ☐ Specify _____

No. Of Seats Flight/Cabin Crew 1 Pax 3

Stall Warning System Installed	IFR Equipped	Engine Type
1. ☑ Yes 2. ☐ No	1. ☐ Yes 2. ☑ No	1. ☐ Reciprocating—Carburetor 2. ☐ Reciprocating—Fuel Injected 3. ☑ Turbo Prop 4. ☐ Turbo Jet 5. ☐ Turbo Fan 6. ☐ Turbo Shaft

Engine Manufacturer	Engine Model/Series	Engine Rated Power	Type Of Fire Extinguishing System Used
Walter	601 D	1. 224 Horsepower 2. _____ Lbs Thrust	1. None 2. Specify _____

Engine(s)	Date of Mfg.	Mfg. Serial No.	Total Time	Time Since Inspection	Time Since Overhaul
Engine No. 1	1988		1647 Hours	160 Hours	Hours
Engine No. 2			Hours	Hours	Hours
Engine No. 3			Hours	Hours	Hours
Engine No. 4			Hours	Hours	Hours

Type Of Maintenance Program
1. ☑ Annual
2. ☐ Manufacturer's Inspection Program
3. ☐ Other Approved Inspection Program(AAIP)
4. ☐ Continuous Airworthiness
5. ☐ Specify _____

Type Of Last Inspection
1. ☑ Annual
2. ☐ 100 Hours
3. ☐ AAIP
4. ☐ Continuous Airworthiness

Date Last Inspection Performed 9 30 04 (M/D/Y)
Time Since Last Inspection 18 Hours
Airframe Total Time 146 Hours

Emergency Locator Transmitter (ELT)	ELT Manufacturer	Model/Series	Serial Number	Battery Date (M/D/Y)

Switch 1. ☐ On 2. ☐ Off 3. ☐ Armed
Operated 1. ☐ Yes 2. ☐ No
Aided In Accident Location 1. ☐ Yes 2. ☑ No

Registered Aircraft Owner George T Rogers
Address [redacted] Locust Hill SC 29543

Operator Of Aircraft
1. ☑ Same As Registered Owner
2. Name
3. DBS:

Address
1. ☑ Same As Registered Owner
2. _____

NTSB Form 6120.1/2 (11/87) This Form replaces NTSB Forms6120.1 (rev. 10/77) and 6120.2 (Rev.10/77)

Owner / Operator Information (cont.)

Operator (Certificate Number)	Operator Designator (4 Letter Designator)
[redacted]	

Purpose Of Flight And Type Of Operation

Regulation Flight Conductor Under
1. ☑ FAR91 (only) 4. ☐ FAR 121 7. ☐ FAR 133
2. ☐ FAR91D 5. ☐ FAR 125 8. ☐ FAR 135
3. ☐ FAR 103 6. ☐ FAR 129 9. ☐ FAR 137

Purpose of Flight
1. ☑ Personal 6. ☐ Aerial Observation
2. ☐ Business 7. ☐ Other Work Use
3. ☐ Educational 8. ☐ Public Use
4. ☐ Executive/Corporate 9. ☐ Ferry
5. ☐ Aerial Application 10. ☐ Positioning

Operator Authority
FAR121
1. ☑ Domestic
2. ☐ Flag
3. ☐ Supplemental

FAR 135
4. ☐ On Demand
5. ☐ Commuter

FAR 133
6. ☐ Rotorcraft External Load

FAR125
7. ☐ Large Aircraft

FAR 129
8. ☐ Foreign

FAR 121, 125, 127, 129, 135 Revenue Operations
1. ☐ Scheduled
2. ☐ Non Scheduled
3. ☐ Domestic
4. ☐ International
5. ☐ Passenger
6. ☐ Cargo
7. Specify ____

Pilot Information

Pilot Name	Pilot Certificate No.	Address	Nationality
George T Rogers	[redacted]	[redacted]	US A

Certificate (s)
1. ☐ Student 3. ☐ Commercial 6. ☐ Flight Instructor 7. ☐ Military 9. ☐ None
2. ☑ Private 4. ☐ Airline Transport 8. ☐ Flight Engineer 8. ☐ Foreign 10. Specify ____

Rating (s)
1. ☐ None 6. ☐ Helicopter
2. ☑ Single Engine Land 7. ☐ Glider
3. ☐ Single Engine Sea 8. ☐ Free Balloon
4. ☐ Multiengine Land 9. ☐ Airship
5. ☐ Multiengine Sea 10. ☐ Gyroplane

Instrument Rating (s)
1. ☑ None
2. ☐ Airplane
3. ☐ Helicopter

Instructor Rating (s)
1. ☑ None 6. ☐ Instrument Airplane
2. ☐ Airplane S.E. 7. ☐ Instrument Helicopter
3. ☐ Airplane M.E. 8. ☐ Ground Instructor
4. ☐ Helicopter 9. ☐ Specify ____
5. ☐ Glider

Type Ratings/Student Endorsements	Date Of Biennial Flight Review or Equivalent (M/D/Y)	BFR Aircraft
	9/25/05	1. Make Lancair IVP 2. Model Lancair IVP

Medical Certificate	Date Of Last Medical (M/D/Y)	Limitations	Date Of Birth (M/D/Y)
1. ☐ None 3. ☐ Class 2 2. ☑ Class 1 4. ☐ Class 3	7/[illegible]/03	Waivers Reading Glasses	[redacted]52

Degree Of Injury	Seat Occupied	Person At Controls At Time Of Accident	Seat Belt Available
1. ☑ None 2. ☐ Minor 3. ☐ Serious 4. ☐ Fatal	1. ☑ Left 4. ☐ Front 2. ☐ Right 5. ☐ Rear 3. ☐ Center	1. ☑ Pilot In Control 4. ☐ Non-Pilot 2. ☐ Second Pilot 5. ☐ No One 3. ☐ Both Pilots	1. ☑ Yes 2. ☐ No

Seat Belt Used	Shoulder Harness Available	Shoulder Harness Used	Source Of Pilot Flight Time Information
1. ☑ Yes 2. ☐ No	1. ☑ Yes 2. ☐ No	1. ☑ Yes 2. ☐ No	1. ☐ Pilot Logbook 4. ☐ Company 2. ☑ Operators Estimate 5. ☑ Specify Jack 3. ☐ FAA Records

Flight Time	All A/C	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	1400	846	1000		120					
Pilot In Command (PIC)	1300	846	1000		100					
Instructor										
This Make & Model	[redacted]							[redacted]		
Last 90 Days	30	25	30							
Last 30 Days	10	10	10							
Last 24 Hours	0	0								

Second Pilot Information

Second Pilot Responsibilities At The Time Of Accident
1. ☐ Co-Pilot 2. ☐ Dual Student 3. ☐ Safety Pilot 4. ☐ Check Pilot 5. ☐ None (Pilot-Rated Passenger)

Pilot Name	Pilot Certificate No.	Address	Nationality

Certificate (s)
1. ☐ Student 3. ☐ Commercial 5. ☐ Flight Instructor 7. ☐ Military 9. None ____
2. ☐ Private 4. ☐ Airline Transport 6. ☐ Flight Engineer 8. ☐ Foreign 10. Specify ____

Second Pilot Information (cont.)

Rating (s)
1.☐ None 5.☐ Helicopter
2.☐ Single Engine Land 7.☐ Glider
3.☐ Single Engine Sea 8.☐ Free Balloon
4.☐ Multiengine Land 9.☐ Airship
5.☐ Multiengine Sea 10.☐ Gyroplane

Instrument Rating (s)
1.☐ None
2.☐ Airplane
3.☐ Helicopter

Instructor Rating (s)
1.☐ None 6.☐ Instrument Airplane
2.☐ Airplane S.E. 7.☐ Instrument Helicopter
3.☐ Airplane M.E. 8.☐ Ground Instructor
4.☐ Helicopter 9.☐ Specify_____
5.☐ Glider

Type Ratings/Student Endorsements

Date Of Biennial Flight Review or Equivalent (M/D/Y)

BFR Aircraft
1. Make_____
2. Model_____

Medical Certificate
1.☐ None 3.☐ Class 2
2.☐ Class 1 4.☐ Class 3

Date Of Last Medical (M/D/Y)

Limitations

Waivers

Date Of Birth (M/D/Y)

Degree Of Injury
1.☐ None 3.☐ Serious
2.☐ Minor 4.☐ Fatal

Seat Occupied
1.☐ Left 3.☐ Center 5.☐ Rear
2.☐ Right 4.☐ Front

Seat Belt Available
1.☐ Yes
2.☐ No

Seat Belt Used
1.☐ Yes
2.☐ No

Shoulder Harness Available
1.☐ Yes
2.☐ No

Shoulder Harness Used
1.☐ Yes
2.☐ No

1.☐ Pilot Logbook 4.☐ Company
2.☐ Operators Estimate 5.☐ Specify_____
3.☐ FAA Records

Flight Time	All A/C	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time										
Pilot In Command (PIC)										
Instructor										
This Make & Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Other Personnel

	Name	Seat	Address (City & State)	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious	Minor	None
1.	Gill Rayon	A/C	Hartsville SC		✓							None
2.												
3.												
4.												
5.												
6.												

Flight Itinerary Information

Last Departure Point
1. Airport ID HOG
2. City/Place Hartsville
3. State SC

Time Of Departure
1. Time 11:00
2. Time Zone Eastern

Destination
1. Airport ID
2. City/Place Sylvester
3. State GA

Flight Plan Filed
1.☑ None 4.☐ VFR/IFR
2.☐ VFR 5.☐ Company (VFR)
3.☐ IFR 6.☐ Military (VFR)

If Weather Was Involved, State If Weather Briefing Was Obtained or If Weather Reports Were Checked And How It Was Accomplished

Fuel On Board At Last Takeoff
117 Gallons
or
_____ Pounds

Fuel Type
1.☐ 80/87 4.☐ 115/145
2.☐ 100 Low Lead 5.☑ Jet A
3.☐ 100/130 6.☐ Automotive
7.Specify_____

Other Services, If Any, Prior to Departure
Weather Briefing

Weather Information At The Accident Site

Source Of Weather Information (Pilot/Operator, Weather Observation)
Pilot

Light Condition
1.☐ Dawn 3.☐ Dusk 5.☐ Dark Night
2.☑ Daylight 4.☐ Bright Night

Visibility
10+ Miles

Temp (°F)
85-90°

Weather Information At The Accident Site (cont.)

Dew Point (°F)	Altimeter Setting "Hg	Sky/Lowest Cloud Condition
		1.☐ Clear 2.☑ Scattered 4000 Feet AGL 3.☐ Broken Feet AGL 4.☐ Overcast Feet AGL 5.☐ Partial Obscuration 6.☐ Obscured

Wind Information	Restriction To Visibility	Type Precipitation	Intensity Of Precipitation
1.Direction 2. Velocity Kts 3. Gusts Kts	None	None	1.☐ Light 2.☐ Moderate 3.☐ Heavy 4.Specify

Turbulence (Multiple Entry)
1.☑ None 2.☐ Light 3.☐ Moderate 4.☐ Severe 5.☐ Extreme 6.☑ Clean Air 7.☐ In Clouds

Damage To Aircraft And Other Property

Degree Of Aircraft Damage
1.☐ None 2.☑ Minor 3.☑ Substantial 4.☐ Destroyed

Fire
1.☐ Yes 2.☑ No 3.☐ In-Flight 4.☐ On Ground

Description Of Damage To Aircraft And Other Property
Landing gear damage due to partial deployment Prop strike and Cowel Damage due to impact with Parked Aircraft

Mechanical Malfunction Failure
1.☐ No
2.☑ Yes List The Name Of The Part, Manufacturer, Part No., Serial No. And Describe The Failure
Exh. Cowner Ended to respond to power increase

Total Time

On Part	At Overhaul
4647 Hours	Hours

Collision Accident
If Collision Accident Occurred, Complete The Information For Other Aircraft

Registration Mark	Aircraft Manufacturer	Aircraft Type/Model	Degree Of Aircraft Damage
N 30197	Piper	34-200T Seneca II	1.☑ Destroyed 2.☐ Substantial 3.☐ Minor 4.☐ None

Registered Aircraft Owner	Address
Steve Everett + Jeff Thorne	Sylvester Ga

Pilot Name	Address	Pilot Certificate No.

Evacuation Of Aircraft

Assistance Received
1.☐ Outside Person (s) 2.☐ Auxiliary Lighting 3.☐ Slide 4.☐ Rope 5.☐ Ladder 6.☐ Specify

Method Of Exit (State Approximate Number Of Persons Using Each Of The Following
1. Main Door ✓ 2. Auxiliary Door 3. Emergency Exit

Recommendation (How Could This Accident Have Been Prevented)
Operator/Owner Safety Recommendation (Optional Entry)
Has not been determined

Additional Flight Crew Members

For Each Additional Flight Crew Member, Exclusive Of Cabin Attendants Complete The Following Information

Name	**FAA Certificate No.**	**Address**	**Title**

Certificate(s)
1.☐ Student 2.☐ Private 3.☐ Commercial 4.☐ Airline Transport 5.☐ Flight Instructor 6.☐ Flight Engineer 7.☐ Foreign 8.Specify ______

Ratings/Endorsements	**Total Flight Time**	**Flight Time This Accident**

Name	**FAA Certificate No.**	**Address**	**Title**

Certificate(s)
1.☐ Student 2.☐ Private 3.☐ Commercial 4.☐ Airline Transport 5.☐ Flight Instructor 6.☐ Flight Engineer 7.☐ Foreign 8.Specify ______

Ratings/Endorsements	**Total Flight Time**	**Flight Time This Accident**

Name	**FAA Certificate No.**	**Address**	**Title**

Certificate(s)
1.☐ Student 2.☐ Private 3.☐ Commercial 4.☐ Airline Transport 5.☐ Flight Instructor 6.☐ Flight Engineer 7.☐ Foreign 8.Specify ______

Ratings/Endorsements	**Total Flight Time**	**Flight Time This Accident**

Narrative History Of Flight

Describe What Occurred In Chronological Order, The Circumstances Leading To The Accident And The Nature Of The Accident. Describe The Terrain and Include a Sketch Of Wreckage Distribution If Pertinent. Attach Extra Sheets If Needed. State Point Of Departure, Time Of Departure, Intended Destination And Services Obtained.

I Hereby Certify That The Above Information Is Complete And Accurate To The Best Of My Knowledge

Date Of This Report	Signature Of Pilot/Operator

Signature Of Person Filing Report Other Than Pilot/Operator

1. Signature _____
2. Type Or Print Name _____
3. Title _____

For NTSB Use Only

NTSB Accident No.	Reviewed By NTSB Office Located At	Name Of Investigator	Date Report Received

Chain Of Events

- Departed UDG approximately 11 O'clock local time
- Picked up flight following VFR with Florence on 118.6.
- Climbed to 16,500 feet was passed over to "Center "
- 39 nautical miles out of SYV, started VFR descent at 1000 feet/minute.
- Arrived at SYV with power reduced to 80%,
- went to 1200 on transponder and Unicom frequency
- Passenger requested higher due to ear equalization problems.
- Passed airport headed south
- Advanced power

Engine did not respond.

- Activated emergency booster fuel pumps noted positive 80 psi to engine governor

Engine did not respond.

- Turned back to the airport from 3 miles out lined up on runway 01.
- Went to emergency power by throttling back to flight idle
- Switch emergency by pass on,
- advance condition lever forward,

Power did not increase.

- Switched emergency power off
- Advance throttle engine remained at flight idle 62%.

Concentrated on landing plane.

Estimated we would make runway 01 under present conditions.

Cleared trees at the end of runway 01
- Activated gear down.

Aircraft landed approximately 30 yards short of runway with right main partially down left, main down and nose gear down. Aircraft bounced to runway, and coasted approximately 2000 feet. Aircraft rolled to right into parking lot, and impacted a parked aircraft, Seneca II N30197.

Upon investigation, the right main spindle broke on landing. The strut broke loose from its mount and tore out the brake lines to both wheels.

I was able to maintain direction control with rudder to approximately 40 knots. The aircraft drifted right off the runway through a drainage dip, which sheared the nose gear fork, prop impacted the ground, and aircraft collided with the parked aircraft on tarmac Seneca II N30197.
Upon impact with the Seneca the lancair prop was in Beta or reverse thrust, engine running at 62%, right gear strut clasped, and nose gear broke at wheel fork. I estimate we were traveling 20 mph.
There were no injuries to passengers or personnel on ground

George T. Rogers
Pilot in comand