



# Aviation Investigation Preliminary Report

<b>Location:</b>	Savannah, GA	<b>Accident Number:</b>	ERA26LA055
<b>Date &amp; Time:</b>	November 13, 2025, 19:49 Local	<b>Registration:</b>	N163BR
<b>Aircraft:</b>	PERRY WILLIAM LANCAIR IV P	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Business		

On November 13, 2025, at 1949 eastern standard time, an experimental amateur-built Lancair IV-P, N163BR, was substantially damaged when it was involved in an accident near Savannah, Georgia. The pilot and passenger were uninjured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 business flight.

Prior to the accident flight, the pilot reported that he had conducted three flights in the same airplane that day. On the first flight, he departed Beaver County Airport (BVI), Beaver Falls, Pennsylvania, at 0814 with a destination of Norwood Memorial Airport (OWD), Norwood, Massachusetts, to pick up a relative. The pilot then flew from OWD to Republic Airport (FRG), Farmingdale, New York. The third flight was from FRG to Wallace-Pender Airport (ACZ), Wallace, North Carolina, which was a planned fuel stop. The fourth, and final, flight departed ACZ at 1843 with an intended destination of Sarasota/Bradenton International Airport (SRQ), Sarasota, Florida.

The pilot stated that after departing ACZ while cruising at 16,500 ft mean sea level (msl), with an interstage turbine temperature (ITT) about 688°C, that there was a “loud boom/explosion from the engine with sparks flying” and a loss of engine power. The pilot stated that the engine continued to provide idle power. He then declared an emergency with air traffic control and diverted to Savannah/Hilton Head International Airport (SAV), Savannah, Georgia. The pilot soon noticed “sparks started flying out of the exhaust manifold, along with loud grinding noises” and elected to perform a precautionary shutdown of the engine.

After shutting down the engine, the pilot observed a considerable increase in drag on the airplane. He adjusted airplane’s pitch attitude for the best glide speed and diverted to Hunter Army Airfield (SVN), Savannah, Georgia, which was closer than SAV.

He soon realized that it was not possible to glide to and land at SVN, so he maneuvered to a dark area, with the expectation that it would not be a populated area with buildings, and

deployed the airplane's ballistic parachute. About 5 to 7 seconds after the parachute deployed, the pilot stated the airplane touched down on a golf course. After exiting the airplane, the pilot noticed smoke coming from the engine.

Postaccident examination of the wreckage at the accident site by a Federal Aviation Administration inspector revealed that there were metal shards and oil in the engine's exhaust pipes of the engine, and substantial damage to the fuselage and wings of the airframe. After the engine cowling was removed, punctures and impressions were observed in the engine enclosure, consistent with material being ejected from inside the engine.

The wreckage was recovered and retained for further examination.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PERRY WILLIAM	<b>Registration:</b>	N163BR
<b>Model/Series:</b>	LANCAIR IV P	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	Yes		
<b>Operator:</b>	MATPRO SERVICE CORPORATION	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>			

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	SVN,41 ft msl	<b>Observation Time:</b>	19:53 Local
<b>Distance from Accident Site:</b>	2 Nautical Miles	<b>Temperature/Dew Point:</b>	14°C /9°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	1 knots / None, 160°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>		<b>Type of Flight Plan Filed:</b>	NONE
<b>Departure Point:</b>	Wallace, NC (ACZ)	<b>Destination:</b>	Sarasota/Bradenton, FL (SRQ)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.008889,-81.086194 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Coe, Justin
<b>Additional Participating Persons:</b>	Rodney Hood; FAA/FSDO; Atlanta, GA Helen Tsai; TSBC; Ottawa, OF
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.