



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Columbia, SC	<b>Accident Number:</b>	ATL05CA019
<b>Date &amp; Time:</b>	11/02/2004, 1941 EST	<b>Registration:</b>	N4874G
<b>Aircraft:</b>	Cessna 172N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 2, 2004, at 1941 eastern standard time, N4874G, a Cessna 172N, registered to and operated by Pegasus Air LLC, collided with power lines and the ground following a loss of engine power in Columbia, South Carolina. The personal flight was being operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The commercial pilot received serious injuries and the airplane sustained substantial damage. The flight originated from Chapel Hill, North Carolina, on November 2, 2004, at 1810.

According to a passenger on a previous flight in the airplane on the same day, the pilot rented the airplane from the operator in Statesboro, Georgia to fly the passenger and his wife from Barnwell, South Carolina to Chapel Hill, North Carolina. The passenger stated that the airplane arrived at Barnwell on the afternoon of November 2, 2004, they departed at 1610, and the flight was unremarkable. He stated that upon arriving in Chapel Hill, North Carolina at 1800, the local FBO was closed, and the pilot stated that he would stop to get fuel in Columbia, South Carolina, on the return flight.

According to the Columbia Air Traffic Controller, the pilot declared a "mayday" at 4,500 feet, 17 miles northeast of Columbia Metropolitan Airport. He stated that he acknowledged, and the pilot stated that his engine quit and he was going to land in a parking lot. The airplane collided with power lines and the ground 16 miles north of Columbia Metropolitan Airport.

A review of records on file with Pegasus Air, LLC revealed the airplane was refueled on October 31, 2004, topped off with 17.8 gallons of 100 low lead aviation fuel. The airplane was not flown again until November 2, 2004, by the accident pilot.

The examination of the airplane at the accident site revealed the firewall and the fuselage were buckled, the nose landing gear was displaced aft into the engine compartment, and the leading edges of both wings were buckled. The post-accident examination of the fuel system revealed no fuel in either wing fuel tank, trace amounts of fuel in the fuel strainer, and trace amounts of fuel in the fuel line from the fuel strainer to the carburetor. A functional check of the engine was accomplished and it started and produced power at idle and 1000 RPM for several

minutes. No mechanical anomalies were observed.

According to the C-172N Pilot 's Operating Handbook, the standard wing fuel tanks have a capacity of 43 gallons, of which 40 gallons is usable fuel. It states the cruise fuel consumption at maximum gross weight, in standard conditions, with recommended lean mixture at 4,500 feet ranges from 7 to 8.5 gallons per hour. On the same day of the accident the pilot also completed a total of three takeoffs on the same fuel load. At 75 % engine power, the airplane has a fuel endurance of 3.9 hours.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/23/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 4 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4874G
<b>Model/Series:</b>	172N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17273421
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/27/2004, 100 Hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5083.4 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Pegasus Air, LLC	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	Pegasus Air, LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	CAE, 200 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1956 EST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 18000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:			
Departure Point:	Chapel Hill, NC (IGX)	Type of Flight Plan Filed:	None
Destination:	Columbia, SC (CAE)	Type of Clearance:	VFR Flight Following
Departure Time:	1810 EST	Type of Airspace:	Class E

## Airport Information

Airport:	Columbia Metropolitan Airport (KCAE)	Runway Surface Type:	Unknown
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.942500, -81.121389

## Administrative Information

Investigator In Charge (IIC):	Phil Powell
Additional Participating Persons:	Robert Switter; Columbia FSDO
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .