

DEPARTED ON IFR FLIGHT PLAN FROM KDPK TO KPIM AT APPROXIMATELY 12:45 PM EDT ON 10/05/2014. CLIMBED TO ASSIGNED ALTITUDE OF 6,000 FEET. SOUTH OF ATLANTA I RECEIVED AN OIL PRESSURE FAILURE INDICATION IMMEDIATELY FOLLOWED BY NO ENGINE POWER. I DECLARED AN EMERGENCY AND REQUESTED VECTORS FOR CLOSEST AIRPORT. ATC GAVE VECTORS TO KFFC. I REPORTED DESCENDING AND REQUESTED DISTANCE TO AIRPORT. RESPONSE BY ATC WAS 5 MILES. I IMMEDIATELY SAID I COULD NOT MAKE THE AIRPORT AND LOOKED FOR A PLACE TO PUT IT DOWN. I LOOKED TO THE LEFT AND APPEARED TO BE A TWO LANE WINDING COUNTRY ROAD. I COULD NOT DETERMINE IF POWER LINES WERE PRESENT OR NOT. I LOOKED TO THE RIGHT AND IT APPEARED TO BE A CREEK. STRAIGHT OFF THE NOSE WAS A FLAT FIELD WITH TREES IN MY DIRECT PATH. I FELT MY ONLY OPTION WAS TO KEEP THE AIRPLANE UNDER CONTROLLED FLIGHT AND STRAIGHT AHEAD THROUGH THE TOPS OF THE TREES.

SHELBY BLAINE McALEER, III

[REDACTED]