

Kemner Heidi

From: Antonio.Gonzalez [REDACTED]
Sent: Wednesday, November 16, 2016 3:49 PM
To: Kemner Heidi
Subject: FW: N54HY inccident report

From: Cliff McCall [REDACTED]
Sent: Thursday, November 10, 2016 11:19 AM
To: Gonzalez, Antonio (FAA)
Subject: Fwd: N54HY inccident report

Sent from my iPhone

Begin forwarded message:

From: "Cliff McCall" [REDACTED]
Date: November 9, 2016 at 9:11:45 AM EST
To: [REDACTED]
Subject: N54HY inccident report

After preforming a run up and even a full throttle test, about 10 min after I took off from Massey Airpark heading to Orlando Executive the engine starting to run a little ruff, I climbed up to 1200ft then maybe a minute or so after that it started to backfire, and running more ruff, I tried adjusting prop, carb heat, mixture and throttle but nothing worked, I started to lose power and it was getting hard to maintain altitude. I did not know if the engine was going to keep getting worse or completely quite. At about this time I was coming over the Sheriff training facility, at about 1000-900ft, I decided to try and land here believing I could not make it to ORL or Sanford safely and less places to land.

Unfortunately the Sheriff department was performing practice maneuvers at this time, with people, cars and cones on the track. I entered a slow spiral decent, trying to get the attention of the people and cars on the ground to move off the track, but by the time I came onto final there were still a few people on part of the track, at this time they realized I was landing and started to move out of the way, but I did not want to take the chance of them not moving so I flew past that to a smaller area on the track near the end, as I touched down I maneuvered around a few cones trying to stay on the pavement as long as possible, I realized I was still going too fast to fully stop before getting to the gate, I don't believe I had the power go around and there were power lines and cars and a building as well so I turned down it into the fence which brought me to a stop, the engine was still running until contract with the fence. The plane spun around nosed down some and came to a stop upright a few feet past the fence. I walked away unharmed and plane took some damage.

Cliff McCall

Thank you for your Business!