



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
INCIDENT REPORT

TO: **Edgardo I. Morales**
Fleet Training Program Manager /
Aviation Safety Inspector
Flight Standards District Office AFG-800 SO-15
[REDACTED]
Orlando, FL 32819-9060

FROM: Thomas Fisher
[REDACTED]
Ft Meyers FL 33905

The following is a description of a deviation/incident. It appeared advisable to prepare a formal record, and a copy is being forwarded to acquaint you with its particulars. It is requested that, as necessary, these details be brought to the attention of the pilot or other individuals involved. We hope that through review, recommendations leading toward action to prevent recurrence of incidents of this type will be obtained. No reply is required; however, the undersigned will be glad to answer any questions at your convenience. Any action you can take to assist the Air Traffic Service to provide more efficient service will be appreciated.

TYPE OF INCIDENT:	TIME OF INCIDENT		INCIDENT NO:
Impact on runway approach obstacle.	DATE: 7/22/2022	☒ Day ☐ Night	

AGENCY/AIRCRAFT IDENTIFICATION:
150MM

NAME(S) OF PERSONNEL OR PILOT:
Thomas Fisher

SUMMARY OF INCIDENT:

I was making an approach into runway 05 at approximately 8:10-8:20am. I have landed at this airport on this runway many times uneventfully. I'm flying a Midget Mustang. I approach high then when close to the runway I change my angle of attack nose high. I approach very high flare out several hundred yards out. I could see a small box 20-30 feet off the runway but I could not see any X arms or anything else sticking up. It's nearly impossible at a distance to see clearly anything small and narrow high off and not on the runway. When in the final landing phase I focus on the end of the runway, my speed and rate of descent. During the final landing sequence, I could see the end of the runway lights and a clear path to the runway with no obstructions.

I had a clear view of the end of the runway and the landing lights. I was well above touching down just past the runway lights. In a 3-point landing nose high attitude a few hundred from the end of the runway there is no possible way to see an obstruction hidden from a higher and farther away approach. In the final seconds of the flare, you are blind to the runway. This is similar to landing with a Pitts.

From the damage sustained to my plane, it is clear that I went straight through the tips of the X signage off the end of the runway. Both wings were hit relatively equally on each side. The prop and fuselage did not hit the X signage. My approach and landing was straight down the runway.

I followed several other pilots into landing on 05. I directly followed Tom Feminella [REDACTED] into the landing on 05. I suggest you speak to him about what he saw. Several other pilots experienced near impacts with this sign. Please talk to Paul Cox [REDACTED], Tom Losey [REDACTED], Larry Kinder [REDACTED]

REMARKS:		
ATTACHMENTS:	FORWARDED	
	DATE:	SIGNATURE OF FACILITY MANAGER:
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