



NTSB RECORD OF CONVERSATION

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Person Contacted: Richard Knapp (Pilot in Command, Airplane Owner)

NTSB Accident Number: ERA18TA255

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

- The cross-country flight was uneventful up to the approach to land.
- Air traffic control cleared him for a visual approach, around 4,000 ft mean sea level, which he believed was higher than normal.
- The engine power was nearly at idle for the majority of the approach, due to the need to descend from a higher than normal altitude. He applied speed brakes during the approach to help descend and reduce airspeed. Once on final approach, the airplane began to be too slow and was low.
- He applied engine power, but the engine did not respond. The airplane was 'pretty close to the runway at this point' and the airplane impacted the approach lights.
- He remembered that the approach lights were 'nice and bright.' He could not recall what the precision approach path indicator was indicating.
- The carburetor heat was off for the descent and approach. He said he did not turn it on, because 'it was not cold' outside.
- He reported that he did not use carburetor heat in this airplane, but in a different airplane that he had flown as student pilot in the past, he was taught by his flight instructor to use carburetor heat for all landings, or when the weather conditions were cold, there was precipitation, or fog.