



RECORD OF CONVERSATION

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General Aviation Accident Division

Date: 8/1/2019
Person Contacted: Andre Manuax (pilot)
NTSB Accident Number: GAA19CA421

Narrative:

The following is a synopsis of the information provided by the pilot in a telephone conversation on this date:

The pilot reported that he accumulated 200 total flight hours but has not flown in 4/5 years and recently in the last couple months, after selling his business, he decided to start flying again. He was preparing to renew his Biannual Flight Review in anticipation for the yearly airport fly-in event. The airplane did not have a current conditional inspection nor a current registration.

Two days before the accident flight, the pilot performed runups to 1,700/1,800 RPMs several times and taxied the airplane, without any intent to fly. The following day, he taxied on to the runway, increased engine power, and taxied up to 65 mph speed to see how the airplane would react. There were no anomalies. The following day, he did some pattern work about half a dozen times with no incidents.

The following night, starting about 2045, he completed 2 takeoff and landing without incident. On base leg turn for his 3rd approach, the runway lights shut off. Despite his failed attempts to turn on the runway lights, he completed his base to final turn, about 200 feet above the ground to land on the runway. Still with the runway light not illuminated, he decided to use the blue taxiway lights parallel of the runway as reference points to land on the dark surface in between the lights and while on final approach, the airplane struck a tree and impacted the ground inverted.

The pilot reported that there were no mechanical malfunctions to the engine or airframe that would have precluded normal operation. The pilot added that he maneuvered the airplane too low during his approach.