RECORD OF CONVERSATION

Kristi Dunks
Air Safety Investigator

Date: October 29, 2009

Person Contacted: Lee Mize, Pilot

Subject: WPR10CA035

The pilot was interviewed by the Safety Board investigator following the accident. He reported that he had completed his run up checks and had the radio tuned to 122.8. He attempted to activate the runway lights but they did not activate. He used his landing light for visibility and inadvertently lined up with the hangars instead of the runway. During the takeoff, he began seeing grass but decided to continue the takeoff. As the airplane approached 70 to 80 miles per hour, it impacted a fence and a big rock. The pilot was later told that the correct frequency for the airport was 123.0 and later checks of the runway lighting system showed that it was functional.