



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Office of Aviation Safety-Eastern Region

Date: 7/31/2019; 1218 EDT
Person Interviewed: Ronnie Jones (Pilot)
NTSB Accident Number: ERA19LA239

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

- The pilot reported that he was flying back from Destin, FL with his wife and child.
- When he took off from Destin and retracted the landing gear, the yellow light indicating the gear was in transit never extinguished. He indicated that when the gear is up, that light should extinguish.
- The pilot lowered the gear and the green light came on indicating that the gear was down and locked.
- He raised the gear again and once again the yellow light did not extinguish.
- He placed the gear handle in the neutral position and continued the flight to Dayton, TN
- Preparing to land in Dayton, he selected the gear level to the gear down position and the green light indicating "down and locked" did not illuminate.
- His wife could see the right main landing gear on her side of the airplane, but he could not see the left main landing gear.
- He cycled the gear again with the same result.
- He radioed a contact at the Dayton airport, and the individual came outside to observe a low flyover in order to ascertain the landing gear configuration. The pilot was advised that the nose gear and right main gear were extending but the left gear was "dangling."
- The pilot and his wife attempted to manually extend the landing gear. While doing so, his wife observed hydraulic fluid leaking by her feet, but they continued to pump the manual gear extension handle to no effect.
- The airport advised that they were not equipped to handle an emergency landing and recommended that the pilot divert to CHA.
- The pilot proceeded to CHA and declared an emergency.
- Upon conducting another low pass at CHA, the pilot was advised that the right main gear and nose gear were extended, and that the left gear was "dangling."



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- The pilot requested input from Air Traffic Control (ATC) as whether it was better to land his airplane with partial gear or no gear and ATC told him that this was at his discretion.
- He tried again to retract the gear and during a low pass was advised that the nose gear appeared down and locked and both main landing gears were dangling.
- His wife read emergency checklist while he performed all actions.
- He landed with full flaps and touched down at 60 KIAS.
- The airplane immediately veered right and into the grass.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Office of Aviation Safety-Eastern Region

Date: 8/14/2019; 0930 EDT
Person Interviewed: Ronnie Jones (Pilot)
NTSB Accident Number: ERA19LA239

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

- The pilot reported that the airplane was not sold with logbooks when he purchased it in November 2017. At that time, he was a student pilot.
- Previously, the airplane had been auctioned after a mechanic's lien was placed on the airplane.
- After purchasing the airplane, Mr. Jones contacted the previous owner who wanted \$10k for the aircraft logbooks.
- On the ferry flight home after buying the airplane, the pilot noticed that the landing gear cockpit indications were not functioning, and he later noticed that the airplane was leaking hydraulic fluid.
- Mr. Jones had the airplane fully inspected and paid \$5k to have repairs made related to the landing gear.
- He subsequently completed all his flight training in this airplane and had never experienced any issues with the landing gear. He stated that he fully trusted the airplane and believed that everything was working as it should have been.

Spencer Lynn

From: ronnie jones [REDACTED]
Sent: Monday, August 12, 2019 11:18 AM
To: Spencer Lynn
Subject: Re: Form 6120 Request; N2362F; July 30, 2019
Attachments: NTSB.pdf

I'm going to paste my wives post in as the play by play of what happened bc i really could say it any better,

As I spent many hours last night replaying everything in my head and just thinking about everything that happened, I want to use this forum as a reminder of how good God's grace is.

We had a wonderful week with some great friends in Florida and were on our way home. They were few storms that we had to maneuver around coming up and around Rome, GA and Chattanooga area. As we got closer to Dayton and could see the airport Ronnie began his usual pattern on the appropriate landing strip per the course direction of wind. He engaged the handle that is intended to drop the landing gear, one front wheel and two rear wheels. I felt a small delayed jolt under my seat and when looking out the window my wheel slowly appeared. Ronnie asked me if I could see my wheel. When I said yes he told me his was not coming down. He kept flying and we retracted the knob to pull the wheels back under and let down again however the same problem occurred again. We were within communication range of Dayton airport and Brian, the airport manager began talking to Ronnie about his intentions to land. Ronnie explained our predicament and stated we would fly around the pattern again and try to get the landing gear to come out. Each time we flew over Brian would let us know whether or not he could see the left wheel. There was a point when he could tell that it was just dangling but not locked out under us. After several failed attempts, Ronnie decided to pull the emergency pump handle. We then began taking turns manually pumping in an attempt to relieve the wheels. After about what felt like at least 30 minutes of taking turns manually pumping, and Brian stating he still did not see landing gear in an appropriate position, we were then advised to head to Chattanooga. Dayton is a small airport and would not be equipped to handle us landing without gear. Brian radioed ahead to Chattanooga to let them know we were coming, in order to prepare for us. We changed course and headed south, all the while continuing to pump Non-Stop. A similar course of action happened when we got to Chattanooga in which the tower gave us permission to do a couple of low fly-by in order for them to view our landing gear. Ronnie returned the emergency handle to its starting position and he began cycling through the hydraulic mechanism again. Yet each time we flew by Chattanooga tower either one or both back wheels were not in place. I am amazed at the calm that the Lord provided us. Neither one of us panicked. There was a point where at I began reading through a user's manual to be sure we were covering all bases for emergency procedures. But I think the worst moment was when we new the tires were not coming down and we would be forced to land. Ronnie pointed at all the emergency personnel alongside the airport, multiple fire trucks and ambulances. He looked over at me with a defeated face, "That's for us." Somehow God allowed me to have a peace about the entire situation, I looked back at him, grabbed his leg and told him we were going to be okay. Regardless of what happened. Whether we needed one or multiple fire trucks. Whether we needed EMS. Or worse. Before our final descent I frantically grab blankets and stuffed animals from Lincoln's bag to surround him, to cushion the fall or limit glass should it break. We both tightened our seatbelts said one more prayer. Ronnie bravely grabbed the steering wheel with both hands and instructed me to cut the engine on his command. Chattanooga tower could not give advice on whether to pull all landing gear up and land on the belly of the plane or to keep it open and utilize whatever was left out. But at the time that Ronnie decided to call it and land, we only had the front tire securely engaged and were told the other two appeared to be stuck under the belly not coming out at all. Ronnie made the decision to leave it as is and attempt to have some kind of steering capability with one tire. He came in for landing, kept the nose up, I cut the engine and we made impact. Seconds felt like minutes. The tail end abruptly hit ground and we lost control. Began to take a hard right into the grass, where I was sure it would begin to roll. Praise God it did not. It came to a halting stop, tipped on its side. I turned to unbuckle Lincoln out of his car seat, and he was asleep 🙏! Ronnie was able to get him out on his side. My door was kind of jammed so needed to be kicked open and I was able to crawl under the wing to get out. I ran from the plane thinking it was going to catch fire or blow up (watched too many action movies apparently!) As the sirens came speeding up, I couldn't help but laugh to keep from crying. We were all safe. No need for an ambulance or fire truck.

Multiple prayers went up from both of us both out loud and in silence, from the time he first pulled the emergency handle until we were all on the ground. But as I layed awake and re playing the course of events in my head all night, I realized some of the provisions God had lined up for us.

First: we decided to load up some of our luggage with Craig and Stacy. Why? We had room in the plane, we brought it all down with us. God knew we would need a lighter load to allow for extra travel time and save us on fuel.

Second: for anyone that knows me, I get extremely motion sick. I keep Dramamine with me at all times. I have forgotten to take it on a couple flights in the past, which left me throwing up and nauseous a majority of the trip. This day, I took TWO. Why? When one has always done me just fine?. God knew there would be extra twists and turns and stress that I needed to be ready for.

Third: storms and lots of rain preceeded our arrival in Chattanooga. This rain allowed first, air traffic to be light so controllers could focus on us. It also saturated the ground, so that our front tire would dig into the soil quickly and deeply enough to stop us before any further damage could be done.

All in all as crazy and scary as it was, it was a positive experience. I am thankful for my relationship with God, my husband's heart for the Lord, and most of all the Most High for showing us His amazing mercy and Grace. So glad He is in control always.

On Wed, Jul 31, 2019 at 12:42 PM Spencer Lynn [REDACTED] wrote:

Dear Mr. Jones,

Please be advised that the National Transportation Safety Board is investigating an accident involving a Cessna 210, N2362F, which occurred on July 30, 2019, in Chattanooga, TN. I am very glad to hear that you and your family were uninjured. My name is Lynn Spencer and I have been assigned as the investigator in charge.

I have attached an NTSB Pilot/Operator Accident/Incident Report form. Please complete form, and return it to me at your earliest convenience as we discussed. You can fill in the form electronically and print, or print the form and then handwrite it. On page 8 – For the Weather section, only check the box(es) in the very first block that indicate what you used for sources. I have all the conditions at the time of the accident so don't burn yourself out looking all that up, skip to the next page. Page "9" of the form allows for a statement regarding what occurred during the accident sequence.

You may return the form to me by sending the electronic copy by email or scanning if handwritten then by email or faxing to the number below. If you are not able to complete this within a few days after your return from travel, let me know.

If you have any questions please call or write.

Regards,

Lynn Spencer

From: [REDACTED]
To: [Spencer Lynn](#)
Subject: Re: ERA19LA239 Follow-Up #2
Date: Friday, September 6, 2019 9:24:49 AM

I'll have to check when I get home, I think I sent you everything I have, the annual paperwork says all ADs complied with.

Your first email question,
I took off in destin and hit hit the handle to the gear up position, after a few minutes it never clicked back to neutral so I cycled the gear back down, got a green light and then tried to put the gear back up again and same thing, it never popped back to neutral so I manually pulled the handle to the neutral position so it wouldn't continue to try to pull the gear up the entire ride home.

On Fri, Sep 6, 2019, 9:18 AM Spencer Lynn <[REDACTED]> wrote:

Good morning, Mr. Jones,

Do you happen to have a logbook entry that shows compliance with Airworthiness Directives for the airframe? I see a page in your engine logbook, but I do not see one in the airframe logbook.

Thank you!

Regards,

Lynn Spencer

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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