



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region, Office of Aviation Safety (AS-ERA)
National Transportation Safety Board

Date: 10/9/2020, 12:06 p.m.
Person Interviewed: Mr. Robert Lonneman, pilot
NTSB Accident Number: ERA21LA012

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

- Mr. Lonneman stated that by the time he got the airplane on the ground, only 200 ft of runway remained.
- He applied full brakes; however, the airplane departed RWY 35, went over the fence and into a ditch.
- He sensed that he had a tailwind.
- He recalled being in the ambulance, but not walking around after accident as the paramedics reported. He sustained a broken nose.
- He stated that there were no anomalies or malfunctions before the landing and that "It was all my error. I kept adding flaps and I did not feel like I had enough room to abort the landing so I chose to lock it up rather than go around; I should have."
- He explained that there is a slight uphill grade on the RWY 35, which is why others recommended that he landed on that runway.
- He stated that had he checked the winds he may not have chosen to land uphill. "I made a bad choice to not check what way the wind was going. I should not have assumed just because I was told to land northward because it is upsloping, that that was the right way to land."
- He approached the runway at 80 knots and typically only used the first notch of flaps.
- He said that typically, in that airplane, if he added flaps the airplane would drop, but he was not getting that result
- He was floating, so he added full flaps, but the airplane still used most of the runway to settle.
- He stated, "I waited way, way, way too long to go around."

PILOT STATEMENT TO FAA

THE PILOT STATED THE FLIGHT WAS NORMAL FROM K62 TO 7A8. UPON ARRIVING AT 7A8 AT AN ALTITUDE OF 7500 FT., HE PERFORMED A CIRCLING DESCENT TO ENTER THE TRAFFIC PATTERN FOR A LANDING ON RUNWAY 35.

ON HIS APPROACH TO THE RUNWAY, HE SELECTED ONE NOTCH OF FLAPS. AS THE AIRCRAFT CONTINUED OVER THE RUNWAY, IT WAS NOT SLOWING DOWN ENOUGH OR DESCENDING SO HE ADDED MORE FLAPS. THE AIRCRAFT CONTINUED TO "FLOAT" AND HE CONTINUED ADDING FLAPS UNTIL HE HAD FULL FLAPS. THE AIRCRAFT FINALLY SETTLED DOWN TO THE RUNWAY WITH APPROXIMATELY 200 FEET REMAINING. ON ROLLOUT FROM LANDING, THE AIRCRAFT EXITED THE END OF THE RUNWAY, PROCEEDED THROUGH THE AIRPORT PERIMETER FENCE AND CAME TO REST ON A ROAD AFTER TRAVELING DOWN A SMALL EMBANKMENT.

THE PILOT STATED HE BELIEVES HE HAD A TAILWIND FORCING HIM DOWN THE RUNWAY AND HE SHOULD HAVE EXECUTED A GO-AROUND. HE HAD TO ADD FULL FLAPS SO THE AIRCRAFT WOULD SLOW AND SETTLE TO THE RUNWAY WHEN HE NORMALLY LANDS WITH "ONE NOTCH" OF FLAPS SELECTED.

PRIOR TO HIS FLIGHT THE PILOT CALLED THE AIRPORT TO GATHER INFORMATION ON WHICH RUNWAY WAS BEST TO LAND SINCE HE HAD NOT FLOWN IN THE AIRPORT BEFORE. HE WAS TOLD TO LAND ON RUNWAY 35 BECAUSE IT WAS SLOPED UPHILL. THE PILOT DID NOT CHECK THE WEATHER OR THE WINDSOCK PRIOR TO LANDING TO DETERMINE THE WINDS AND THE FAVORABLE RUNWAY.