

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: November 13, 2023

Subject: ERA24LA037, Record of Conversation/Interview

Contact: Jeffrey A. Jones

Mr. Jeffrey A. Jones was contacted on November 13, 2023 at 1003 EST, and left a voice mail message. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1006 EST, from the same phone number. He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was called to ask questions about the gear-up landing but started the call by advising that postaccident inspection of the airplane revealed the hydraulic filter had “blown apart.” He was asked to provide pictures of the damaged filter.

He was asked the following questions –

How was the landing gear held up?

By mechanical up locks. He added at this point of the conversation, “to be honest it was my fault.” He did not confirm that the landing gear was down and locked before touchdown. Once the airplane was raised from the runway they pumped the landing gear into the down and locked position using the emergency hand pump.

Did you hear the landing gear warning horn?

No I did not.

How much time do you have in the airplane?

I commute in that airplane from Northeastern Regional Airport (EDE), Edenton, North Carolina, to Frederick Municipal Airport (FDK), Frederick, Maryland. I have a few hundred hours in it.

NTSB Questions Continued –

Is the airplane insured?

No, he is self insured.

The phone call ended at 1014 EST.