

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN21LA323

RECORD OF CONVERSATION

Thomas Ballard, FAA Airworthiness Inspector

August 4, 2021

Interviewee: Thomas Ballard (FAA Airworthiness Inspector)
Date/Time: August 4, 2021 / 1000 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Mr. Ballard is employed as a Federal Aviation Administration Airworthiness Inspector with the San Antonio Flight Standards District Office. Inspector Ballard conducted two onsite examinations of the airplane; The first examination was completed on July 20, 2021, before the airplane was recovered from the accident site and a follow-up examination on August 3, 2021, when the airplane was recovered from the accident site.

Inspector Ballard stated that based on wheel marks observed on the runway and grass easement, the airplane veered off the right side of runway 32R about midfield with all three landing gear extended.

The airplane continued about 330 ft in the grass easement before the nose landing gear strut and nose wheel separated from the nose gear casting. The airplane continued another 100 ft before it nosed over and came to rest inverted about 44 ft right of the runway edge and about 2,880 ft from the runway 32R displaced threshold.

The fuselage, both wings, and empennage were substantially damaged during the accident.

There was no evidence of burnt wires or insulation in the airplane cockpit, or electrical arcing or thermal damage to the wiring between the hydraulic power pack and its respective circuit breaker. The 30-amp circuit breaker labeled GEAR PUMP was found tripped/pulled.

On August 3, 2021, the airplane was recovered to the ramp where it was hoisted by a crane to test the landing gear extension/retraction system. With electrical power turned on, the green (landing gear down and locked) position indicator light did not initially illuminate when electric power was turned on. However, the green light illuminated after the bulb assembly was unscrewed and reinstalled.

With electrical power turned on and the circuit breaker reset, the hydraulic power pack did not function when the landing gear selector lever was cycled between gear-up and gear-down positions. Examination of the hydraulic power pack fluid reservoir revealed that the fluid level was below the ADD level as indicated by the reservoir dip stick. Further examination of the hydraulic system did not reveal any evidence of a leak. When tested, the landing gear extended into a down and locked position using the emergency landing gear extension hand pump.