



Brian Rutt
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AS-CEN

Date: July 10, 2025

Subject: CEN25LA154

Contact: Gary Drapela, JAG Aviation

On June 19, 2025, Mr. Drapela under the oversight of FAA inspector Edward Fitzgerald, conducted an examination of Beech C90, N923CR in Temple, Texas. During the examination of the landing gear, it was determined that operational checks could not be safely conducted without causing further damage. No anomalies of the electrical components and indication systems related to the landing gear system were found during examination of the flight deck. The left main landing gear actuator was found to be pulled out of the actuator support structure and was supported only by the actuator hydraulic hoses and the clevis at the drag link attach point. The outboard actuator support structure was found to be torn away from its attach point at the wing spar with the attach bolts still in place. The left main landing gear actuator was removed. The inboard support bearing was undamaged but were dry and not greased. The outboard support bearing was hanging loose and had a broken outer bearing race, consistent with overload. Attempts at compressing the actuator rod to the retracted position were only successful after applying considerable force pushing down on the clevis to obtain the initial movement. Approximately ½ quart of fluid was expelled from the extend ports of the actuator. Subsequent extensions and retractions of the actuator were able to be performed with little effort. Checks of the cockpit gear position & warning systems were executed manually. Indication lights illuminated and extinguished and the gear warning horn annunciated as appropriate for the gear position. During the exam it was determined that the left main landing gear down lock hooks were not properly engaged at the time of the landing. ///END OF STATEMENT///