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Division: ERA

Date: April 24, 2023

Subject: ERA23LA202

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Inspectors from the Miramar FSDO responded to the accident site and performed an examination of the airplane and testing of the landing gear. The airplane came to rest adjacent to the runway and hydraulic fluid was observed on the lower empennage of the airplane. The airplane was recovered and placed on jacks at a maintenance facility at TMB. Only a small amount of hydraulic fluid was observed in the hydraulic reservoir. The landing gear was tested via manual use of the landing gear handle in the cockpit, but due to a lack of hydraulic pressure from the lack of hydraulic fluid, the gear would not extend or retract. Hydraulic fluid was added to the system and the gear was tested again. This time, the gear functioned normally through its full extension and retraction cycle, and no mechanical anomalies were observed with the landing gear system. The three landing gear down indicator lights illuminated green when the gear was extended indicating the gear was down and locked and turned off when the gear was retracted. However, hydraulic fluid was observed leaking from the hydraulic power pack. No other leaks were observed.

A review of airplane maintenance records revealed that the hydraulic power pack had been recently overhauled and was installed about 1.5 hours prior to the accident. The hydraulic power pack was removed and sent to the FAA in Wichita, Kansas for testing.

Airport surveillance video of the accident recorded via cell phone, and the recorded video was provided to the NTSB.