



Investigator Name: Leah D. Read  
Title: Sr. ASI  
Division: ERA

**Date:** May 4, 2023

**Subject:** ERA23LA202

**Contact:** Laura Medina, pilot

In a telephone conversation, Ms. Medina reported that she was new to the Rockwell International 112 airplane and was checked out in it about a week prior to the accident. The check-out lasted about 1-hr, and the instructor endorsed her logbook. The accident flight was her second flight in the airplane.

Ms. Medina said she conducted a thorough preflight of the airplane and did not see any hydraulic fluid on the exterior of the airplane. She then departed and completed three uneventful touch and go landings at the North Perry Airport (HWO), Hollywood, Florida, before she noticed that the transponder was not working. Ms. Medina then made a full stop landing and called the owner, who made an appointment at an avionics shop located at Miami Executive Airport (TMB), Miami, Florida, to get the transponder fixed that same day.

Before departing for TBM, Ms. Medina contacted air traffic control and received permission to make the short flight from HWO to TBM with no transponder. She said the flight was normal and she was cleared to land straight in on runway 9L. Ms. Medina said she did all the pre-landing checks including a "GUMP" check (gas, undercarriage, mixture, prop), and confirmed the landing gear was extended by observing the three, green, gear-down lights illuminated. She did not feel any surging of the gear or observe a circuit breaker pop. Ms. Medina said she felt the gear lock into place when it was extended.

Ms. Medina stated that upon landing, the airplane felt "unbalanced." She could feel the nose gear and the left main gear on the ground, but the right main gear felt like it wasn't full extended. The right wing was dropping, and she was trying to keep it

up and maintain directional control. The airplane veered off the runway and came to a stop.