



Joshua Young
Air Safety Investigator
AS-ERA

Date: December 19, 2024

Subject: ERA25FA020, Hydraulic Powerpack Information

Contact: Jeremy Katt, Air Safety Officer, Parker Aerospace

Mr. Katt was contacted by the NTSB IIC via electronic mail to discuss the hydraulic power pack installed on the accident airplane, which would actuate the landing gear. He confirmed that the powerpack installed in the airplane was a 12 volt unit. When informed of the main battery charge state and asked if the powerpack would be operational he stated "It doesn't need exactly 12V. It can likely turn as low as 9V. 11.8 should be more than fine."