



RECORD OF E-MAIL CORRESPONDENCE

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 17, 2020
Person Contacted: Agustin Cendejas (ANP)
NTSB Accident Number: WPR20LA288

Narrative:

The following is a synopsis of the information provided by Mr. Cendejas in an e-mail correspondence.

N9540T Tach: 1176.0 09/16/2020

Inspected aircraft after landing gear system failure.

Set aircraft on jacks per Cessna Service Manual Section 5

Started troubleshooting by checking landing gear power pack fluid level and found 12 ounces low from full. Serviced with 5606 fluid until full by adding the 12 ounces.

Connected hydro test equipment as recommended by service manual and observed as the landing gear went up but the nose gear surged up and down a couple of times and ended up in the down while the main gear was up. Re-set the power pack gear selector lever and now all three gears are up and locked. The surging on the nose gear appeared to be air in the nose gear lines that was cleared on the second cycle. Disconnected hydro testing equipment with the landing gear up, the gear selector was set in the down position and the gear was pumped down by use of emergency pump system. No issues noticed with the emergency pump system and no leaks found as the gear came down and locked in place. Noticed that the left gear needs minor adjustment on gear down switch that activates the gear down light, but the gear was firm on the down locked position.

Actuated the flap system with the use of the mechanical emergency pump system several times, no issues or leaks found at this time and the emergency pump system works normal. Set aircraft on the ground to run engine to test the engine driven hydraulic pump Found Engine driven pump NOT operational, zero fluid out of pump outlet with engine running. Set aircraft on jacks again and drained the 12 ounces of fluid that were added earlier and tested

flap and gear system, but no changes were noticed, and the emergency pump system still worked fine. The only finding at this time that would prevent the gear from working normally is a failed engine driven pump.