

Affidavit / Declaration of Truth

I, Glenn H Hancock, a man; the undersigned, make this Affidavit/Declaration of Truth of my own free will, and I hereby affirm, declare and swear, under my oath, that I am of legal age and of sound mind and hereby attest that the information contained in this Affidavit/Declaration is true and correct to the best of my knowledge.

On June 7, the right gear strut was removed to replace the strut seals. During the removal, the brake line was capped to prevent leakage. After replacing the chevrons, the strut was reinstalled, and all the lines were tightened.

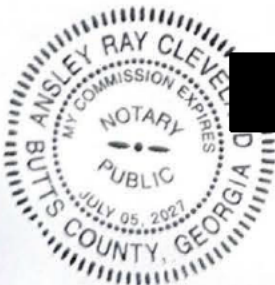
On June 10th 2024, the strut was filled with nitrogen and everything checked before the first flight. The brakes were checked and found to be functioning and no leaks were found.

On the day of the accident, I conducted a preflight inspection and noted no issues or leaks. A run-up was performed before takeoff, and no anomalies were observed. The brakes were used extensively as they are the only means of directional control on the ground. There is no official checklist for the plane and I normally opt not to lock the tail wheel. From all of my research the locks were added to prevent ground looping and I preferred having more control due to landing on narrow runways. The local flight was uneventful, and there were no issues during the landing. I landed the airplane and the roll out was normal. Once the tail settled onto the ground I applied the brakes and noticed that the right peddle had no effect and the plane started to turn to the left.

Because our runway is narrow and the available time to correct course was small, I opted to shut down the engines and hope for the best. At this point the plane ran off the runway and hit a tree where it stopped. The tree cut all of the lines between the cockpit and the right engine, which had not stopped spinning, began running again. It was eventually shut down by flooding it with water.

We concluded that the right brake line had come loose during flight when the gear was raised. The gear bends at the joint where the brake line had been disconnected and apparently had not gotten tightened enough. The accident was not caused by any other individual or distraction in any way.

2/24/25
Date



2/24/25