



Eric Alleyne
Air Safety Investigator
AS-Eastern Region Aviation

Date: 7/10/2024

Subject: ERA24FA266, Accident event interview

Contact: Glenn Hancock, Pilot/Owner

This interview was conducted at Mr. Hancock (pilot/owner) at his hangar in person.

During an interview with Mr. Hancock, he reported that the right gear strut on his airplane had been leaking prior to the accident. On June 7, the right strut was removed to replace the strut seals. After replacing the chevrons, the strut was reinstalled, and all the lines were tightened. The strut was filled with nitrogen on June 10. The brake lines were shut off during the operation and no bleeding needed to be performed. The brakes were checked and found to be tight.

On the day of the accident, Mr. Hancock 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. The local flight was uneventful, and there were no issues during the landing approach. Mr. Hancock landed the airplane at 70 MPH, and the roll out was normal until he applied the brakes, at which point, he noticed a loss of braking pressure on the right side.

He asked the pilot-rated passenger to check for braking action on their side, but everything proceeded too quickly to know if this was ever done. The airplane veered off the left side of the runway, down an embankment, and collided with a tree. Mr. Hancock had already shut down both engines before leaving the runway. However, upon hitting the tree, all cables and valves were severed, and the right engine restarted. Fuel was leaking from the center of the airplane, and a neighbor brought

his water truck over to spray it down while efforts continued with stopping the right engine.

Mr. Hancock and the other passengers were extricated from the airplane and taken to the hospital. Upon returning to inspect the airplane, Mr. Hancock discovered that the steel braided brake line fitting had come loose, causing a hydraulic fluid leak. He noted that the line had been tight but speculated that it might have come loose during gear retraction. Mr. Hancock said the airplane was in perfect condition and had no other issues.

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