

# Record of Conversation

Friday, July 17, 2015  
9:00 AM

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<b>Interview:</b>	Dan Frandson (FAA)
<b>Phone:</b>	([REDACTED])
<b>Location:</b>	Telephone Conversation

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## Narrative:

The following is a summary of conversation with FAA Inspector Dan Frandson, who examined the airplane on Thursday, 16 July, 2015.

Inspector Frandson stated that he inspected the brake system on the airplane (N810GL). All components appeared to be in good operational condition. The left and right brake systems are entirely independent. The wheel brake hardware, o-rings, and calipers did not exhibit abnormal wear. No abnormal wear on pins or brake pads. The pilot had installed an additional brake fluid reservoir to the right brake master cylinder.

The pilot stated that he had been having ongoing issues with the right brake where it was losing brake fluid, but he could not locate the actual leak. He installed a larger reservoir to compensate for the fluid loss.

The pilot also said that during the landing when he applied brakes to slow down, there was no brake resistance on the right brake when he pushed the pedal. The airplane swerved left, due to differential braking and then ground looped to the right.

Inspector Frandson stated that the loss of brake pressure on the right brake was likely due to low brake fluid level.

# Record of Conversation

Tuesday, July 28, 2015  
1:20 PM

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<b>Interview:</b>	Gerald Dafoe
<b>Phone:</b>	[REDACTED]
<b>Location:</b>	Telephone Conversation

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## Narrative:

The following is a summary of conversation with Mr Gerald Dafoe, who was the pilot of the airplane.

Upon further examination of the brake master cylinder, he observed that the o-ring that seals the piston from the master cylinder wall had a gouge on it which was allowing the bypass of brake fluid.