



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
Allentown, Pennsylvania 18109

July 17, 2020

Subject: N12LF Accident Synopsis – Airworthiness

To Whom It May Concern:

I arrived at Central Jersey Regional Airport (47N) on the morning of July 15, 2020 with Inspector Joe Bauer for the investigation into the July 14, 2020 accident involving N12LF, a Lou Furlong (Comp Air) CA-6 single engine land, fixed-wing aircraft. The aircraft had been salvaged from the previous evening, and was being stored in a hangar on the field.

While performing a general visual inspection of the aircraft, there were no findings indicative of a contributing factor to the accident. A continuity check of the primary flights controls determined that the flight control systems were all intact and had continuity between the cockpit controls and primary flight controls (elevator, aileron, and rudder).

Further inspection revealed the right rudder pedal was stuck in the aft most condition, disallowing right rudder pedal input. As the rudder was no longer attached to the aircraft and its influence on the control system could not be verified, we physically placed and held the rudder in the most neutral position possible, though unattached, and began to troubleshoot the cause of the right rudder pedal sticking.

The rudder pedal system in this aircraft is comprised of two cross tube weldments, one for the pilot/copilot left pedals, and one for the pilot/copilot right pedals. The sticking was troubleshot to the copilot's right brake cylinder lower 90 degree hydraulic elbow chaffing on the weld where the right pedal support is attached to the cross tube. The right pedals can be physically moved aft, using the pedals or cable, to a point that they stick in that condition. The photo (IMG_1498) from the accident scene shows the pedals in this condition prior to salvage; however, it cannot be determined if the condition occurred prior to the accident, or as a result of the rudder detachment. Photos of the scene show the right rudder cable taught, but it doesn't appear to be under tension.

Sincerely,

Gary L. Brown
Aviation Safety
Principal Maintenance Inspector