



MEMORANDUM FOR RECORD

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region-Aviation Safety

Date: Aug 30, 2022
Subject: Record of Emails from Bruce Stephanson (FAA Aviation Safety Inspector)
NTSB Accident Number: WPR22LA324

On an email from Bruce Stephanson, the following is a summary of what he stated:

- He confirmed that the aircraft had been substantially damaged and that the right pedal was disconnected from the right-hand master brake cylinder.
- Found the clevis pin under the right floorboard below the brake cylinder.
- Did not find the cotter pin after a diligent search.



MEMORANDUM FOR RECORD

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region-Aviation Safety

Date: Aug 31, 2022

Subject: Record of Telephone with Bruce Stephanson (FAA Aviation Safety Inspector) and Scott Olson (Mechanic who performed the recent annual inspection on N9512S.

NTSB Accident Number: WPR22LA324

On an email from Bruce Stephanson, the following is a summary of what was stated:

- The mechanic completed the annual inspection on Aug 11, 2022.
- The mechanic was aware of the accident and aware of the right brake reported to have failed by the pilot.
- The mechanic inspected the toe brake system and was aware it was recently installed.
- The mechanic knows he looked in the area but did not recall or notice if a cotter pin was installed in the clevis pin or not.
- If the mechanic had noticed it missing or a bad cotter pin, he would have repaired it.
- The mechanic was asked by the owner to assist with the aircraft and was told that the right brake had failed.
- The mechanic was the first one to observe the right brake pedal and found that the brake master cylinder was not connected to the rudder pedal.



MEMORANDUM FOR RECORD

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region-Aviation Safety

Date: Sep 13, 2022
Subject: Record of Email from Bruce Stephanson (FAA Aviation Safety Inspector)
NTSB Accident Number: WPR22LA324

On an email from Bruce Stephanson, the following is a summary of what he stated:

- All the rudder pedal parts above the floorboard including the rudder pedals and brake master cylinder are STC installed parts.
- During his inspection of the pin and hole for the cotter pin, there was minor wear on the clevis pin cad plating in the area where the cylinder attaches to the pedal, but he saw not sign of wear or markings in the cotter pin hole area.