



Memo for Record

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Air Safety Investigator
Central Region

Person Contacted: William Howell, FAA FSDO; Kevin Haggard, Crosswind Aviation; Eddy Schumaker, Beegles Aircraft Services

NTSB Accident Number: CEN16LA275

-During the course of this investigation; conversations with several people took place, the following is points of those investigations and any findings:

FAA

Notified of the accident. Aircraft was in a field on its belly. Noted that the throttle bolt was missing, and throttle control (from the cabin) would not control the engine rpm. The throttle bolt and safety wire were also missing and not in the cowl area.

Crosswind Aviation

Pilot came in on Saturday, but they wouldn't be able to work on it until Monday. When they started the owner/pilot removed the cowl. Found the propeller seal was leaking, intermittent (gear ?) horn, throttle bracket was loose – noted that the two bolts were not safetied. The throttle bolt was severely worn. Replaced bolt with a similar one; had to find a similar one, and drill the head for the safety wire. When he installed the bolt, he put loctite on the threads, torqued it, and installed the safety wire to the mixture bolt, located just below.

Beegles Aircraft

Recovered the aircraft to Beegles in Greeley, CO. Present during insurance/owner/representative exam. He removed the top cowl; found a bolt laying in the area of the bottom cowl.

He provided a photo of the bolt to the NTSB IIC; the bolt was not new, had manufactured holes (for safety wire) in the head, and not consistent with the bolt that was recently replaced.