



## RECORD OF CONVERSATION

**Jason Aguilera**  
**Senior Air Safety Investigator**  
**Central Region**

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**Person: Melvin Crane, FAA**  
**NTSB Accident Number: CEN17LA271**

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During the course of the investigation, FAA Inspector Melvin Crane made the following observation:

The throttle control arm was loose where the two serrated discs mated. The mechanics were actually able to move the arm on the shaft. When we disconnected the throttle control from the control arm and moved the cable and arm to the idle position, there was approximately a 2-inch gap between the rod end on the cable and the upper hole on the arm. The throttle had about  $\frac{3}{4}$  travel at upper end. But servo was not at full throttle position. The arm as it is now, is not clocked in the correct position.

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