

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 10/25/2024

Subject: ERA25LA011

Contact: Shawn Cole, FAA RIC FSDO

Mr. Cole was interviewed via telephone. He stated that he examined the wreckage on October 21, 2024, with FAA inspector Hantelman and the owner pilot.

Mr. Cole observed that a threaded coupler between the throttle rod end and throttle cable had loosened and disconnected the cable from the throttle arm. Mr. Cole added that he had never seen such a coupler before on certificated aircraft. Although it provided a means to adjust the throttle cable, it also proved to be a single point failure. Additionally, there was no means to secure the coupler, such as a cotter pin or safety wire.

Mr. Cole further stated that the airplane had accrued about 50 hours of operation since its most recent condition inspection in February 2024. He observed substantial damage to the composite left wing and composite fuselage.



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Date: 10/29/2024

Subject: ERA25LA011

Contact: Ian Baker, Owner, Advanced Aero Components, Australia

Mr. Baker was interviewed via telephone. He stated that the Glasair kits do not include throttle cables, and the builders usually go through McFarlane or Spruce for throttle cables. He looked at the photos of the accident airplane and added that he had never seen a throttle cable coupler used for aircraft. He believes it must have been a custom installation by the builder.