



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 10/29/2019
Person Contacted: Jerry Toms – Federal Aviation Administration
NTSB Accident Number: WPR19LA174

Narrative:

Mr. Toms reported that the examination of the carburetor “was a challenge in that the throttle shaft was bent and it opened up gaps at the shaft seal making it impossible to get valid flow measurements at any setting other than full throttle.” Mr. Toms reported that the flow bench test revealed that at full throttle it was about ½ pounds per hour higher than the optimal specification and “clearly not any lean issues.”