



Joshua Young  
Air Safety Investigator  
AS-ERA

**Date:** April 21, 2026

**Subject:** ERA25FA020, Information from Mechanic

**Contact:** Terry Sickler, A&P Mechanic, Tailwind Aviation LLC

Mr. Sickler was an A&P mechanic who had worked on the accident airplane and made the last entry into the airplane maintenance logbooks. He was contacted by the NTSB IIC via electronic mail and asked the following questions:

1. Did the airplane have any electrical problems that you were aware of?
  - a. Did the owner ever mention problems with the electronics?
2. Do you know what instruments or electronics were powered by the standby/alternate alternator installed on the engine?
3. Did you have any communication with the pilot/owner around the time of the accident?
  - a. If so, what did those conversations entail?

He responded with the following answers:

1. There was one electrical problem I was aware of. The "Avionics Power Switch" failed several months earlier in the year. The switch was replaced by another A&P.
  - a. Yes, just prior to the trip the owner called me about his GPS system not coming up. I was not available to troubleshoot it. I believe that he

engaged another A&P and possibly Sarasota Avionics (PGD) with the issue.

2. I don't know for sure as I never saw an electrical diagram for the aircraft. The owner told me it was a redundant system.
3. Yes.
  - a. I fabricated and installed a fiberglass engine cooling plenum several weeks before he left for an air race in Texas (See logbook entry). He was experiencing elevated cylinder head temps when racing at full power. We spoke several times as he test-flew the aircraft prior to the race and once just after the race. He reported significant improvement in the engine cooling. The only other contact was a couple of days before they left for the race and involved the GPS synch issue mentioned above. He told me that they had to replace an antenna cable behind the instrument panel. I am not sure who performed that repair.