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OAS-WPR

Date: June 25, 2026

Subject: WPR25LA070

Contact: Airplane Storage Hangar Owner -N1FB

The following is a synopsis of the communication relayed to the National Transportation Safety Board (NTSB) Investigator-in-charge (IIC) by the owner of the storage hangar who was a friend of the pilot and authorized storage of the airplane in his hangar, following the experimental amateur-built airplane accident.

April 10, 2025@1328pdt

The airplane was recovered from the accident site and stored in hangar No. C9 at Yuma Marine Corps Air Station/Yuma International Airport (NYL) in Yuma, Arizona. The hangar belonged to a friend of the pilot who allowed N1FB to be stored during the NTSB investigation.

According to the pilot's aircraft accident report narrative, while troubleshooting the inflight loss of engine power, he observed that manipulation of the mixture control did not produce a corresponding effect. The NTSB IIC contacted the owner of the storage hangar and requested that he examine the mixture control linkage. The owner of the storage hangar agreed to examine the mixture control linkage and reported the following:

Using an engine hoist, the engine was lifted off the ground and suspended to facilitate the removal of the lower cowling. With the cowling removed, the examination revealed that the mixture control arm was found in the idle cutoff position. The bolt which connected the mixture linkage rod end bearing to the throttle body mixture control arm was disconnected and found in the lower cowling amongst vegetative debris from the accident site. The associated washers and the castellated nut were not recovered. The bolt showed no deformation, and the cotter

pin was not present in the designated orifice. The remaining control cable linkage was unremarkable.

NOTHING FOLLOWS