



John Brannen
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AS-CEN

Date: 11/18/2025

Subject: CEN24LA079

Contact: Poplar Grove Airmotive (PGA)

Teleconference including John Brannen (NTSB), Brandon Ellis (FAA), Matthew Rigsby (FAA), Bobbie Kroetch (FAA), Gideon Jose (FAA), Rawle Thomas (FAA), Bryan McKiness (PGA), and Michael (Last name not known) (PGA). The teleconference was in reference to FAA AD 2020-16-11, which includes Continental MSB18-08.

All parties on the call were introduced. Michael from PGA stated that he is a mechanic that is employed by PGA and works in their cylinder shop. It was clarified that Michael was not the mechanic who performed the cylinder work associated with this accident investigation. Michael said that he has performed the AD/MSB in question several times in the past. When asked if he found the instructions in the MSB to be clear regarding the procedures and blending operations called out in the MSB, he said that he felt the instructions were clear and he did not think that there was any ambiguity in what was being described in the MSB. When asked about visually inspecting the cylinders for cracks in preparation for performing the MSB, he said that his practice was to visually inspect with a 10x magnifier before performing the work and repeating the inspection after the blending operations were completed. When asked if he had ever performed the MSB with a cylinder still mounted on the engine, he said he had not and that he had always performed the MSB with the cylinder on a bench. When asked his opinion if it would be feasible to do with the cylinder still on the engine and still mounted to the airplane, he thought it would be feasible but added that it would likely be dependent on access to the area in question. He added that since he had never done this he could not say for sure, and it may require partial disassembly of engine components to gain access to the area. When asked if in his

opinion it would be easier to perform on a bench or in the airplane, he said it would be easier on a bench. He noted that with other cylinders, exhaust, and other items mounted in an airplane, access might be limited. He added that he personally would pull the cylinder to perform the MSB. He said that on the bench the MSB is straightforward and easy to do. When asked if he could think of possible improvements to the MSB instructions, he said that a dye penetrant inspection would be good to add since small cracks are difficult to detect and the dye penetrant would help in identifying them.