

Joshua Lindberg

From: [REDACTED]
Sent: Wednesday, August 27, 2025 7:25 PM
To: Joshua Lindberg; Bokotey, Tomash [REDACTED] (FAA); [REDACTED]
Cc: [REDACTED]@faa.gov
Subject: RE: NTSB Investigation - N746SM engine exam 8/27/25

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello all,

upon starting the examination of the lycoming O-360 engine in N746SM there was no visible damage from the outside. No major oil leaks, nothing broken, cracked or dangling. All of the engines accessories were secure and tight with all of the wires and leads nicely tied off. Fuel and oil line were tight with no leaks. All of the carburetor's controls functioned freely with hitting the stops in both directions. Oil level on the dip stick was at roughly 6 1/2 qt. With 8 being max capacity and 7 being normal operating range. From there I disconnected all ignition leads and pulled all the spark plugs. Cylinders 1, 3 & 4 were normal but number 2 Cylinder's plugs were severely damaged, both top and bottom. I then bore scoped all four Cylinders. Numbers 1, 3 & 4 looked to be in normal operating condition. Number 2 cylinder had major damage to the piston dome. The cylinder was removed and it was clear that the bell end of the exhaust valve had broken off from the stem and was the cause of this damage. As seen in the photos taken by Mr. Bokotey the wall thickness of valve stem was even and concentric with no signs of erosion or burning. The exhaust guide wall was normal thickness and even as well. This leads me to believe that it was a manufacturers defect that lead to the breakage. Even with the broken valve, the valve train operated normally in all four Cylinders with good compression in numbers 1, 3 & 4. No compression in number 2. In conclusion it's my professional opinion that the damage caused by the broken exhaust valve in cylinder 2 was the only reason for loss of power in N746SM.

Best regards, [REDACTED]

Sent from my Galaxy

----- Original message -----

From: Joshua Lindberg [REDACTED]
Date: 8/25/25 3:28 PM (GMT-05:00)
To: "Bokotey, Tomash [REDACTED] (FAA)" [REDACTED]
[REDACTED]
[REDACTED]@faa.gov
Subject: NTSB Investigation - N746SM engine exam 8/27/25

Hello all,

This examination is scheduled for this Wednesday August 27, 2025, at 0900 EDT. [REDACTED] is the mechanic leading the examination with federal oversight provided by FAA inspector Tomash Bokotey.

Date/time: Wednesday 8/27/25 at 0900 EDT

Location: Air America Aviation Services FBO - [REDACTED]

FAA: Tomash Bokotey [REDACTED]

A&P Mechanic: [REDACTED]

Air America [REDACTED]

Air America [REDACTED]

NTSB: Josh Lindberg (remote) [REDACTED]

Thank so much,

Josh Lindberg

Senior Aviation Accident Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your