



CORRESPONDENCE

Jason Aguilera
Air Safety Investigator
Central Region

Date: February 26, 2013**December 2, 2012**
Person Contacted: David Cross
NTSB Accident Number: CEN12LA543

The owner/builder/A&P mechanic made the following statements:

Mr. Aguilera,

I apologize for the delay in getting back to you. I am currently out of town but will get the 5120 form to you by the first part of next week. Yes, I did find out what happened. The aircraft was equipped with a remote oil filter system manufactured by Aircraft Development Corporation (ADC). What I found was that the gasket between the engine spin-on filter mounting pad and the remote oil filter adapter had ruptured. The orientation of the rupture was at the 5 o'clock position when viewing the engine from the rear. This would have sprayed oil out and down to the starboard side of the engine compartment which is consistent with where we discovered the oil residue. All of the oil being pumped overboard went down and out the bottom of the lower cowling - there was no escaping oil visible from the cockpit. This is apparently why the pilot had no indication (other than slightly rising oil temp which he mentioned) of a problem until oil pressure went to zero. Withing seconds of this happening, the connecting rod in the port aft cylinder broke and took out a chunk of the crankcase at the top mating line just forward of the accessory case. I did take note of the fact that the remote oil filter adapter was torqued and safety-wired when I disassembled it. Please see attached photos. The gasket was lubricated with Dow DC4 compound upon installation. I was told by one engine rebuilder that, depending on the chemical composition of the gasket, a silicon-based lubricant such as DC4 can actually degrade the integrity of the gasket. I can't say if that is what happened here.

David Cross

