

From: Troy.Fields@[REDACTED]
Sent: Tuesday, September 09, 2014 8:57 AM
To: Victor.H.Lopez@[REDACTED]
Cc: Scott Arnold; Pat.Stephens@[REDACTED]
Subject: N8593S

Victor and Scott,

I was present for the engine teardown on N8593S on 09/03/2014. The engine was not crated, just on a pallet. Rex Vaughan, the owner of Tulsa Aircraft Engines performed the teardown. The engine oil plug safety wire was broken and the engine oil had been drained. There was a lot of metal in the drain. While removing the spark plugs the #2 cylinder front spark plug was loose. After removing the spark plugs they tried to rotate the engine, but it was locked up. The #1 cylinder was full up. The #4, 5, 6 and 7 cylinders had oil in them. #4 had a lot more oil in it than the others. It took quite a while to remove the #1 cylinder because of the damage to the engine and cylinder, but once it was removed we found that the #1 cylinder rod had broken at the link pin. No other rods were broken. The link pin was scored and appeared that it may have not been getting oil to the rod bearing. The crank that was replaced 8 hours before the engine failed was in good condition and did not show any anomalies. We determined that the cause of the engine failure was the #1 cylinder rod had broken.

Could I get an NTSB accident number and a designator for the Ag Operator so that I can complete my PTRS entry?

If you need any more information just let me know.

Regards,



Troy Fields
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