

From: [Baker Daniel](#)
To: [Baker Daniel](#)
Subject: FW: Request for Information/Support - CEN21LA034, N3537C (C182T)
Date: Friday, January 29, 2021 10:24:08 AM

From: Enders, Ryan [REDACTED]
Sent: Monday, November 2, 2020 2:17 PM
To: Baker Daniel [REDACTED] Welch, W Buck [REDACTED]
Subject: RE: Request for Information/Support - CEN21LA034, N3537C (C182T)

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Hi Dan,

Thanks for the picture, that helps.

That is the crankcase breather. Below is a diagram of the accessory housing and the oil system diagram you wanted.

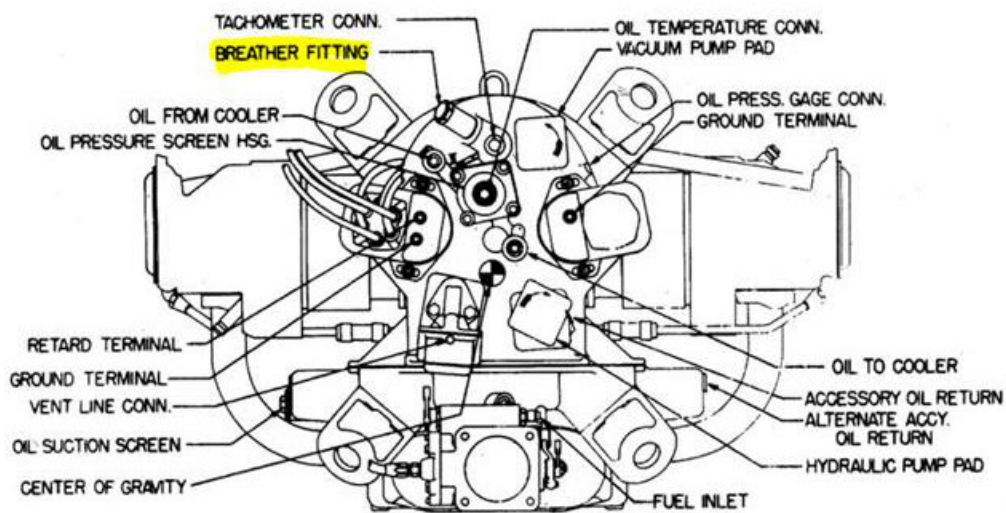
The breather port that is clogged so crankcase pressure cannot vent. Since the pressure cannot vent out of the engine, it builds inside of the engine. The nose seal (crankcase seal) would then be the next location to vent pressure.

From what you've sent/described, it appears that the clogged breather port forced the pressures to push out the seal. Once that seal is out, oil will exit the engine via the front of the crankcase.

The oil system itself really doesn't play apart of the breather system. It is possible to have excessive crankcase pressure that pumps oil out of the engine breather, but that would be a totally different thing than this.

Let me know if you need further clarification.

Regards,



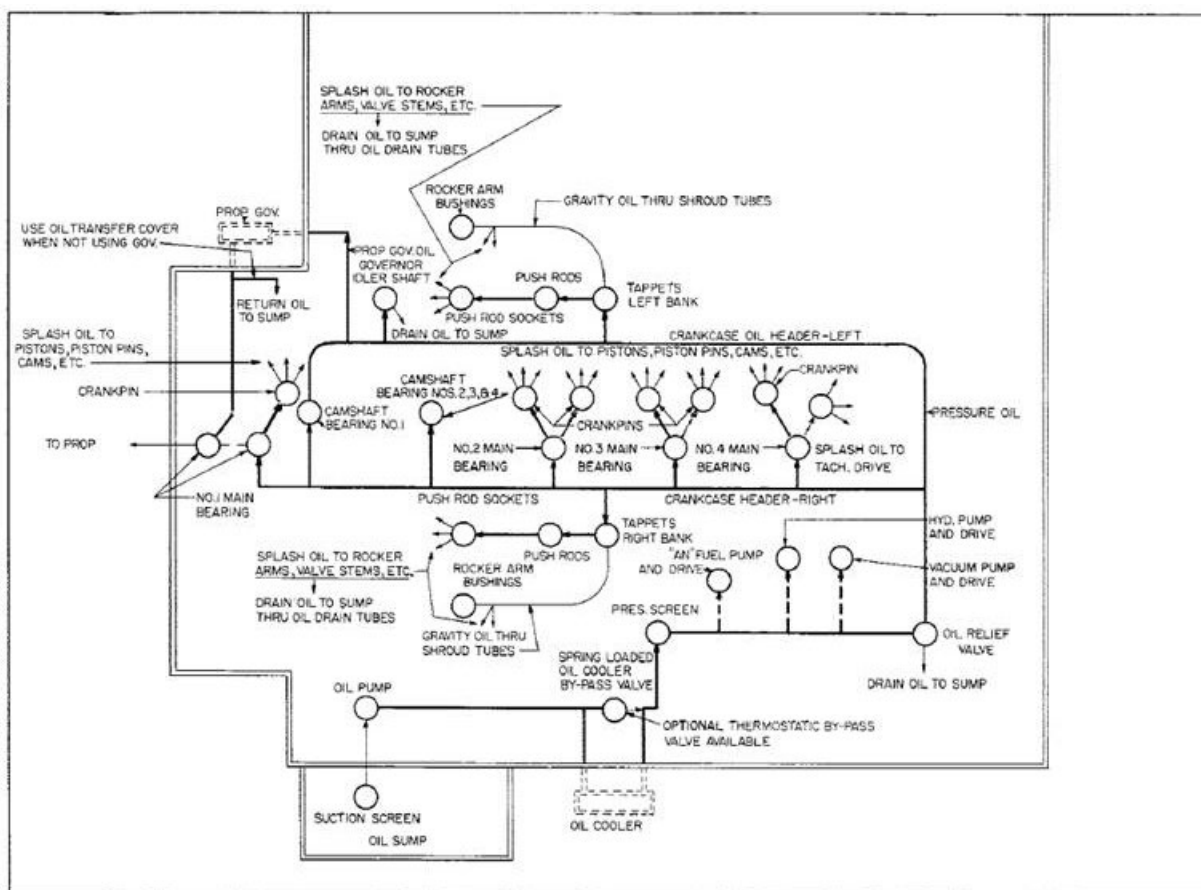


Figure 2-4. Lubrication Diagram - 6 Cylinder Engines

Ryan Enders
Supervisor of Air Safety
Lycoming Engines, an Operating Division of Avco Corporation

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