

From: [REDACTED]
To: [REDACTED]
Subject: N101MA Middlefield Ohio
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Brian,

The pilot performed the approach with the gear down and flaps up to ensure the aircraft was under control. Pilot states that the approach speed was around 120 knots. Normal blue line speed is approximately 108 knots until short final then slowing to around 90 knots. With the right engine propeller feathered and zero flaps the increased airspeed caused the aircraft to touch down hard and likely long. The aircraft was unable to stop on the remaining portion of the 3500 foot runway.

The Lycoming Rep determined that the cause of the oil leak was due to the front seal being blown out. Additionally, he determined that the cause of the front seal being blown out was cause from detonation in the #5 cylinder which burned a hole in the piston which introduced excessive pressure in the engine case. The crack in the engine case was caused by oil starvation that overheated the #5 piston connecting rod bearing which seized the connecting rod and causing it to break and hit the inside of the engine case causing it to crack. The cause of the #5 cylinder detonation could not be determined due to the engine crank being seized. The magneto until was removed and verified that it was operational. The Lycoming Rep sent the spark plugs to the material analysis lab for inspection and testing.

Donnie Reid
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