

From: [Edmundo.Rolon](#) [REDACTED]
To: [Smith Maja](#)
Subject: RE: teardown of N4326X
Date: Thursday, December 21, 2017 4:23:23 AM

Maja,

There is a box coming your way with the pieces of the engine that were of interest.

I'm not convinced that the ROD CAP just failed. I feel something might have become wedged between the PISTON and the CYLINDER where it stressed the ROD CAP BOLTS. You will get the preliminary report from the Lycoming Rep. Mike Childers. Unfortunately, there was no proof of that on the cylinder wall that I could identify. As you can see in the pictures, the cylinder is pretty mangled from the debris bouncing around inside. It took quite a bit of work to get the piston out of the cylinder.

Anyway, that is just my thoughts and obviously not official from Lycoming or you guys. Please keep me informed and if there is anything that you should need, please feel free to contact me and ask.

[REDACTED]

From: Smith Maja [REDACTED]
Sent: Wednesday, December 20, 2017 4:50 PM
To: Rolon, Edmundo (FAA) [REDACTED] >
Subject: Re: teardown of N4326X

My address is
NTSB
Attn: Maja Smith
[REDACTED]
Federal Way, WA 98003

From: [Edmundo.Rolon](#) [REDACTED] <[Edmundo.Rolon](#) [REDACTED]>
Sent: Wednesday, December 20, 2017 12:09:06 PM
To: Smith Maja
Subject: teardown of N4326X

Good day,

We are almost done with the engine teardown. So far we have identified that there was a major catastrophic failure of something in the engine. There was a large hole in the top of the engine where something came out from inside the engine.

As we continued to remove parts of the engine, we discovered that the ROD CAP was missing and the ROD was no longer attached to the ROD SHAFT. Also a 6" piece of the CAM SHAFT was also missing. Looks like the Rod Cap came loose and took out the Cam Shaft and the top of the case. We have not yet determined why this happened. There are no other indicators. This was almost an instantaneous failure. We also found a piece of one of the ROD

BOLT. It appears as if the bolt failed when all the pressure of the CAP was transferred to this bolt. It is sheered at the bolt end.

I hope this all makes sense. If you have any question, please contact me. Thank you.

Edmundo Rolon - GULFSTREAM PAI, ATL FSDO 11



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