

Matt,

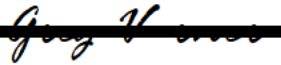
Completed the engine inspection today on N7640D and am glad to report that loss of engine power causing the accident appears to have resulted from a loose B-nut on the engine oil cooler line, which in turn resulted in the total loss of engine oil. There was no indication of the engine seizing up as the propeller rotated freely 360 degrees and the engine appeared to have compression as felt from rotating the prop. An engine compression check WAS NOT completed. Attached are the photos taken during the engine inspection, along with a few highlighted notes below.

- No oil on dipstick (photo# N7640D.1.jpg)
- Oil streaking down R/H side of aircraft belly & fuselage. (photo# 0896&0897)
- Evidence of oil leak/spray on bottom of eng oil pan. (photo# 0895 & 0900)
- Evidence of oil leak on B-nut on oil tube attaching to the R/H side of the oil cooler. (photo# 0901 thru 0905)
- B-nut connecting oil pressure hardline to AN fitting on R/H side of oil cooler was loose. Hard line could be moved around and took one full turn to tighten B-nut to snug on AN fitting. (photo# 0905)

Here is a link to the ANC FSDO shared drive that has the photos file folder.

<K:\ACCIDENTS\N7640D>

Let me know if I can be of any further assistance.....



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