



RECORD OF CONVERSATION

Pam Sullivan
Senior Air Safety Investigator
Central Region

Person Contacted: Dan Keen – FAA FSDO
NTSB Accident Number: CEN18LA174

Narrative:

During the conversation, Inspector Keen stated the following:

When Inspector Keen arrived on scene, they noted that there was no oil on the engine oil dipstick. Oil was visible on the right side of the cowl and oil was coming from the oil cooler. The oil appeared to be coming from a separated soldered joint. The pilot reported that the engine had 7.5 quarts of oil when they took off.