

From: [Timothy.J.Cislo](#) [REDACTED]
To: [Smith Maja](#)
Subject: FW: N5448K pilots statement
Date: Thursday, October 5, 2017 11:36:53 AM

FYI

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From: Shawn Hsieh [REDACTED]
Sent: Wednesday, October 04, 2017 2:01 PM
To: Cislo, Timothy J (FAA) [REDACTED]
Subject: N5448K

I was scheduled to take off on the 25th of September around 4:50pm, it was a routine flight, prior to taking off, I had done my routine pre-flight check and everything was normal. The flight would last about 20 minutes in the air, and it would be my last flight of the day. After I took off the plane, I was heading towards Two Lovers Point, while directing my course, I had received instructions from the Tower to hold over the Tumon Bay in order for other planes to land at the airport, I had followed the instructions from Tower . After being cleared to continue with my course, I headed towards Camel rock, southwest side. At this point, everything was working normally. When I flew by, between Chamorro village and Camel Rock, I noticed fire sparks and smoke coming out from the left side, I, then, opened the cockpit's left window to let the smoke out. However, the fumes didn't stop, it was filling up the cockpit, but there was no fire. Shortly after, the engine lost its power, and the engine and the cockpit were shaking violently. Under such emergency circumstances, I decided to head back to the airport, then I announced mayday call to the Tower to declared engine failure. At the meantime, I followed the engine emergency procedures to check the engine, but it didn't help and work, the engine was still shaking and without power. At this point, my altitude was below 1,100 feet.

The incident took place during the rush hours; roads were filled with traffic. My thoughts were to find a way to minimize damages and ensure the safety of my passengers, myself as well as people on the ground. So I didn't try to land the plane on the road, or water. I managed to bring the plane to the airport. As I was approaching towards the airport, my altitude was way too low to arrive and land at the airport's runway, I announced my second mayday call and explained I would not be able to land on the runway. At the end, I had forced landed on a strip of grass before being able to reach the runway, however, at the time, there was another plane waiting to take off on the runway. After landed the plane, I noticed the plane's left wing was leaking fuel, Right after the plane had successfully stopped, I evacuated the onboard passengers. Fortunately, I was able to manage the emergency situation, and no one was injured

and no other properties were damaged on the ground.

Hsiang-Lin Hsieh

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