

From: [Sky Guam Aviation](#)
To: [Smith Maja](#)
Subject: Re: N5448K
Date: Wednesday, March 13, 2019 7:31:57 PM

Hi Maja,

It was all the way unscrewed, according to our president Mr. Haseyama.

Regards,

Kohei Nagano
SKY
TEL: [REDACTED]
FAX: [REDACTED]
Mail: [REDACTED]

On 3/14/2019 [REDACTED] Smith Maja wrote:

Hi Kohei,

I know it has been a while since this accident but I was wondering if you remember and could explain to me what do you meant by “dipstick being not closed”? How loose it was, do you remember? All the way unscrewed? Thanks,

Maja

From: Sky Guam Aviation [REDACTED]
Sent: Tuesday, October 24, 2017 5:52 PM
To: Smith Maja <[REDACTED]>
Cc: Takeshi Haseyama [REDACTED]
Subject: N5448K

Hi Maja,

I am e-mailing you regarding the engine failure of N5448K.

As our mechanic and my boss opened the engine cowling, they found the evidence of the engine oil leakage around the No.4 cylinder. Pipes were wet/ shining, but it seemed a gradual leak than sudden leakage. Then they tried to check the oil quantity however, **they found the dipstick being not closed**, and the quantity showing zero.

We talked with the pilot, Mr. Hsieh, he said he checked the oil only in the morning. (We even doubt if he checked it in the morning.) As that flight was the last one of the day, after about 10 flights, we assume the oil was zero or nearly zero before that flight to cause the seizure of the engine.

Thus, we conclude that the oil was leaking little by little for some mechanical reasons, and the pilot failed to check the quantity and indications (rising/ higher oil temps, decreasing/ lower oil pressure than normal) during before flight/ engine run-up/ in

flight checks, leading the oil quantity being zero causing the seizure of the engine.

Best regards,

--

Kohei Nagano

SKY

TEL: [REDACTED]

FAX: [REDACTED]

Mail: [REDACTED]

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