



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

October 30, 2019

Subject: ANC19LA034
Who: Rusty Gill – Mechanic

In a telephone conversation, Mr. Gill stated following:

- He and his shop had worked on N9715B multiple times before the accident.
- His shop completed a top overhaul on the engine in April 2019.
- They did the annual at that time as well.
- That airplane and about 10 others get flown about 1,000 hours a year for fish spotting.
- They have a tendency to get stuck valves. It happens all of the time.
- In April, the airplane had worn valve guides and the cylinders were worn, which is why they overhauled it.
- In the overhaul, they had the sent the cylinders away to be bored out and overhauled.
- Those airplanes fly at such a low altitude that the pilots fly it with the mixture rich, so there are a lot of stuck valves.
- Usually, when they come in with a stuck valve, the valve gets reamed and the cylinders get pulled. He's only seen the valve strike the piston 2 times.
- He looked at his computer and found some records on the airplane:
 - March 12, 2019, the cylinders were sent out and the engine was overhauled at 5,806.94 hours.
 - June 17, 2019, at 6096.19 hours, they replaced the No. 2 cylinder with a customer supplied cylinder from Penn Yan Aero. Penn Yan overhauled the cylinder, everything came with it and we just installed it onto the engine.
 - July 16, 2019, at 6,229 hours, they installed a new starter on the airplane.
- When asked about why the shop replaced the No. 2 cylinder in June 2019, he stated that the cylinder had a stuck valve and the valve made contact with the

piston, which required it to be taken off. The exhaust stem was the only part left, the rest of the exhaust valve was gone.

- There had been a history with this airplane and magnetos. About every 500 hours a bushing would wear out until they replaced the accessory section of the case.