



RECORD OF CONVERSATION

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During the course of the investigation, the following information was obtained by the responding Federal Aviation Administration inspector, Jason Adame, from the Baton Rouge FSDO.

On March 17, 2015, about 1430 central standard time, a Grumman G164, N9755, experienced an engine malfunction about 10 miles SW of New Roads, LA, during an aerial application flight. The pilot noticed smoke from the engine followed by a loss of engine power (the engine continued to turn). The pilot performed a forced landing to a field where the airplane flipped on its back resulting in damage to the vertical stabilizer. The pilot suspected a valve failure.

The responding FSDO inspector went to the accident site and performed an examination of the engine. During a compression check, the following values were recorded.

1 - 68 psi
2 - 76 psi
3 - 0 psi e
4 - 16 psi e
5 - 78 psi
6 - 76 psi
7 - 10 psi e
8 - 76 psi
9 - 78 psi

Cylinders 3, 4, and 7, had stuck exhaust valves. No further anomalies were detected with the engine.

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