

Statement of Record – Greg Evans – G&G Aviation Services

During a search of N6059G pilot's flight bag, Houston FSDO ASI JSH discovered two business cards for Greg Evans, G&G Aviation Services, Conroe, Texas, a sheet of paper listing "Cessna 150K, 15071559, AN3-7A, MS21044N3, AN365-1032A" and a copy of Cessna Illustrated Parts Catalog, Model 150 & A150, Figure 65 Rudder Control System Installation with items 27 and 29 highlighted. These items were considered relevant due to discussion of emails/text messages/telephone calls pertaining to suspected installation of improper connecting hardware at the rudder link. N6059G logbooks and records were reviewed with no indication of this discrepancy entered. ASI JSH called Greg Evans and asked him if he had any information pertaining to maintenance or known discrepancies on aircraft N6059G. Greg stated that he was contacted by the owner of aircraft N6059G regarding a discrepancy he believed he discovered on the rudder control connecting hardware. Greg was asked if he performed routine maintenance on aircraft N6059G. Greg stated that he had not. Greg stated he went to the hangar where the aircraft was located and saw that the nut on the bolt at the rudder link was backed off, and about to fall off. Greg stated the owner told him that the connecting hardware should consist of bolt, nut and cotter pin. Greg stated he told the owner that this aircraft, based on serial number, required bolt and nylock nut and installed the correct hardware. Greg stated that he was made aware of a number of discrepancies that were discovered on the aircraft after it had returned from its annual inspection and repaint. Greg said that based on those findings along with what he saw, he recommended to the pilot that, whether it be him (Greg) or someone else, he not fly the aircraft until after someone conducted a thorough inspection of the aircraft. Greg said he left the hangar with the belief that the pilot had agreed that it was best not to fly the aircraft until after an inspection had been performed. He said he was surprised when he heard the pilot had decided to fly the aircraft and had an accident. When asked why a maintenance record entry had not been provided documenting the maintenance he had performed on the aircraft, Greg stated he completely believed the aircraft was not going to be flown and thought he would be asked to complete the inspection on the aircraft for the owner. ASI JSH advised Greg that he should have documented the work he performed on the aircraft. ASI JSH asked Greg if he knew where the aircraft was being hangared. Greg stated the aircraft had been kept in a hangar owned by Robert Cunningham. Greg was asked for, and provided, a telephone number for Mr. Cunningham.

JEFFREY
HAYES

 Digitally signed by JEFFREY HAYES
Date: 2023.09.08 12:33:06 -05'00'