

Inspectors Statement

July 28, 2021

On Wednesday, July 28, 2021 ASI Richard C. Hudgins and I traveled to North Pickens Airport in Reform, AL. (K3M8) to investigate a complaint involving Mr. James Schrock and an aircraft N561QL reported to be involved in an accident on July 1, 2021. We arrived at (K3M8) at approximately 8:45 and contacted Mr. Schrock by telephone stating we were at his hangar. Mr. Schrock arrived and we introduced ourselves, I explained we were here due to a complaint and presented Mr. Schrock a Compliance Program and Pilot's Bill of Rights brochure, which he accepted.

I asked to see Mr. Schrock's pilot and mechanic certificates, which he produced, along with his Inspection Authorization Card and Renewal Letter. Mr. Hudgins photographed all the above documents with his FAA issued digital camera. He stated his personal flight logs and maintenance logs for his aircraft (N561QL) were at his home in Starkville, MS.

The aircraft, a Cessna 150 N561QL (S/N 15069155) was in the hangar with the engine removed and the engine mount bent and broken in multiple places. The firewall was bent at the bottom, the left wingtip was heavily damaged, and the L/H upper wing aft skin was buckled at the fuel tank panel. The aircraft had numerous other condition issues as documented by pictures taken. The aircraft had several alterations (but no Form 337s had ever been filed, per FAA's EDRS database).

I asked Mr. Schrock when the last annual inspection was performed on the aircraft. He replied he had performed the inspections and maintenance in the past, but had not put the information in the logbooks. When asked about the aircraft registration being out of date to the point it had been cancelled, Mr. Schrock admitted he knew it was and explained he had been having trouble getting an acceptable bill of sale from the previous owner he had purchased it from.

I then asked about the unreported accident that damaged the aircraft, Mr. Schrock stated that he didn't initially consider it to be necessary to report, since he determined the damage to be minor. After I pointed out the severity of the damage and the obvious requirement to report an accident, Mr. Schrock agreed he should have done so.

Throughout the interaction with us, Mr. Schrock was very cooperative and candid with his answers. He did not try to evade any questions, and seemed remorseful concerning his non-compliant actions. I asked for copies of N561QL's maintenance logs going back several years, and also for the last few pages of Mr. Schrock's personal flight logs, and he stated he would provide them. Mr. Schrock and I exchanged our contact information and told him I would be in touch soon, we then left the airport.

Randal W. Durley


Aviation Inspector Airworthiness

AFG-600-BHM-FSDO-09

INSPECTOR'S STATEMENT

July 28, 2021

On Wednesday, July 28, 2021 ASI Randal Durley and I traveled to North Pickens Airport in Reform, AL (K3M8). Approximately 8:45 AM we arrived at the hangar of Mr. Jim Schrock and found the hangar main door open but Mr. Schrock was not present. ASI Durley contacted him by cell phone and Mr. Schrock and his assistant A&P arrived almost immediately. We introduced ourselves, ASI Durley explained why we were there, and we presented Mr. Schrock a Compliance Program and Pilot's Bill of Rights brochure, which he accepted.

ASI Durley asked to see Mr. Schrock's pilot and mechanic certificates, which he produced, along with his Inspection Authorization card and renewal letter. I photographed all the above documents with my FAA-issued digital camera. He stated his personal flight logs and maintenance logs for his aircraft (N561QL) were at his home in Starkville, MS.

Mr. Schrock's Cessna 150 N561QL (S/N 15069155) was in the hangar with the engine removed and the tubular engine mount bent and broken in multiple places. The firewall was bent at the bottom, the left wingtip was heavily damaged, and the L/H upper wing aft skin was buckled at the fuel tank panel. The aircraft had numerous other condition issues as documented by pictures taken. The aircraft had several alterations (but no Form 337s had ever been filed, per FAA's EDRS database). When ASI Durley asked about the aircraft registration being out of date to the point it had been cancelled, Mr. Schrock admitted he knew it was and stated he had been having trouble getting an acceptable bill of sale from the party he had purchased it from.

When asked about the unreported accident that damaged the aircraft, Mr. Schrock stated that he didn't initially consider it to be necessary to report, since he judged the damage to be minor. After ASI Durley pointed out the severity of the damage and the obvious requirement to report an accident, Mr. Schrock relented and agreed he should have done so.

Mr. Schrock admitted the plane was years overdue an Annual Inspection but stated he had flown it in that condition. When asked about the complaint concerning other people finding his tools in their aircraft engine compartment after his having performed maintenance, he seemed surprised and very concerned.

Throughout the interaction with us, Mr. Schrock was cordial, cooperative, and candid with his answers. He did not try to evade any questions, and seemed remorseful concerning his non-compliant actions. ASI Durley asked for copies of N561QL's maintenance logs going back several years, and also for the last few pages of Mr. Schrock's personal flight logs, and he stated he would provide them. ASI Durley stated that he would be in touch, and we left the airport.


Richard Hudgins

Aviation Safety Inspector - Airworthiness