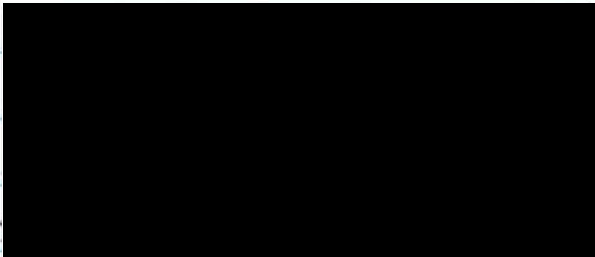



11-2-12

My name is Felix Peralez I work for Gary Job Corps in San Marcos, Tx. At 6:05 AM I was driving to on Arnold Ave I saw a big orange glow by the power plant and then it was gone that's when I heard something exploding. As I was driving I saw a fire by the Rail Road tracks. I inform dispatch that I was to see how far it was. As I was walking saw a tree that was on fire, ~~to~~ but the tree I thought was on fire it was a small plane. I started calling out to see if someone would answer but no one did. I started looking around with any other person in the area about ten minutes. When the other man said he found the body.



To Whom It May Concern:

This is my statement regarding the alleged aircraft accident the morning of November 1, 2012:

I arrived at work at 0455 for an earlier departure on N10PM. At approximately 0600 my coworker called over the radio that there was a large explosion at Gary Job Corps. I ran out and he showed me the fire, at which point I ran in and called 911.

After this I immediately made sure that my manager was contacted.



Nathan G. Allen

November 1, 2012

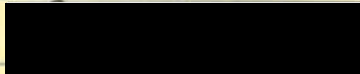
11/1/12.  
Don Rubin

5:15 am let pilot do his preflight inside our  
main hangar, when he was done I pulled  
his plane to the tip of our pad and he  
started his plane up around 5:40 am and  
left to taxi to take-off. about 6:10 I  
saw an explosion to what appeared to me  
to be an gary jet (corse property). I  
immediately called 911.



On November 1, 2012 I arrived at Redbird Skyport at approximately 0550 for work. At approximately 0600, I was inside our main hangar collecting mats (used to place beneath landing gear) left behind from planes that my co-worker, Jon Gaitan, was moving from the hangar to the ramp. As he pulled one out onto the ramp, I heard him yell that he saw an explosion and for me to come out onto the ramp. I ran out of the hangar and looked towards the property of Gary Job Corps, and could see a fire in the distance. At this time, it was dark outside and there was heavy fog.

Mark Brown

  
1 Nov 2012

Statement from

J.M. Van Sicklen, Partner Tejas Aeroservices concerning crash of 1967 Cessna 320 N10PM Thursday November 1, 2012 approx. 6:00Am

Tejas AeroServices completed refurbishment of Cessna N10PM paint and interior in mid October 2012 . The owner, Clarence Schollmyer notified us that he would arrive to pick up the aircraft the afternoon of October 30, 2012 and spend a couple of days in San Marcos before leaving to return home on Thursday, November 1,2012. Mr. Schollmyer arrived at Tejas at approximately 3:00 P.M. on the 30<sup>th</sup> and inspected the plane with our General Manager, Chris Wells. During this time, according to Mr. Wells, he informed Mr. Schollmyer that our A&P mechanic, Walter Lansing and I had started the aircraft on Monday Oct. 29 and found that the left engine was running very rough and wouldn't idle.

I met with Mr. Schollmeyer about 9:30, Wednesday, Oct. 31<sup>st</sup> and told him that we ran the engine again on Tuesday, Oct. 31<sup>st</sup> and while it ran better that it still wouldn't idle below about 900RPM. Chris Wells and I also mentioned that we had noticed that the transponder was placarded inoperative and that the fuel flow on the left engine according to the factory gauge was low and that the right engine factory EGT was giving a faulty reading , too high at startup, but the engine analyzer seemed to have proper readings.

Mr. Schollmyer acknowledged this and said that he knew that the left engine was not running properly and he had in the past had the same problem with the right engine and that it would smooth out after it ran for a while. We stiiil expressed our concern and he said that he planned to run the engines 200 to 300 more hours and then replace them. In the meantime, he was going to have a new panel and radios replaced shortly. We repeatedly asked him if wanted to test fly it or at least run up and check the engine and he said that he didn't want to .

Mr. Schollmyer spent the rest of the day visiting Mrs. Van Sicklen and me in the office.

The last conversation concerned his leaving the next day. He told us that he wouldn't leave unless the weather was good. He agreed that "get homeitis" had killed more pilots .



November 2, 2012

My name is Pamela Van Sicklen. I am a partner at Tejas AeroService LP, and handle office management and accounting for the paint shop.

I first met Clarence Schollmeyer on Wednesday, October 31, 2012, the day after he arrived to pick up his aircraft, N10PM, after we had painted the exterior and refurbished the interior of the aircraft.

He spent most of the day sitting in our office, engaged in casual personal conversations, mostly about his family. However, as concerns his aircraft, he stated the following:

1. He planned to depart on November 1, 2012, at approximately 7:00 AM, because, due to his inability to contact the control tower, wanted to leave before they opened for the day.
2. He had checked weather for November 1, 2012, and believed it would be good flying conditions. We discussed the bad judgment used by pilots who were in a hurry to get home, and he was adamant in his agreement that leaving in bad weather was not an option.

This is my recollection of Mr. Schollmeyer's visit.



Pamela P. Van Sicklen



Walter Irving Lansing



A & P 

My duties and responsibilities consist of aircraft receiving inspection, aircraft disassembly for refinishing, checking balance of flight controls, assembling aircraft after refinishing and installing STC items such as vortex generators and strakes.

N10PM – I was informed this aircraft had been stationary since February and was instructed to do a run up on this aircraft with the owner of Tejas Aero, Mike VanSicklen. The L/H (#1) started and ran with oil pressure coming up in to the green within 4 seconds. We immediately noticed a problem when bringing the #1 engine back down to idle speed that it would not idle and would stop running. After running the engine for a while, exercising the throttles and mixture control the idle improved and the #1 engine would idle at 1000 – 800 RPM but would stop running below that RPM range. The #1 engine seemed also to be running rough. The aircraft was equipped with a GEM engine monitor with show all cylinder to be operating within the same temp range on the #1 engine. The #2 engine started and ran with no issues. We exercised both prop's.

When inside the aircraft I noted the Transponder was labeled INOP. I also noted the King radios were so that the plastic shield that is in front on the digital display was deformed and falling of the radio.

On 10/31/2012 I had a conversation with the owner of N10PM and explained to him what was discovered in the engine run up, ( see previous paragraph ) and told him this needs to be looked at. The aircraft owner did not show any concern. He stated that he had a similar problem with the right #2 engine and replacing the diaphragm in the fuel injection spider solved the issue. He made a statement to the extent of he was not worried about it and that it would be OK.



Onofre Manuel Garcia



This statement is for N10PM , My duties involved doing a receiving inspection. Then I remove flight controls, engine cowlings, and remove hardware, such as, screws. As soon as N10PM was painted I balanced flight controls an reinstalled . Then go on to put new hard ware back on the N10PM. Then Myself, Walter and Chris did final look over N10PM. N10PM had been parked since February , and I was informed that before it left we needed to do an engine run-up. Which I saw Mike Van Sicklen and Walter doing on 10/30/12 and was told the left engine was not working well. I spoke to the owner Mr. Schollmeyer , briefly , asked when he was leaving Thursday 11/1/12and told me 7:00 in the morning



11-2-12



This statement is of my interactions with Clarence Schollmeyer prior to his accident. Mr. Schollmeyer showed up on Tuesday the 30<sup>th</sup> of October around 2:45PM. He looked over his aircraft, N10PM, inspected the flight controls and climbed inside to inspect the interior. During his walk around our mechanic, Walter Lansing, and myself discussed with him the rough running left engine we had found upon runup. He told us it had done this before and usually cleared up. He said he had the same problem with the right engine and replaced the fuel spider diaphragm on the right engine and it had fixed the issue. He said he wasn't worried about it and would have the issue addressed when he got home. The next morning, Wednesday, he came by early and looked the aircraft over again. We then pulled the aircraft outside thinking he would take it for a flight. He said he didn't want to fly it, that the radio was not able to tune in the tower frequency and he was going to leave the next morning early before the tower opened. That was my last conversation with MR. Schollmeyer. Skyport picked up the plane that day around 3:30pm.

Chris Wells

Manager, Tejas Aeroservices

11/2/12

