



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office
[REDACTED]
Milwaukee, WI 53207

06/14/2017

Inspector Spreen's Statement detailing onsite examination of N71JA:

- Aircraft was pulled onto shore. Floats were not attached and lying next to aircraft. Picture #0651
- Left float tip cap missing. #0662. Right float tip cap intact. #0664
- Walk wire pulled from left float with sheet metal from float still attached. #0666
- Fwd and aft spreader bars broke free at all four attach points. #0654-0657. Attach bolts were rusted. #0715-0718
- Left and right fwd, left diagonal and left aft struts were cut from the aircraft during recovery. #0659, 0600 & 0711
- Right diagonal and aft strut broke. #0658 & 0712
- Water rudder extend/retract wires severed on floats
- The left and right main landing gear were locked in the up position and nose landing gear were retracted
- Left outboard wing leading edge damage. #0647-0649
- Left wing bent in the up position from the inboard aileron to the wing tip. #0685
- Left and right wing inboard leading edges bent down. #0646
- Left and right wings bent down at wing roots. #0689 & 0690
- Left engine nose cowling damage. #0702
- No prop damage
- Landing gear handle in the up position. #0682
- Water rudder extend/retract handle in cockpit not secured in the up position. #0686
- Flaps in up position. Flap handle in the flaps up position. #0681 & #0684
- Tim indicator in the full nose up position. #0641

Timothy K
Spreen

Digitally signed by
Timothy K Spreen
Date: 2017.06.14
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