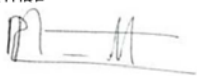


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:00 AM	DATE 12/17/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Richard Phillips (President, Commercial Divers International (CDI))		ROUTING	
		SYMBOL	INITIALS
Mark Plowman (Director of Administration, CDI)			
Roch Renaudot (SDL FSDO OPS ASI, IIC)			RLR
John Schroeder (SDL FSDO A/W ASI)			JTS
SUBJECT Aircraft inspection of N82696 after recovery from Lake Pleasant.			
DIGEST The aircraft was recovered from the lake on December 10, 2018, placed on a trailer, and taken to the house of an employee who works for the Company that performed the recovery (Commercial Divers International). Even though personnel from the FAA had asked the owner to call the FSDO about a date and time when the airplane was to be recovered, FSDO personnel found out through a news outlet that the airplane had been recovered. Two inspectors from the FSDO were able to inspect the aircraft on December 17, 2018. On that date, the airplane was transferred from the employee's house to the facilities of the dive school, Commercial Divers International. One inspector asked the employee who had taken custody of the airplane if anyone had tampered with it other than during the recovery effort. The employee replied that, to his knowledge, no one had tampered with the airplane. The inspection revealed that the fuselage, empennage, engine, and the left wing had been recovered. The right wing was missing and still in the lake. The engine cowling was missing other than a couple sheared pieces which were still attached. Inspectors found the following during the inspection: Documents in the airplane to include airworthiness certificates, aircraft registrations, checklists, airport information documents, and experimental operating limitations. CONCLUSION, ACTION TAKEN, OR REQUIRED Aircraft not released by the FAA.			
DATE 12/18/2018	TITLE SDL FSDO ASI	SIGNATURE 	Digitally signed by Roch Louis Renaudot Date: 2018.12.18 12:09:24 -07'00'

DIGEST (CONT)

- Personnel of the dive school removed the aircraft data plate located on the firewall and voluntarily gave the data plate to the inspectors per FAA Order 8100.19.
- The propeller moved freely (although both blades were bent rearward).
- The dipstick revealed that several quarts of oil were still in the engine. The oil had also leaked onto the trailer the airplane was resting on. A visual inspection of the oil showed no metal shavings.
- The left magneto was unbolted and as the propeller was spun by hand, the inspectors noticed the rear accessory drive gear being operational.
- The fuel feed lines exiting the fuselage at the root of the wing were inspected. Those lines, on both sides of the airplane, showed extensive wear with the outer lining being completely frayed and inner lining being dry-rotted. In the inspectors' opinion, the condition of these lines are un-airworthy.
- The gascolator retainer nut was missing a safety wire. Fuel staining was noticed on the gascolator bowl.
- The left wing fuel tank were empty due to the airplane being in the water for so long.

The inspectors thanked the school's personnel for accommodating the inspection. The inspectors also informed the school that the airplane was not released from the investigation and that the NTSB would be in contact with them.