

12-11-1941
The Standard
12-11-1941

12-11-1941

The subject aircraft was involved in an incident /
accident on 7/23/2022 rendering it a Constructive Total
Loss as not repairable within its insured value. For
further details refer to insurance claim: 5364953480US.

Signed: ***Underwriters Salvage Company***

Date: **4/19/2024**

AIG Aerospace Adjustment Services Inc
3500 Lenox Road, Suite 1100
Atlanta, GA 30326

YEAR: RECORDING TODAY'S TOTAL

DATE

Aviation Excellence, LLC

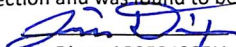
Layton, Utah

435-513-1366

Date: 06/02/2022 Aircraft: N599KM Tach: 216.87 AFTT: 281.87 TTP: Unk TTE: 281.87

Completed a Condition Inspection I/A/W the Scope & Detail of FAR 43 Appendix (D). Drained the oil hot. Installed a new K&N oil filter P/N HP-1003 and safetied. Serviced with 3.5 Qts of Aeroshell 15W-50Wt oil. The cylinder compressions checked at or above 70/80. Inspected the propeller & backplate. Checked all cables, pulleys and turnbuckles. General inspection of the airframe. Bled and serviced the brakes with Aeroshell #4 hydraulic fluid. C/W FAR 91.207 Par: (d), 1-4 by inspection and ops check of the ELT assembly, no defects, Due again June-2023. The ELT battery Expires Dec-2024. The aircraft was serviced and lubed as required. The aircraft was run up and ops checked, and leak checked good.

I certify that this Aircraft has been inspected I/A/W the Scope & Detail of FAR 43 Appendix (D) a Condition inspection and was found to be in condition for safe operation.


Jim Dixon AP35342851A

YEAR: 2017 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE 89.2	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
11-15		1.7	90.9	multi flights - Alt. sw. pops
11-18		1.0	91.4	Replaced Alt. sw-breaker 3 Damps, ^{myron Porter} A&P
11-18-2018			202.0	
				I certify this aircraft has been inspected in accordance with the scope and detail of appendix D of part 43 and found to be in condition for safe operation. Cable tension adjusted, flywheel bolts torqued, valve clearance checked. Myron R. Porter A&P 1526673

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
01/12/2020	Tach	175.43		Installed JAvioni AD5-B-0ct LED Tail Nav unit, s/n 9801388 in accordance w/supplied instruction. Function test good. Owner to examine. <u>Jim Dixon</u> 3566544 A&P

Date: 04/01/2020 N599KM Tach: 179 AFTT: 2.44

Completed a Condition Inspection I/A/W FAR 43 Appendix (D). Drained the oil and serviced with Phillips X/C 20W-50 oil & installed a new oil filter. Checked engine compressions all cylinders at or above 73/80. Checked engine control cables, flight controls. General inspection of the airframe. C/W FAR 91.207 Par: (d) by inspection and ops check of the ELT assembly, no defects found. Due again April-2021. The ELT battery Expires Dec-2024. Bled and serviced the brakes with 5606 hydraulic fluid. The aircraft was serviced and lubed as required. The aircraft was run up and ops checked good.

I certify that this Aircraft has been inspected I/A/W FAR 43 Appendix (D) a Condition Inspection and was found to be in condition for safe operation.

Jim Dixon
Jim Dixon AP35342851A

YEAR: 2016 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4-28		.7	79.7	89°F EAS 221 270 286 2600 rpm cly T. 249 294 316 MODIFIED REAR VALVE ON #6 CYL
6/8	79.7	.4	80.1	
6/10	80.1	.4	80.5	
6/11	80.5	.5	81.0	
6/11	81.0	.7	81.7	CARB TILT 6.5° TO WF
10/19	81.7	.9	82.6	I certify this aircraft has been
10/24/2016				inspected in accordance with the
				scope and detail of appendix D of
				part 43 and found to be in condi-
				tion for safe operation. Oil changed
				Aeroshell 100W Myron R. Porter #Filter
				A#P 1526675

YEAR: 2017 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1-19		.5	83.1	practice landings
1-10		.6	83.7	
2-6		.6	84.3	
3-15		.7	85.0	
3-17		1.8	86.8	5 flights - adjusting cly. temps.
3-18		.7	87.5	3 flights - " " "
10-22		.7	88.2	I certify this aircraft has been
10-29		1.0	89.2	inspected in accordance with the scope
				and detail of appendix 'D' of part 43 and
				found to be in condition for safe operation.
				Cable tensions - E-41, A-29, R-23.
				11-15-17 Myron R. Porter A#P 1526675

YEAR: 2015 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
11-30			71.0	Transponder check(see doc.) I certify this aircraft has been inspected in accordance with the scope and detail of appendix D of part 43 and found to be in condition for safe operation. Myron R. Porter A&P 1526675

KINGS AVIONICS, INC. 800-939-8412

THIS IS A PERMANENT LOGBOOK ENTRY - PERFORMED TEST & INSPECTIONS IAW FAR 43, APPENDIX E TO COMPLY WITH 91.411 N/A ; APPENDIX F TO COMPLY WITH FAR 91.413 X

STATIC SYS #1 TEST ALT N/A STATIC SYS #2 TEST ALT N/A STATIC SYS #3 TEST ALT N/A JOB LOCATION: SGU

MANUE MODEL PART# S/N TESTED TO ALT

ALTIMETER #1 ADC/ENCODER #1

ALTIMETER #2 ADC/ENCODER #2

ALTIMETER #3

TRANSPONDER #1 Garmin GTX 320S 011-00728-00 83811421

TRANSPONDER #2

ADDITIONAL DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER W/O# 39717

AUTH. SIGNATURE [Signature] DATED 11/30/2015 RECERT DUE DATE 11/2017 ACTT N/A

Aviation maintenance release, the above identified aircraft was repaired and inspected in accordance with the current regulations of the FAA and is approved for return to service.

CRS: ☐ KD6661N-KSLC ☒ KD6661N-KSGU ☐ KD6661N-KHND FORM KA-12

YEAR: 2015 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
10-5-15	4:30	71.4		Test hop. cly. temps high.
12-10-15	0.6	72.0		Enlarged cowling outlet (3-1 ratio) cly. temps normal.
12-12	0.6	72.6		Test hop - great.
12-12	0.5	73.1		" "
12-13	0.4	73.5		EAS fuel .5 gal. conservative with gauges.
12-13	0.6	74.1		
4-22-2016	1.9	76.0		cly # EAS
4-24	1.1	77.1		1 4 3
4-26	1.1	78.2		cly temps EAS
4-27	0.4	78.6		Trimed #6 cly baffle 238 274 293
4-27	0.4	79.0		259 301 324

YEAR: 2013	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
	56.5			
3/26	56.7	.2		GROUND RUN 12 min ALL NORMAL
10/28	56.7			I certify that the aircraft has been inspected in accordance with the scope and detail of appendix D and part 43 and has been found to be in a condition for safe operation. Myron R. Porter A&P 1526675
10/29	57.1	.4		RELOCATED TO SGU

YEAR: 2014	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
3-15	57.3		57.3	.2 ground run
3-18		-	57.3	safety Alert/Directive "B" Mode. dated Nov. 07, 2009. All instructions, drawings and Kit installed and Complied with. New W&B dated 3-15-14. Condition Inspection form dated 3-18-14. I certify that this aircraft has been inspected in accordance with the scope and detail of Appendix "D" and part 43 and has been found to be in a condition for safe operation. Myron R. Porter A&P 1526675
	main jet 255			
	needle 284			

YEAR: 2008 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/08	40.8	1.2	42.0	ROCK CHANGED FUEL FLOW CALC TO 160
3/09	42.0	1.2	43.2	ROCK/FLETCHER LOCAL TRAINING
3/10	43.2	1.8	45.0	" " CHANGED FUEL FLOW BACK TO 165 FAM. / MOUNTAIN FLYING ZION CANYON
3/13	45.0	1.7	46.7	" " LOCAL AIRWORK INCL TOUCH & GO'S
3/15	46.7	1.1	47.8	" " PATTERN WORK : TOUCH & GO'S & FULL STOPS
3/18	47.8	1.1	49.0	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE SCOPE & DETAIL OF APPENDIX D TO PART 43 AND HAS BEEN FOUND TO BE IN A CONDITION FOR SAFE OPERATION K P Mazurek (Builder) 3/18/08

YEAR: 2007	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	
DATE				PILOT	
9/6	28.8	1.0	29.8	ROCK	RADIO SQ BAD JUST BACK FROM REPAIR!
10/8	29.8	1.4	31.2	ROCK	FULL THROTTLE 139 IAS 152 TAS
10/9	31.2	1.7	32.9	ROCK	RECALIBRATED THE DIGITAL FUEL IN EIS SETUP
10/11	32.9	2.8	35.7	ROCK	INSTALLED BAFFLE IN THE 90° INTAKE TO CARB TO TRY TO SMOOTH AIR, WORKED GREAT! SMOOTH POWER @ FULL THROTTLE, SOME INCREASE. BEST GLIDE 55 MPH
10/12	35.7	1.6	37.3	ROCK	#3 SPARK PLUG LEAD OFF DIST. FOUND ON RUN UP. BUILT BAFFLE FOR OIL COOLER SEEMED TO HELP. CHANGED FUEL FLOW CALC FROM 200 TO 175 LOWERED DYNON OAT 2 DEGREES

YEAR: 2007	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	
DATE				PILOT	
5/10	21.0	2.0	23.0	ROCK	CARB 0° TILT MAIN 245 NEEDLE 278. BEST WITH CARB. HEAT ON
5/10	23.0	0.8	23.8	ROCK	FULL THROTTLE @ 2950 RPM. NO CHANGE WITH CARB HEAT
5/10	23.8	1.6	25.4	ROCK	CARB TILT 0° JETS 245 - 278
5/11	25.4	1.8	27.2	ROCK	FULL THROTTLE 2990-3000 IAS 138 MPH GPS 143. ORIG' MUFFLER BACK ON
5/12	27.2	0.9	28.1	ROCK	OIL TEMP GOT TO 210. CHANGED OIL TO AEROSHELL 15/50 CHECKED FOR CORRECT AIR FILTER
9/5	28.1	0.7	28.8	ROCK	INSTALLED ADJUSTABLE PROP. STATIC 2890 FULL THROTTLE LEVEL 3150 RPM
	OIL CHANGED, FILTER, AEROSHELL 15/50 W.				

YEAR: <u>2007</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) <u>PILOT</u>	
5/8	16.6	1.4	18.0	ROCK	TILT 5.8 TO 16° L. 255 MAIN 278 NEEDLE
					ADJ. VALVES #3 & #5 TIGHT. TORQUED HEAD
					AND MANIFOLD - BOTH OK. MOVED #3 EGT
					TO 4". NOT TOUCHING NOW. ADDED 1/4 QT OIL
5/9	18.0	1.1	19.1	ROCK	HIGHLANDER AIR FILTER. 10° TILT L.F.
					255 MAIN 278 NEEDLE
5/9	19.1	0.4	19.5	ROCK	ZODIAC PROP REINSTALLED 255 MAIN 278 NEEDLE
5/9	19.5	1.1	20.6	ROCK	TILT 5° 250 MAIN 278 NEEDLE STATIC
					RUNUP 2500
5/9	20.6	0.4	21.0	ROCK	AIR FILTER OFF. STATIC 2450 MAIN 245
					NEEDLE 278 MAX. LEVEL 3000 W. CARB HEAT

YEAR: 2007	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations	
DATE				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	
4/21	14.1	0.0	14.1	ROCK	STILL ROUGH AT FULL THROTTLE EGT'S OVER 1400
4/22	14.1	0.6	14.7	ROCK	CHANGE NEEDLE 278 TO 283. RUNS BETTER WITH CHOKER OFF. OUT.
4/23	14.7	0.3	15.0	ROCK	TRIED 260 MAIN JET - STILL NEEDED CARB. HEAT TO RUN SMOOTH. SUSPECT INDUCTION PROBLEM.
4/24	15.0	1.2	16.2	ROCK	MAIN 255 NEEDLE 278 GLEN WEST JABIRU 2670 RPM STATIC 51 PITCH
4/23	16.2	0.0	16.2	ROCK	MOVED #5 EGT PROBE 4" FROM 2 1/2". NO SIGNIFICANT CHANGE IN TEMPS.
4/23	16.2	0.4	16.6	ROCK	MAZUREK RECORDING DATA. PLUGS LOOKED GOOD MAIN 245 TO 255 NEEDLE 278 TILT 7.2° LF

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				PILOT	
3/9	0	1.2	1.2	ROCK	FIRST FLIGHT - RPM 2800 - SGU PATTERN
3/9	1.2	1.4	2.6	ROCK	STALLS & SLOW FLIGHT - SGU PATTERN
3/10	2.6	2.5	5.1	ROCK	BASIC MANEUVERS FUEL F. @ 2550 - 5.4 GPH
3/11	5.1	1.9	7.0	ROCK	AIR WORK - FUEL BURNED 11.6 FUEL REM. 12.4
3/12	7.0	0.4	7.4	ROCK	WORKING ON TEMP. BALANCING
4/11	7.4	0.8	8.2	ROCK	WORKED WITH VARIOUS JETS & CARB. TILTS
					TILT CARB TO RIGHT. TRIMMED LF PLENUM DAM.
4/11	8.2	0.2	8.4	ROCK	GROUND - 2.83 NEEDLE 270 MAIN JET. 2420 RPM
4/11	0				STATIC - 2.5.5, 7.5 DEGREES TILT TO LF
4/11	8.4	0.2	8.6	ROCK	GROUND - RAN WITH HIGHLANDER CARB.
					NO CHANGE.

YEAR: 2007 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	
				PILOT	
4/17	8.6	1.2	9.8	ROCK	CONTINUES TO RUN ROUGH @ FULL THROTTLE
					OK @ LESS THAN FULL VALVE ADJ. #3 TIGHT
					HEADS TIGHTENED TO 25 LBS CARB NOW 9.5° L
4/19	9.8	1.0	10.8	ROCK	NEEDLE CHANGED 2.83 TO 2.78
					MAIN JET CHANGED 2.5 TO 2.45
4/19	10.8	1.0	11.8	ROCK	TRIED HIGHLANDER CARB. 225 MAIN 285 NEEDLE
					NO CHANGE CARB. 1.5 DEGREES LFO
4/20	11.8	1.1	12.9	ROCK	BEST GLIDE 50-60 MPH IAS
4/21	12.9	0.8	13.7	ROCK	HIGHLANDER 44° PITCH PROP. - 2860 STATIC
					SOME FALL OFF AT FULL THROTTLE
4/21	13.7	0.4	14.1	ROCK	ZODIAC CARB REINSTALLED MAIN JET 245
					NEEDLE 278 - 1/4 QT OIL TO HALFWAY MARK

Aircraft Record General Information

Manufacturer K P MAZUREK Model ZENITH ZODIAC 601XL
Serial 5297 Registration Number N599KM

Date of Manufacture 3/07/07

Engine(s) currently installed:

Manufacturer JABIRU Model 3300A Serial 33A842

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer SENSENICH Model W64ZK51

UB Model _____ Serial _____ Serial _____

Side Model _____ Serial _____ Serial _____ Serial _____

Side Model _____ Serial _____ Serial _____ Serial _____