

The subject aircraft was involved in an incident /  
accident on 4/17/2026 rendering it a Constructive Total  
Loss as not repairable within its insured value. For  
further details refer to insurance claim: 5940521035US.

Signed: *Underwriters Salvage Company*

Date: **5/27/2026**

AIG Aerospace Adjustment Services Inc  
3500 Lenox Road, Suite 1100



*The Standard*

**AIRCRAFT LOG**

ASA-SA-2

**Aircraft Record** General Information

Manufacturer Van's Aircraft Model RV8 STD  
Serial 82262 Registration Number N496EM  
Date of Manufacture October 25, 2025

**Engine(s) currently installed:**

Manufacturer Lycoming Model I0-360-M1B Serial 24-4697  
Manufacturer - Model - Serial -

**Propeller(s) currently installed:**

Manufacturer Hartzell Model HC-C2YR-1BFPX/F7497X  
HUB Model HC-C2YR-1BFPX Serial B51895B Serial -  
Blade Model F7497X Serial M46710 Serial M46711 Serial -  
Blade Model - Serial - Serial - Serial -

"Statement of Conformity" filed in "Engine Log Records."

YEAR 20 <u>26</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/17	30	1	30	Aircraft departed @ the end of Runway 23 @ KDNL after landing due to loss of braking near end of roll-out. Aircraft traveled approx. 30 yards past the runway end and impacted on a cyclone fence. Engine experienced a prop strike and the aircraft experienced substantial damage including spinner assembly, prop, upper and lower cowlings, exhaust pipes, firewall, lower portion of fuselage (Fore of spars), dislodged right gear leg, wheel pants, brake lines, right wing fuel cell and leading edge, left wing leading edge, right wing tip and light lens, rear tailwheel boom. No damage to interior, windscreen, canopy or generally other components Aft of the Spar. No injuries.

YEAR 20 <u>76</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/17	38	1	38	Aircraft departed runway 23 @ KDNL after landing, due to brake fade. Traveled approx. 30 yards and impacted a cyclone fence with an embedded stump. Engine was @ idle and experienced a prop strike with damage. There was substantial damage to the aircraft including spinner assembly, prop upper and lower eng. cowlings, exhaust pipes, lower right corner of firewall, bottom of fuselage fore of gear, right gear leg dislodged right & left wheel pants, right fuel cell - leading wing edge, -light lens - wing tip. Left wing leading edge. No damage to the interior fuselage or any parts aft of the main wing spars.

YEAR 20 <u>25</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.)
12/16/25	-0-	-0-	0-	I have inspected this aircraft and found it in a condition for safe operation. Dan matre <i>[Signature]</i>
2/21/26	9	-	9	conducted a thorough inspection of the aircraft. Tightened all main wing spar fasteners, tightened "let" fuel line nut exiting the fuel control unit, trimmed right rear wheel pant for more clearance to tire, machined honey comb "hot spot" on lower engine cowling to increase clearance of throttle lever, tightened right hydraulic line nut at the brake caliper. Dan matre <i>[Signature]</i>

YEAR 20 <u>26</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.)
3/20	16	-	25	Conducted a thorough inspection of the aircraft and engine. Repaired fuel line flare leading to right tank entry to fuel valve. Repaired fuel line flare at right wing route L-tube connecting flap tube fittings to nipple on right tank fuel line. Tightened all rocker cover fasteners. Changed oil, cut and inspected oil filter. Very small specs of metal. Installed new filter and added 6 qts Willow Aeroshell mineral oil. Retorqued main spar bolts. Inspected all controls and flaps. Inspected gear legs, mountings, brakes and tires. Checked all external lighting, OKAY. Checked all fuel and oil lines in engine. Adjusted alternator belt. D. matre <i>[Signature]</i> Repairman # Pending



I find that this aircraft, N496EM, meets the requirements for the Certificate Requested and I have issued a Special Airworthiness Certificate for Operating Amateur Built aircraft and Limitations dated Dec 16, 2025. Next inspection is due 12/2026.

Orin Lyne OAR 311463857

Victor F. Syracuse