

Aircraft Record General Information

Manufacturer KENNETH R SMITH Model ZODIAC 601XL
Serial 6-5930 Registration Number N601KS
Date of Manufacture _____

Engine(s) currently installed:

Manufacturer GENERAL MOTORS Model CORVAIR Serial T1123 RH
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer WARD DRIVE Model 66" GROUND ADJUSTABLE LH
HUB Model _____ Serial _____ Serial _____
Blade Model 66" LH Serial C15916 Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____

YEAR:	RECORDING TACH TIME	TODAYS 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				

Date: 11/01/07

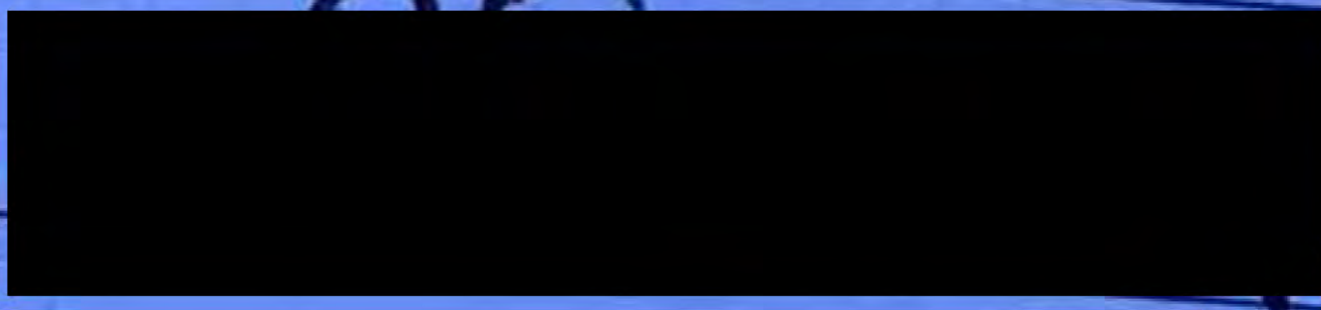
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I certify that this aircraft has been inspected in accordance with the scope and detail of FAR Part 43 Appendix D, all systems have been operationally checked and the aircraft is found to be in condition for safe operation and eligible for the airworthiness certificate requested.

Date: 11/01/07

I find that the aircraft meets the requirements for the certification requested and have issued a Special Airworthiness Certificate and Operating Limitations dated: 11/01/07. Next inspection due: 11/2008.

John S. Shablow
DARF-606386-N

YEAR: 2007 DATE	RECORDING TACH TIME	TODAYS 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.)
12-24				I CERTIFY THAT THE PRESCRIBED FLIGHT HOURS HAVE BEEN COMPLETED AND THE AIRCRAFT IS CONTROLLABLE THROUGHOUT ITS NORMAL RANGE OF SPEEDS AND ALL MANOEUVERS TO BE EXECUTED, HAS NO HAZARDOUS OPERATING CHARACTERISTICS OR DESIGN FEATURES AND IS SAFE FOR OPERATION. THE FLIGHT TEST WAS COMPLETED UNDER THE FOLLOWING CONDITIONS, MAX WEIGHT, MAX AIRSPEED MINIMUM STALL SPEED. THIS AIRCRAFT IS NOW CONSIDERED TO BE IN PHASE II   P.P. SEL

Tests, Repairs and Alterations
Rating and Certificate Number of
(Check pages for other specific entries.)

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Items salvaged and reused in the reconstruction of N601KS
Horizontal and vertical stabilizers along with the flaps and ailerons
All avionics items
Wheels and brakes
Control sticks and torque tubes 6B17-4 and 6B19-1
Rudder pedal assembly 6B9-1
Canopy frame and latch mechanism
L&R fuel tanks and fittings

The complete fuselage assembly was made from scratch.
New wing kits were purchased and assembled
The airframe was assembled in the same configuration as the original, except that the aileron actuation mechanism was changed from wire cables to push-pull tubes. A new bubble was fitted to the canopy frame. A new motor mount was fabricated as well as new cowl. New main gear 6G3-1 was purchased and the old wheels and brakes were fitted. The airframe was assembled and checked for conformance with the mechanical tolerances for the final assembly as per 6S-3, 4 and 5.
The aircraft is approved for flight and is hereby placed back in phase 1

Kenneth R. Smith
Repairman # [REDACTED]

9/20/2009

Tests, Repairs and Alterations
Rating and Certificate Number of
(See back pages for other specific entries.)

TO PERFORM
FAA SAIB

PAIRMAN

YEAR: 2010 DATE	RECORDING TACH TIME	TODAYS 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.)
6-26				ALL UPGRADES TO WING STRUCTURES AND SPAR CARRY THRU MODS COMPLETED I.A.W. ZENITH ISSUED DRAWINGS. AILERON BALANCE WEIGHTS FITTED I.A.W. UK KAA BULLETIN. DIAGONAL STIFFENERS ADDED TO FUSELAGE AFT SECTION FROM SEAT BACK TO TAILCONE. EXTRA DOUBLER ADDED TO AILERON PUSAROD HOLE IN WING REAR SPAR. REAR SPAR WINGROOT DOUBLER 6201-7 AND 6W7-2 EXTENDED TO RR 4. 6202-6 FRONT UPRIGHT MADE FROM EXTRUSION $\frac{3}{16}$ THICK AND MACHINED TO 85° TO MAINTAIN $\frac{1}{8}$ THICKNESS AT THINNEST PART.
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Repairs and Alterations

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YEAR: 2010 2010 DATE	RECORDING TACH TIME	TODAYS 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.)
9-15	10.5		30.7	I CERTIFY THAT THE PRESCRIBED HOURS HAVE BEEN COMPLETED AND THE AIRCRAFT IS CONTROLLABLE THROUGHOUT THE NORMAL RANGE OF SPEEDS AND MANOEUVERS TO BE EXECUTED, HAS NO HAZARDOUS OPERATING CHARACTERISTICS OR DESIGN FEATURES AND IS SAFE FOR OPERATION. THE FLIGHT TEST WAS COMPLETED UNDER THE FOLLOWING CONDITIONS. MAX WEIGHT MAX AIRSPEED MIN STALL.
				THIS AIRCRAFT IS NOW CONSIDERED TO BE IN PHASE II.
				PP SEC [REDACTED]
				REPAIRMAN # [REDACTED]

Engine Record General Information

Manufacturer GENERAL MOTORS Model CORVAIR

Serial T1123RH Type Certificate _____

This engine is currently installed in aircraft: N601KS

Minimum Octane Fuel _____ Oil Grade Summer SHELL ROTELLA T 10-40W Winter _____

Magneto Time _____ Point Setting _____ Firing Order _____

Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ hours

DATE

TIME

SERVICE

Technician

(See back pages for other specific entries.)

The engine was removed from the damaged airframe. No physical damage was found to any of the engine components. The propeller had one of the blades snapped off during the heavy landing event. The engine was winterized for storage.

The engine was subsequently torn down and the crank was magnafluxed, checked for straightness and the bearing journals were polished. There were no cracks found during the magnaflux test. The engine was re-assembled, fitted with a new prop filled with oil and test run. The engine showed no signs of oil leaks and is therefore returned to service.

Kenneth R. Smith

Repairman #

9/20/2009

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Description of Inspections, Tests, Repairs and Alterations
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9-1

Total engine rebuild. New crankcase halves fitted with Weseman gen 2 crankshaft with 0.010 undersized journals. New WW parts: New camshaft and lifters, new mains and rod end bearings, new accessory cover with high volume pump. New exhaust pipes and intake pipe, new 2775 Ross pistons, cylinders and rings. New Weseman rebuilt cylinder heads. New US made rockers. Clarks WW1200 gasket set. The engine was rebuilt to the 2020 SPA engine assembly manual and in accordance with the 2020 WW MOP manual. All items in this engine are the 2020 version parts assembled with the recommended sealants and thread lubricants and loctite where called for. The Ignition timing was set and verified at 2800 rpm using a timing light and is at 28 degrees BTDC IAW the WW 2020 MOP manual. Engine was run and the static RPM recorded was 2820. The 2 minute test per the WW MOP manual was performed on two separate days and returned the same readings which were within the acceptable range. The engine was de cowed and there were no oil leaks detected.

I certify that this engine has been built and inspected IAW with annual inspection standards and is in a satisfactory airworthy condition.

K R Smith Repairman # [REDACTED] [REDACTED] 9-1-20