

UNDERWRITERS Salvage Company

40 Professional Drive
Jefferson, GA 30549
Phone: (770) 588-1456
Salvage@UnderwritersSalvageCompany.com



Date: 5/19/2026
File#: S-26-2229-J

Dear Salvor,

My office has been asked to assist underwriters in securing salvage bids on this aircraft. Please submit your bid and I will forward to underwriters for their decision regarding acceptance of the bid. Please note this is not an offer to sell, but only an opportunity to bid on the salvage. All salvage is offered "as is, where is" with no warranties. Bids will be accepted until **10pm EST., 6/3/2026**. Your assistance is greatly appreciated.



DATE OF INCIDENT: 3/22/2026

DESCRIPTION OF INCIDENT:

Aircraft lost control on landing in windy conditions.

DATE OF LAST INSPECTION: 2/7/26

AIRCRAFT: 2003 Vans RV-8 **N88GK S/N:** 80271 **TT:** 354

ENGINE: Lycoming **MODEL:** O-360-A1A **S/N:** L-1235-36 **TT:** UNK **TSMOH:** 354

PROPELLER: Hartzell **MODEL:** HC-C2YR-1B **S/N:** UNK **TT:** UNK

AVIONICS / EQUIPMENT: See Photos

Altimeter
Dynon HS34
EI Engine Analyzer
EI Fuel Flow
EI Voltmeter
ELT
Garmin GNC 355 WAAS
G-Force accelerometer
Manifold Pressure
Narco AT150 TSO
Oil Pressure Gauge, Oil Temp Gauge
Sigtron CS Intercom
Tachometer
TruTrak DigiFlight II
uAvionix AV-30 - EXP
Vertical Speed

DESCRIPTION OF DAMAGE: See Photos

Prop Strike

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RH Main Gear and tower structure
RH Fuselage and fuselage skins
Cabin floor
RH Wing and Flap
Belly
Wheel pants

REMARKS:

Logbooks - We digitize ALL logbooks available, if it's not digitized then it's not available unless otherwise noted.
Times are per logbook entries and current tach
Wings have been removed
No engine logbooks prior to 2001 - See page 11. TSMOH is based on this information. Make your own determination
No prop logbook - information taken from front of aircraft logbook
Garmin GNC 355 WAAS, Dynon HS34 and AV-30 have been removed but are part of the sale

SALVAGE MAY BE INSPECTED BY SENDING AN EMAIL TO: Salvage@UnderwritersSalvageCompany.com

LOCATION OF SALVAGE Ft Worth, TX

Bidding Information: By submitting a bid, buyer understands that aircraft details are provided as best to our ability often through logbooks. Buyer acknowledges that they have had the opportunity to inspect and evaluate the aircraft salvage before submitting bid. It is the bidder's responsibility to verify the current condition of the salvage prior to bidding. In most cases the aircraft has been disassembled to facilitate movement into a storage facility. Underwriters Salvage Company cannot guarantee that all logs or records for any item are 100% complete or accurate. All items are sold "AS IS – WHERE IS" with no exceptions and with no refunds. Underwriters Salvage Company makes no express or implied warranties as to condition, fitness for purpose, value, airworthiness, operation, or performance of any kind whatsoever with respect to the sale of any item. Underwriters Salvage Company will not be responsible for the storage, safety or security of any item once released to the buyer. After the lot closes, the Seller will decide either to accept or reject the high offer. A Seller award decision is expected within ~10 business days of the close date and you will be notified with instructions.

Condition of Salvage – By purchasing this salvage this sale is on an as-is, where-is, all faults basis. There are no warranties, express or implied, of any nature. The seller and Underwriters Salvage Company, Inc. completely disclaim and successful bidder waives any liability in tort or warranty of merchantability or fitness for a particular purpose. The successful bidder bears all risks regarding the condition, usability, workability and operability of all of the salvage. The successful bidder agrees that it will comply with all state and federal regulations regarding transporting, handling, sale, disposal or any use whatsoever of the salvage and will indemnify the seller, its consignor and their insurers from any claims, damages, expenses, legal fees or fines sought by any third party in connection with the transporting, sale, disposal or use of the salvage once it is purchased. The successful bidder releases Underwriters Salvage Company, Inc., the broker, the seller, the consignor, as well as the storage facility, the airport, the landlord, or tenant, where the salvage may be stored, from any and all claims, or lawsuits by the undersigned relating in any manner to the referenced salvage. The successful bidder disclaims, waives and agrees to save and hold harmless, and to defend those on whose behalf this release is issued from any and all actions, claims, or lawsuits that may arise as a result of the salvage by the successful bidder. This release, disclaimer, waiver and agreement to save, hold harmless and defend, is also intended to bind the purchaser's successors, spouse,

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children, heirs, business associates and the undersigned's insurance carriers.

Aircraft and Components - The successful bidder acknowledges and agrees that aircraft and their components are governed by FAA Regulations and requirements pertaining to resale and/or return to service. Successful bidder will comply, or contract for compliance, with all FAA Regulations and requirements (including inspections and log book entries by FAA licensed individuals or entities) before return of aircraft or components to service.

Aircraft/Bid Information: S-26-2229-J; 2003 Vans RV-8; N88GK

Name of Bidder:	<input type="text"/>	Email:	<input type="text"/>
Salvage Bid: \$	<input type="text"/>	Date:	<input type="text"/>
Phone Number:	<input type="text"/>		

Thank you for your assistance! You can email this form to Bid@UnderwritersSalvageCompany.com

Best Regards,
Underwriters Salvage Company