

2933.2 hours and is the current logbook. The Hobbs meter was changed again while logbook #4 was in use and now reads 1591.8.

I have tried to interpret the logs as best I can. One entry that looks very odd is the last page of logbook #2, which was scanned and is included in this report. The entry is dated 1/11/1983, and total time of 2829 hours. This entry is for the replacement of a rudder due to wind damage. On this page is also an entry for avionics work and W&B dated 1/16/1976. This entry probably was intended to go into logbook #3. Although early logbooks are disorganized, the present owner has kept the logs very well organized and the maintenance is very good.

A Hobbs meter is used to track airframe and engine times.

The aircraft registration, airworthiness certificate and POH were located in the aircraft. The weight and balance was with the logs. The avionics shop is correcting the last weight and balance at this time. Allowance for the increase in weight for the vortex generators was not taken into account.

Maintenance Status

Maintenance Annual Date: 9/30/2008

On Progressive Inspection: No

Comments: The logs for this aircraft show that it is and has always been maintained on an annual inspection basis. The last annual, which was routine, was scanned and can be seen in PDF format on the CD supplied with this report.

Time Life Limited Systems: No **Cycle Life Limited Systems:** No

Comments: The last transponder and pitot static system certification was accomplished on 6/13/06.

Service Bulletin Status: Some service bulletins have been complied with according to the logbooks.

AD's Complied With: Yes

Estimated Cost for AD's Compliance: N/A

Tires Condition: Good

Type Brakes: Disc

Anti-Skid: No

Exterior Paint Condition: Good

Repaint Date: 1982

Repainted By: Northstar – Redding California

Comments: The aircraft has a very pleasing appearance and shows well. The paint on the aircraft has good luster is adhering well. There are few nicks, scratches or scrapes and they are around fasteners and screw heads etc. Some of the fairings have some cracking and chipping. All imperfections have been attended to so as to not invite corrosion. All trim colors have good crisp, clean lines.

Interior Condition: Good

Cabin Configuration: Passenger

Cockpit Condition: Good

Panel Layout: Good

Pressurized Cabin: No

Window Condition: Good

Comments: The seats are nice cream color leather with matching leather and fabric side panels. The interior is very good condition with very few blemishes. The carpet has a few stains, but is in otherwise very good condition.

Airframe Modifications

Modification: Vortex Generators

Damage History

Current Damage: None Listed

Damage Event: 1/11/1983

Extent of Damage: Minor

Repairs: Rudder replaced due to wind damage.

Damage Event: 1/15/2001

Extent of Damage: Moderate

Repairs: LH wing leading edge replaced due to bird strike.

Engines & Props

Engine Manufacturer: Continental

Model: TSIO-520-B

Engine Type: Piston Turbo

Engine Fire Detection: No

Engine Fire Bottles: No

Prop Reversers: No

Prop Type: Constant Speed

Propeller TBO: 1600 Hrs.

Engine #1 Serial No: 176789-R

Time Since Factory Remanufacture: 661.1 Hrs.

Engine Overhauled By: Continental
1600 Hrs.

Recommended TBO:

Comments: See general engine comments.

Propeller Make: McCauley

Model: 3AF32C87-NR

Number of Blades: 3

TSO/NEW: 775.2 Hrs. **Date O/H:** 9/3/1996 **Serial Number:** 799113

Engine #2 Serial No.: 17688-R

Time Since Overhaul to New Engine Limits: 638 Hrs.

Engine Overhauled By: Continental **Recommended TBO:** 1600 Hrs.

Comments: See general engine comments.

Propeller Make: McCauley **Model:** 3AF32C87-NR **Number of Blades:** 3

TSO/NEW: 775.2 Hrs. **Date O/H:** 9/3/1996 **Serial Number:** 803913

Engine Modifications

None known or reported.

Known Maintenance Problems with Engine(s): None

Estimated Cost to Repair: \$0

General Engine Comments: The engines are “zero” time Gold Medallion remanufactured on 8/29/1999. The engines have been fitted with Gami injectors.

Instrumentation

Full Panel: Yes **Dual Panel:** No

Panel Configurations: Good **Panel Condition:** Good

IFR Equipped: Yes

Comments: N/L

Avionics

Type of Avionic: AUDIO PANEL

Mfg: PS ENGINEERING **Model:** PMA 6000MS

Type of Avionic: FUEL FLOW COMPUTERS

Mfg: SHADIN

Model: DIGIFLOW TWIN

Type of Avionic: GPS COMM

Mfg: GARMIN

Model: GNS 530 WAAS

Type of Avionic: HSI

Mfg: SANDEL

Model: SN 3500

Type of Avionic: INTEGRATED FLIGHT CONTROL SYSTEMS

Mfg: BENDIX

Model: FCS 810

Type of Avionic: NAV-COMM

Mfg: APOLLO

Model: SL 30

Type of Avionic: TRANSPONDERS

Mfg: GARMIN

Model: GTX 327

Type of Avionic: MULTI FUNCTION DISPLAY

Mfg: GARMIN

Model: MX 20

The Avionics On This Aircraft Are Considered To Be: Above Average

Additional Equipment

Dual Controls: Yes

Type: Yoke

Stall Warning System: Yes

Stick Shaker: No

Rotating Beacon: Yes

Strobe Light: Yes

Taxi Lights: Yes

Navigation Lights: Yes

Long Range Fuel: Yes

Fuel Qty: 140

Single Point Refuel: No

Toilet: No

Lavatory: No

Galley: No

Cabinetry: No

Other Equipment: None

Comments: The instrument panel is clean and the gauges are easy to read. There is no cloudiness or hazing in the glass. All installations appear to be to factory specifications.

De-Icing Systems

Known Ice System: No

Ice Lights: Yes

Prop De-Ice: Yes

De-Ice Type: Electric

Wing Tail Boots: Yes

Boots Condition: Good

Windshield De-Ice: No

Windshield Wipers: None

Jet Intake De-Ice: No

Pitot Heat: Yes

Comments: The boots are in good condition. The left wing boot is new due to replacement of the leading edge.

Aircraft Appraisers Comments

Overall NXXXXXX is in very good condition. The maintenance has been excellent the past ten or so years. Prior to that the logs were a bit disorganized and maintenance was relegated to once a year annuals at times. The research of the logbooks leads one to believe the airplane has been based in the San Francisco Bay Area most of its life.

Executive Aviation in Sacramento, Ca on 6/13/2006, updated the avionics with a GNS 530, MX 20 and Sandel 3500. The GNS 530 has not been upgraded to WAAS yet, although the present owner has paid for it and it has been valued as WAAS in this report. If it were not updated before the transaction there would be a \$3,000 deduction from the computed value of this report.

This aircraft, NXXXXXX, was personally inspected on 1/30/2008 by Tony Huckaba, member of the National Aircraft Appraisers Association at Byron Airport, located at Byron, Contra Costa County, California.

Appraisal Computation

Average Green Aircraft Value **\$19,600**

Additions

Add for Airframe Condition	\$1,000
Add for Airframe Low Total Time	\$0
Add for Annual and Mandatory Inspection	\$3,050
Add for Exterior Paint Value	\$7,000
Add for Interior Value	\$7,920
Add for Airframe & Engine Modifications	\$1,370
Add for Engine(s) Residual Value	\$38,110
Add for Propeller(s) Residual Value	\$2,470
Add for Avionics Value	\$33,690
Add for De-Ice Systems Value	\$6,000
Add for Additional Equipment	\$0

Total Additions **\$100,610**

Deductions

Deduct for Airframe Condition	\$0
Deduct for Airframe High Total Time	\$0
Deduct for Lost Logbook	-\$6,200
Deduct for Airframe/Engine Maintenance Items	\$0
Deduct for Exterior Paint Value	\$0
Deduct for Interior Value	\$0
Deduct for AD's Estimated Cost for AD Compliance	\$0
Deduct for Estimated Cost to Repair Avionics	\$0

Total Deductions **-\$6200**

Based on the above, the computed retail value of NXXXXX is **\$114,740**

NATIONAL AIRCRAFT APPRAISERS ASSOCIATION

The information herein has been prepared from many sources and believed to be correct. The National Aircraft Appraisers Association and do not warrant the accuracy of the source material.

An inspection and inventory was conducted by a physical examination of the external surfaces of the aircraft, cockpit and passenger cabin. It includes an inventory and assessment of condition of avionics, instrumentation and aircraft systems. No inspection plates were removed for internal inspection. Further, the logbooks and other aircraft records were carefully examined for compliance with FAA regulations relating to Airworthiness Directives, damage and maintenance history, along with other required inspections. All aircraft records were presumed to be authentic, unaltered, and signatures and inspections therein by persons designated and appropriately licensed. AD compliance was attested to by referencing the date of last Annual Inspection or other appropriate Inspection.

In the event of error or omission, the liability of the Association, or Association Members, if any, is limited and may not, in any event, exceed the amount paid for the appraisal. Further, the National Aircraft Appraisers Association accepts no responsibility for usage of this form unless signed by an officer or current Member of the Association.

Tony Huckaba
Certified Aircraft Senior Appraiser

*National Aircraft
Appraisers Association
Certificate of Appraisal*

A visual inspection and logbook analysis was performed 1/30/2008 on the aircraft NXXXXX at: Byron Airport, located at: Byron, California. It is the opinion of this appraiser that the fair market value of the above aircraft is:

\$114,740

This appraisal is valid when accompanied by appraisal work sheet number #20080131NXXXXX and signed by an Aircraft Appraiser Certified by the National Aircraft Appraisers Association.

SIGNED

**Tony Huckaba
CERTIFIED AIRCRAFT APPRAISER**