



## Maintenance Status

**Maintenance Annual Date:** 11/1/03

**On Progressive Inspection:** No

**Comments:** This aircraft is maintained on an annual basis. In addition to periodic maintenance, AD and service bulletin compliance the logs indicate a new ADF antenna was installed on 1/29/85, on 11/3/87 the emergency Aux fuel pump and both fuel vent valves were replaced, on 1/21/88 the nose strut was resealed, on 1/31/88 the right Pitot tube was replaced and on 4/28/88 the roll and pitch servos and air data computer were replaced. A new environmental control thermostat was installed on 4/21/88, the right tach cable was replaced on 1/11/89, on 9/19/89 the pilots clock was replaced, the nose shimmy damper was serviced on 12/14/90, on 4/25/91 a new right tach generator was installed, the Insight Graphic Engine Monitor was installed on 5/3/91, and a KI525A HSI was installed on 5/28/91. The Insight SF-2000 was installed on 6/27/91. On 11/23/92 the main wheel bearings were replaced and the nose cap was replaced on 12/2/94. During the annual inspection on 7/2/97 the propellers were removed and overhauled. On 1/23/98 the cabin heater combustion blower was replaced with a used unit, on 3/17/98 the United 5035P altimeter was replaced, and on 8/28/98 both engine exhaust systems were repaired. The KLN-89B GPS was installed on 10/27/98, on 10/6/99 the right engine vacuum pump was replaced and on 5/3/2000 factory remanufactured engines were installed at 1829.5 hours. The aircraft battery and left fuel pump were replaced on 10/23/00 and a new Hobbs meter was installed on 7/23/01 at 2072.2 hours. The left vacuum pump was replaced on 8/24/01, on 10/13/01 a new cabin blower was installed, on 7/17/02 the nose wheel bearings and races were replaced, on 9/3/02 the left engine EGT probe was replaced and on 5/21/03 the right elevator horn tip was repaired and a crack in the right horizontal stabilizer was stop drilled. A new interior was installed on 2/28/03 and the aircraft was painted on 3/3/03. During the last annual inspection on 11/1/03 the copilots horizon was overhauled, new Insight engine probes were installed, the tires, brake pads and discs were replaced, the oxygen bottle and windshield wipers replaced and the de-ice boots patched.

**Time Life Limited Systems:** No

**Cycle Life Limited Systems:** No

**Comments:** The last IFR recertification was completed on 9/29/03 and the ELT test was accomplished on 11/1/03.

**Service Bulletin Status:** The logs indicate this aircraft is in compliance with most service bulletins.

**AD's Complied With:** Yes

**Estimated Cost for AD's Compliance:** N/A

**Tires Condition:** Good

**Type Brakes:** Cleveland Disc

**Anti-Skid:** No

**Exterior Paint Condition:** Very Good

**Repaint Date:** 3/3/2003

**Repainted By:** Mena Aircraft painting

**Comments:** The paint is in fine condition. It presents a very pleasing appearance with straight trim lines, a high luster and no overspray. Very minor chipping or small scratches appear on the under side of the nose cone, on the nose gear door, the trailing edge of the left engine nacelle, the left horizontal stabilizer tip cap, outboard trailing edge of the left wing, around the left wing tip lights, and on the left prop guard. These blemishes are only visible upon close inspection and do not detract from the overall appearance.

All the aircraft's tires were replaced on 11/1/03.

**Interior Condition:** Extra Fine

**Cabin Configuration:** Passenger

**Cockpit Condition:** Extra Fine

**Panel Layout:** Good

**Pressurized Cabin:** Yes

**Window Condition:** Good



**Comments:** On 3/3/03, Belair-Air Interiors replaced the interior with leather and sheepskin upholstery, Hafner carpets, new curtains, headliner and seatbelts. The carpets and seats are clean and free of stains. There are small cracks at the fitting points on the overhead speaker trim and the window trim at the top of the left, second passenger window. Small scuff marks appear on the legs of the passenger seats. The rear baggage compartment is clean and free of damage. The toilet is located under the

aft side-facing seat.

The cockpit is clean, showing no damage on the seats, armrests or window trim. There are several small cracks in the overhead switch panel and several minor scratches on the instrument panel at the upper left and right corners, around several fittings and instruments.

The window and windshield glass are clear with only minor scuff marks near the pilots vent window and the right aft cabin window.

### **Airframe Modifications**

None known or reported

## Damage History

**Current Damage:** None Listed

**Historical Damage:** None Listed

## Engines & Props

**Engine Manufacturer:** Lycoming

**Model:** TIO-540-V2AD

**Engine Type:** Piston

**Engine Fire Detection:** No

**Engine Fire Bottles:** No

**Prop Reversers:** No

**Prop Type:** Constant Speed

**Propeller TBO:** 2400

**Engine #1 Serial No:** L-8464-68A

**Time Since Factory Remanufacture:** 768.6 Hrs.

**Engine Overhauled By:** Lycoming

**Recommended TBO:** 2000

**Comments:** This Lycoming remanufactured engine was installed on this aircraft on 5/3/00 at 1829.5 hours AFTT. All compressions were at or above 72/80 at the last annual inspection on 11/1/03.

**Propeller Make:** Hartzell

**Model:** HC-I3YR-2UF

**Number of Blades:** 3

**TSO/NEW:** 1209.4

**Date O/H:** 7/7/1997

**Serial Number:** FS210A

**Engine #2 Serial No:** L-2737-68A

**Time Since Factory Remanufacture:** 768.6 Hrs.

**Engine Overhauled By:** Lycoming

**Recommended TBO:** 2000

**Comments:** This Lycoming remanufactured engine was installed on this aircraft on 5/3/00 at 1829.5 hours AFTT. The compressions were at or above 72/80 at the last annual inspection on 11/1/03.

**Propeller Make:** Hartzell

**Model:** HC-I3YR-2LUF

**Number of Blades:** 3

**TSO/NEW:** 1209.4

**Date O/H:** 7/7/1997

**Serial Number:** FS209A

## Engine Modifications

None known or reported.

**Known Maintenance Problems with Engine(s):** None

**Estimated Cost to Repair:** \$0

**General Engine Comments:** This Hartzell propeller model, if manufactured after 1983, has a 2400 hour TBO. The logs indicate these are the original propellers, installed on this aircraft when it was manufactured in 1983. However, during overhaul in 1997, new hubs were installed, upgrading the propeller to a 2400 hour TBO.

## Instrumentation

**Full Panel:** Yes

**Dual Panel:** Yes

**Panel Configurations:** Good

**Panel Condition:** Good

**IFR Equipped:** Yes



**Comments:** The panel is well laid out in the standard "T" pattern. Instruments markings and glass are clear. Switch and control labels are well marked, showing only minor wear around high use controls.

## Avionics

**Type of Avionic:** ADF

**Mfg:** KING

**Model:** KR 87

**Type of Avionic:** AUDIO PANEL

**Mfg:** KING

**Model:** KMA 24

**Type of Avionic:** HSI

**Mfg:** KING

**Model:** KI 525 A

**Type of Avionic:** INTEGRATED FLIGHT CONTROL SYSTEM

**Mfg:** KING

**Model:** KFC 250

**Type of Avionic:** NAV

**Mfg:** KING

**Model:** KN 53

**Type of Avionic:** STRIKEFINDER

**Mfg:** INSIGHT

**Model:** STRIKEFINDER

**Type of Avionic:** TRANSPONDERS

**Mfg:** KING

**Model:** KT 79

**Type of Avionic:** WEATHER RADAR

**Mfg:** KING

**Model:** KWX 56

**Type of Avionic:** COMM

**Mfg:** KING

**Model:** KY 196

**Mfg:** KING

**Model:** KY 196

**Type of Avionic:** GPS

**Mfg:** KING

**Model:** KLN 89 B

**Type of Avionic:** RNAV

**Mfg:** KING

**Model:** KNS 81

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

## Additional Equipment

<b>Dual Controls:</b> Yes	<b>Type:</b> Yoke
<b>Stall Warning System:</b> Yes	<b>Stick Shaker:</b> No
<b>Rotating Beacon:</b> No	<b>Strobe Light:</b> Yes
<b>Taxi Lights:</b> Yes	<b>Navigation Lights:</b> Yes
<b>Long Range Fuel:</b> No	<b>Fuel Qty:</b> 238 gal.
<b>Single Point Refuel:</b> No	
<b>Toilet:</b> Yes	<b>Lavatory:</b> No
<b>Galley:</b> No	<b>Cabinetry:</b> Yes

**Other Equipment:** Other equipment includes a Pioneer Tape system and an Insight GEM Graphic Engine Monitoring system.

**Comments:** The cabin furnishings include fold down tables and cabinets behind the cockpit seats, which contain a water spigot, tape player and bookshelves.

## De-Icing Systems

<b>Known Ice System:</b> Yes	<b>Ice Lights:</b> No
<b>Prop De-Ice:</b> Yes	<b>De-Ice Type:</b> Electric
<b>Wing Tail Boots:</b> Yes	<b>Boots Condition:</b> Very Good
<b>Windshield De-Ice:</b> Yes	<b>Windshield Wipers:</b> Left & Right
<b>Jet Intake De-Ice:</b> No	<b>Pitot Heat:</b> Yes

**Comments:** The de-ice boots are in very good condition, showing indication of a few minor repairs on the right and left horizontal stabilizer and a spot mid point on the lower left wing that should be re glued.

## Aircraft Appraisers Comments

This aircraft received its original airworthiness certificate on 9/2/83. The logs indicate it has been based in the Texas/ Kansas area since new. It appears to have been well maintained and stored in a hangar. This aircraft was appraised as is, and the computed retail value is based on that configuration. However, the prospective purchaser requested a value also be computed in a different avionics configuration. If the only changes to this aircraft were the removal of one KY 196 COMM, the KLN 89B GPS and the KNS 81 RNAV, and the installation of one Garmin GNS 530 GPS-Comm, the new computed value would increase \$5300, to \$400,240.

**This aircraft, N9225Y, was personally inspected on: February 23, 2004 by: Thomas E. Rogers, member of the National Aircraft Appraisers Association, at: Manchester Municipal Airport, located at Manchester, Hillsborough County, New Hampshire.**

## Appraisal Computation

<b>Average Green Aircraft Value</b>	<b><u>\$215,750</u></b>
<b>Add for Airframe Condition</b>	<b>\$25,890</b>
<b>Add for Airframe Low Total Time</b>	<b>\$25,890</b>
<b>Add for Annual and Mandatory Inspection</b>	<b>\$1,330</b>
<b>Add for Exterior Paint Value</b>	<b>\$12,780</b>
<b>Add for Interior Value</b>	<b>\$14,910</b>
<b>Add for Airframe &amp; Engine Modifications</b>	<b>\$0</b>
<b>Add for Engine(s) Residual Value</b>	<b>\$51,720</b>
<b>Add for Propeller(s) Residual Value</b>	<b>\$3,570</b>
<b>Add for Avionics Value</b>	<b>\$31,500</b>
<b>Add for De-Ice Systems Value</b>	<b>\$9,100</b>
<b>Add for Additional Equipment</b>	<b>\$2,500</b>
	=====
<b>Total Additions</b>	<b>\$179,190</b>
<b>Deduct for Airframe Condition</b>	<b>\$0</b>
<b>Deduct for Airframe High Total Time</b>	<b>\$0</b>
<b>Deduct for Damage History</b>	<b>\$0</b>
<b>Deduct for Airframe/Engine Maintenance Items</b>	<b>\$0</b>
<b>Deduct for Exterior Paint Value</b>	<b>\$0</b>
<b>Deduct for Interior Value</b>	<b>\$0</b>
<b>Deduct for AD's Estimated Cost for AD Compliance</b>	<b>\$0</b>
<b>Deduct for Estimated Cost to Repair Avionics</b>	<b>\$0</b>
	=====
<b>Total Deductions</b>	<b>\$0</b>
<b>Based on the above, the computed retail value of N9225Y is</b>	<b>\$394,940</b>

# NATIONAL AIRCRAFT APPRAISERS ASSOCIATION

The information herein has been prepared from many sources and believed to be correct. The National Aircraft Appraisers Association does 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 log books 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 are presumed to be authentic, unaltered, and signatures and inspections therein performed by persons designated and appropriately licensed. AD compliance was attested to by referencing the date of last Annual Inspection or other appropriate inspections.

In the event of error or omission, the liability of the National Aircraft Appraisers 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 a current Member of the National Aircraft Appraisers Association.

**Thomas E. Rogers**  
***Certified Aircraft Appraiser***

***National Aircraft  
Appraisers Association  
Certificate of Appraisal***

**A visual inspection and log book analysis was performed February 23, 2004 on the aircraft N9225Y at: Manchester Municipal Airport, located at: Manchester, New Hampshire. It is the opinion of this appraiser that the fair market value of the above aircraft is:**

**\$394,940**

**This appraisal is valid when accompanied by appraisal work sheet number #20040223N9225Y and signed by an Aircraft Appraiser Certified by the National Aircraft Appraisers Association.**

**SIGNED** \_\_\_\_\_

**Thomas E. Rogers  
CERTIFIED AIRCRAFT APPRAISER**