

# NATIONAL AIRCRAFT APPRAISERS ASSOCIATION AIRCRAFT APPRAISAL REPORT

**Name:** Mary H. Hunt  
**Company:** .  
**Address:** 123 Slumber Lane  
. .  
Oakton , VA 22124

**Attention:** Mary H. Hunt  
**Phone:** 703-434--xxxx

## Aircraft Identification

**Make:** CESSNA AIRCRAFT COMPANY      **Model:** 210M - Centurion

**Serial No.** 123123123      **Reg. No.** N210N      **Yr. Mfg.** 1978

**Type of Aircraft:** Single Engine Piston

**Airframe Total Time:** 2996.2 Hrs.      **No. Landings:** N/A      **Cycles:** N/A

**Airframe Condition:** Good

**Log Books in Aircraft Appear:** Original.

**Comments:** The Log Books for the airplane are complete when reviewed with the two 337.

The airplane has had regular maintenance throughout its life

## Photos





## **Maintenance Status**

**Maintenance Annual Date:** 7/26/02      **On Progressive Inspection:** No.

**Comments:** The last Annual was a very thorough one.

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

**Comments:** There are no Time/Life limited systems. The engine has a recommended TBO of 1700 hours

**Service Bulletin Status:** Current

**AD's Complied With:** Yes.      **Estimated Cost for AD's Compliance:** N/A

**Tires Condition:** Average      **Type Brakes:** .      **Anti-Skid:** No

**Exterior Paint Condition:** High Average

**Repaint Date:** 10/31/93      **Repainted By:** Painted w/Duron as part of Gear Up incident

**Comments:** The paint is in remarkably good condition considering that it is 10 years old. There has been some effective touch up done and hangaring the aircraft has certainly maintained value.

**Interior Condition:** Extra Fine      **Cabin Configuration:** Passenger

**Cockpit Condition:** Very Good      **Panel Layout:** Good

**Pressurized Cabin:** No.      **Window Condition:** Good

**Comments:** The interior has all been replaced and looks extremely good. The cockpit is standard for this aircraft with a center stack of avionics and a full complement of instrumentation for the pilot. An electric Artificial Horizon and an altimeter have been added to the copilot's side for back IFR instrumentation

## **Airframe Modifications**

None known or reported.

## **Damage History**

**Current Damage:** None Listed.

**Damage Event:** 2/12/92      **Extent of Damage:** Minor  
**Repairs:** Due to external damage a number of skins on the tail and one wing were replaced

**Damage Event:** 10/31/93      **Extent of Damage:** Major  
**Repairs:** The airplane was apparently landed gear up.  
There were many skins and stringers replaced.  
The front spar, aft left and right-hand spars were replaced. Both wing tips were replaced. The horizontal stabilator and left aileron and flaps was replaced.

### **Engines & Props**

**Engine Manufacturer:** Continental      **Model:** IO-520-L

**Engine Type:** Piston

**Engine Fire Detection:** No.      **Engine Fire Bottles:** No.

**Prop Reversers:** No.

**Prop Type:** Constant Speed.      **Propeller TBO:** 5000

**Engine #1 Serial No:** 62911

**Time Since Factory Remanufacture:** 97.5 Hrs.

**Engine Overhauled By:** Continental      **Recommended TBO:** 1700

**Comments:** Engine is and looks brand new.

**Propeller Make:** McCauley      **Model:** D3A34C404      **Number of Blades:** 3

**TSO/NEW:** 97.5      **Date O/H:** 4/11/01      **Serial Number:** 930971

### **Engine Modifications**

None known or reported.

**Known Maintenance Problems with Engine(s):** There are no known engine or airframe maintenance items at this time.

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

**General Engine Comments:** N/L

## Instrumentation

**Full Panel:** Yes.

**Dual Panel:** Yes.

**Panel Configurations:** Good.

**Panel Condition:** Good.

**IFR Equipped:** Yes.

**Comments:** The pilots side has a very full panel with many instruments including radar altimeter, engine monitoring and autopilot controls. The copilot's side has an electrical AH and second altimeter

## Avionics

**Type of Avionic:** NAV-COMM

**Mfg:** KING

**Model:** KX 155

**Mfg:** KING

**Model:** KX 155

**Type of Avionic:** GPS

**Mfg:** NORTHSTAR

**Model:** M 3

**Type of Avionic:** AUTOPILOTS

**Mfg:** S-TEC

**Model:** SYSTEM 60 PSS

**Type of Avionic:** ADF

**Mfg:** KING

**Model:** KR 87

**Type of Avionic:** ALTIMETERS, RADIO & RADAR

**Mfg:** AERO MECHANISM

**Model:** AM 100 A

**Type of Avionic:** STORMSCOPE

**Mfg:** B.F. GOODRICH

**Model:** WX 950

**Type of Avionic:** DME

**Mfg:** KING

**Model:** KN 62

**Type of Avionic:** TRANSPONDERS

**Mfg:** KING

**Model:** KT 76

**Type of Avionic:** AUDIO PANEL

**Mfg:** KING

**Model:** KMA 24

**Type of Avionic:** HSI

**Mfg:** KING

**Model:** NOT LISTED

**Type of Avionic:** ALTIMETERS, ENCODING

**Mfg:** UNITED INSTRUMENTS

**Model:** 5035-P22

**The Avionics On This Aircraft Are Considered To Be:** 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:** No.

**Aux Fuel Qty:** 0

**Single Point Refuel:** No.

**Toilet:** No.

**Lavatory:** No.

**Galley:** No.

**Cabinetry:** No.

**Other Equipment:** There are a number of items that do not add substantial value to the aircraft including the clock; intercom and engine monitoring instruments. \$1,000 has been added to the appraisal to account for these items.

**Comments:** While the additional equipment does not add substantial value to the aircraft, they do add a margin of safety and potential life to the engine.

### **De-Icing Systems**

**Known Ice System:** No.

**Ice Lights:** No.

**Prop De-Ice:** No.

**De-Ice Type:** None.

**Wing Tail Boots:** No.

**Boots Condition:** N/A

**Windshield De-Ice:** No.

**Windshield Wipers:** None.

**Jet Intake De-Ice:** No.

**Pitot Heat:** Yes.

**Comments:** This aircraft is not equipped for de-icing IFR situations

### **Aircraft Appraisers Comments**

This is a good, descent aircraft with two unfortunate incidents that devalue its market retail value. It has accumulated many hours since the incidents so there is a history of safe operation and mechanical integrity since those dates. The aircraft appears to be well maintained and in very serviceable condition.

**This aircraft, N210N, was personally inspected on: 10/23/2002 by: Ronald L. Herold, member of the National Aircraft Appraisers Association at: Manassas Airport, located at Manassas, Prince William County, VA.**

## Appraisal Computation

<b>Average Green Aircraft Value</b>	\$87,900
<b>Add for Airframe Condition</b>	\$7,030
<b>Add for Airframe Low Total Time</b>	\$0
<b>Add for Annual and Mandatory Inspection</b>	\$530
<b>Add for Exterior Paint Value</b>	\$3,030
<b>Add for Interior Value</b>	\$4,780
<b>Add for Airframe &amp; Engine Modifications</b>	\$0
<b>Add for Engine(s) Residual Value</b>	\$20,360
<b>Add for Propeller(s) Residual Value</b>	\$7,350
<b>Add for Avionics Value</b>	\$22,030
<b>Add for De-Ice Systems Value</b>	\$0
<b>Add for Additional Equipment</b>	\$1,000
	=====
<b>Total Additions</b>	\$66,110
<b>Deduct for Airframe Condition</b>	\$0
<b>Deduct for Airframe High Total Time</b>	\$0
<b>Deduct for Damage History</b>	-\$13,890
<b>Deduct for Airframe/Engine Maintenance Items</b>	\$0
<b>Deduct for Exterior Paint Value</b>	\$0
<b>Deduct for Interior Value</b>	\$0
<b>Deduct for AD's Estimated Cost for AD Compliance</b>	\$0
<b>Deduct for Estimated Cost to Repair Avionics</b>	\$0
	=====
<b>Total Deductions</b>	-\$13,890
<b>Based on the above, the computed retail value of N6043N is</b>	\$140,120

**NATIONAL AIRCRAFT APPRAISERS ASSOCIATION  
12620 Lamplighter Square  
St. Louis Missouri 63128**

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.

**Ronald L. Herold**  
***Certified Aircraft Appraiser***

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

A visual inspection and log book analysis was performed 10/23/2002 on the aircraft N6043N at: Manassas Airport, located at: Manassas, VA. It is the opinion of this appraiser that the fair market value of the above aircraft is:

**\$140,120**

This appraisal is valid when accompanied by appraisal work sheet number #20021023N6043N and signed by an Aircraft Appraiser Certified by the National Aircraft Appraisers Association.

SIGNED *Ronald L. Herold*

Ronald L. Herold  
CERTIFIED AIRCRAFT APPRAISER