

SAMPLE REPORT DISCLAIMER

The attached report is a sample and not intended to represent any specific aircraft, appraisal period or appraisal scenario. It is a compilation of different appraisal reports and any discrepancies in the comments and associated values used in this report are not typical. The values used in this report are not intended to be actual or representative of factual calculations and are used in this report to represent “placeholders” only.

This report remains the property of Plane Data, Inc. and any effort to use this report as an actual and factual appraisal report is not permitted.



*Michael J. Simmons - President, Plane Data, Inc.
NAAA Senior Aircraft Appraiser with USPAP Endorsement
800-895-1382*

NATIONAL AIRCRAFT APPRAISER'S
ASSOCIATION
AIRCRAFT APPRAISAL REPORT

Name: Mr. John Q. Customer
Company: Any Bank
Address: P.O. Box XXXX
123 Any Street
Any Town, XX 12345-1234

Attention: John Q. Customer
Phone: 123-456-7890

This aircraft appraisal report is intended to be used by:

Any Bank & Trust Company
John Q. Banker

This aircraft appraisal report is to be held strictly confidential and should not be distributed to anyone other than the intended users without the client's permission.

Aircraft Identification

Make: BEECH AIRCRAFT COMPANY

Model: B200

Serial No. BB-XXXX

Reg. No. NXXXX

Yr. Mfg. 1985

Type of Aircraft: Multi-Engine Prop-Jet

Airframe Total Time: 6153 Hrs. **No. Landings:** 4394

Cycles: NIA

Airframe Condition: Very Good

Log Books in Aircraft Appear: Original.

Comments: In general, the airframe logbooks have been well maintained and all appropriate documentation is either stapled to the appropriate page or is kept with the aircraft. The early history of this aircraft does not show a lot of maintenance other than inspections. It appears that the aircraft was maintained in Venezuela for several years, which may account for missing details. The total time of the aircraft is estimated as the Hobbs meter was installed on X/X/XX

and the airframe time was estimated at about XXX hours. Based on log entries, this figure appears to be fairly close to reality.

There were no dents, dings, or deformations noticed on the aircraft or the leading edges. No rust was noticed during the inspection and there was no evidence of damage or irregular rivet lines. All cowling fasteners appear to be present and in place. All doors and panels appeared to fit properly and no fresh oil was noticed on the aircraft. There was some discoloration across both wings resulting from the engines exhaust. This appeared to be from normal usage.

Maintenance Status

Maintenance Annual Date: 4/16/XX **On Progressive Inspection:** Yes.

Comments: This aircraft is maintained as part of the Beech 200 Phase Program 101-590010-198 Reissued X/X/XX. On X/X/XX, events 1 & 2 were completed along with the 100, 200, 300, 400, 500, 1000, 1250, 2000, 3000, and 3500 hour special inspections.

Time Life Limited Systems: Yes. **Cycle Life Limited Systems:** Yes.

Comments: According to logbook entries, all Time Life and Cycle Life Systems appear to have been maintained on a regular schedule. Life Limited Components appear to have been installed on XX/XX/XX

Service Bulletin Status: According to computer records that were present with the logbooks, all SBs appear to have been complied with.

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

Tires Condition: Good **Type Brakes:** Cleveland **Anti-Skid:** No

Exterior Paint Condition: Very Good

Repaint Date: X/XX/XX **Repainted By:** Pro Paints, Inc.

Comments: Logbook entries indicate the aircraft was chemically stripped and repainted using Jet Glo colors Matternhorn White (570-535), Medium Gray (571-525), and Hudson Green (573-599).

Upon inspection, the paint looked wet and there were no drips or runs noticed. Some minor paint chipping was noticed but this is consistent with the aircraft's age and all chips appear to have been touched up and were only noticed on close inspection.

Interior Condition: Extra Fine

Cabin Configuration: Passenger

Cockpit Condition: Very Good

Panel Layout: Good

Pressurized Cabin: Yes.

Window Condition: Good



Comments: Logbook entries indicate the interior was reupholstered on 12/23/94 by Professional Interiors Modification Center. Upon inspection, the interior was fairly clean with little sign of wear or soiling. No water stains were noticed and there did not appear to be any rips or tears in the upholstery. The headliner was clean and no stains were noticed.

Airframe Modifications

Date of Modification: 3/20/92

Modification: Installed Raisbeck Engineering, Inc. Ram Air Recovery System per (STC - SA3366NM)

Date of Modification: 3/20/92

Modification: Installed Raisbeck Engineering, Inc. Dual Aft Body Strakes System per (STC -SA3519NM)

Date of Modification: 3/28/95

Modification: Cleveland Brakes Installed (Heated)

Date of Modification: 7/31/95

Modification: Parker Hannifin Nose wheel conversion kit installed (Cleveland Brakes)

Date of Modification: 10/7/85

Modification: Butterfield Industries Flow through Anti Ice Kit per (STC SA2905NM)

Date of Modification: 11/29/95

Modification: Installed Raisbeck Engineering, Inc. exhaust stack fairings

Damage History

Current Damage: None Listed.

Damage Event: 8/14/92

Extent of Damage: Minor

Repairs: Logbook entry indicates -"Removed LH Elevator due to Hanger damage to tip". All repairs appear to have been performed to spec.

Damage Event: 12/15/89

Extent of Damage: Minor

Repairs: Logbook entry indicates the aircraft was repaired due to a bird strike incident. It appears that the vertical fin leading edge, skin and several ribs were replaced. In addition, repairs appear to have been made to the left hand wing. All repairs appear to have been performed to spec and no evidence of damage was found during the physical examination.

Engines & Props

Engine Manufacturer: Pratt and Whitney

Model: PT6A-42

Engine Type: Prop Jet

Engine Fire Detection: Yes.

Engine Fire Bottles: No.

Prop Reversers: Yes.

Prop Type: Constant Speed.

Propeller TBO: 3000

Engine #1 **Serial No:** PCEXXXXX

Time Since Factory Remanufacture: 23 Hrs.

Engine Overhauled By: Pratt & Whitney **Recommended TBO:** 3600

Comments: According to the Pilot, John X, compliance with several SBs extends the engine TBO to 3600 hours. This also applies to Engine #2. This information was confirmed with Pratt & Whitney and the details of the SB compliance are found in the engine logbooks.

Propeller Make: McCauley **Model:** 3GFR34C702 **Number of Blades:** 3

TSO/NEW: 135 **Date O/H:** X/XX/XX **Serial Number:** XXXXX

Engine #2 **Serial No:** PCEXXXXX

Time Since Factory Remanufacture: 23 Hrs.

Engine Overhauled By: Pratt & Whitney **Recommended TBO:** 3600

Comments: See comments regarding Engine #1.

Propeller Make: McCauley **Model:** 3GFR34C702 **Number of Blades:** 3

TSO/NEW: 135 **Date O/H:** X/XX/XX **Serial Number:** XXXXX

Engine Modifications

None known or reported.

Known Maintenance Problems with Engine(s): None observed or noted.

Estimated Cost to Repair: \$0

General Engine Comments: Engines appear to be maintained to manufacturer's specifications.

Instrumentation

Full Panel: Yes.

Dual Panel: Yes.

Panel Configurations: Good.

Panel Condition: Good.

IFR Equipped: Yes.

Comments: Pitot, Static and Altimeter check performed on X/XX/XX. All instruments were arranged in a logical fashion and all instrument installations appeared to be performed to spec. There was no haziness or cloudiness noticed in the instrument glass.



Avionics

Type of Avionic: ADF

Mfg: COLLINS

Model: ADF 60A

Type of Avionic: ALTIMETERS, RADIO & RADAR

Mfg: SPERRY

Model: M 300

Type of Avionic: COMM

Mfg: COLLINS

Model: VHF 22A

Mfg: COLLINS

Model: VHF 22A

Type of Avionic: NAV

Mfg: COLLINS

Model: VIR 32

Mfg: COLLINS

Model: VIR 32

Type of Avionic: TRANSPONDERS

Mfg: COLLINS

Model: TDR 90

Mfg: COLLINS

Model: TDR 90

Type of Avionic: DME

Mfg: COLLINS

Model: DME 42

Type of Avionic: GPS

Mfg: B.F. GOODRICH

Model: LNS 6000

Type of Avionic: WEATHER RADAR

Mfg: SPERRY

Model: PRIMUS 300 SL

Type of Avionic: STORMSCOPE

Mfg: B.F. GOODRICH

Model: WX 11

Type of Avionic: TELEPHONE

Mfg: GLOBAL WULFSBERG

Model: FLITEFONEVI

Type of Avionic: ALTIMETERS, ENCODING

Mfg: AEROSONIC

Model: 102200

Mfg: SPERRY

Model: NOT LISTED

Type of Avionic: RMI

Mfg: COLLINS

Model: RMI30

Mfg: COLLINS

Model: RMI30

Type of Avionic: AUDIO PANEL

Mfg: COLLINS

Model: NOT LISTED

Type of Avionic: AUTOPILOTS

Mfg: SPERRY

Model: SPZ 4000

Type of Avionic: FLIGHT DIRECTORS

Mfg: SPERRY

Model: SPI5000

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: Yes.

Aux Fuel Qty: 159

Single Point Refuel: No.

Toilet: Yes.

Lavatory: No.

Galley: No.

Cabinetry: No.

Other Equipment: Radiant Heating, Passenger Briefing System, Bose II Noise Canceling Headsets (integrated into aircraft), 3rd Gyro.

Comments: N/L

De-Icing Systems

Known Ice System: Yes.

Ice Lights: Yes.

Prop De-Ice: Yes.

De-Ice Type: Electric.

Wing Tail Boots: Yes.

Boots Condition: Very Good

Windshield De-Ice: Yes.

Windshield Wipers: Left & Right.

Jet Intake De-Ice: Yes.

Pitot Heat: Yes.

Comments: De Icing systems appear to have been maintained in a manner consistent with the engines and airframe.

Aircraft Appraisers Comments

Upon initial examination, the aircraft showed very well. There were no obvious blemishes, rust or damage. The paint looked wet and glossy and there was no oil or other fluids noticed to be leaking from the engines or aircraft.

On a closer examination, the exterior showed some minor chipping of paint on the leading edges of the wings and some very minor soot was observed on the engine cowling. Most areas of concern were already repainted (touched up) and could only be noticed on close examination. All doors and panels had a good fit and finish and there was no obvious evidence of damage.

The interior was clean and tidy with no notice of water stains or heavy wear or soiling. This aircraft has a sofa plus 5 seats. The potty is a water-flushing potty and can serve as additional seating. All upholstery is in gray leather. The carpet appeared to be XXXX. The pilot's & co-pilot's windows had just been replaced and all windows were clean, clear and free of scratches or haziness. Cabin windows were also clear and these are polarized windows.

Maintenance records for this aircraft were meticulous and most information was readily available. The engines appeared to be on a routine maintenance cycle that has been adhered to most (if not all) of its life. It would appear that any problems identified are quickly resolved and all work is performed to the manufacturer's specifications.

In general, the aircraft show wear consistent with its age but this is not to say that the aircraft did not appear to be in good condition -just the opposite. This aircraft showed blemishes only on very close inspection and these were minor. Maintenance records also tell the story of an aircraft that is well attended to and that attention shows.

The information on the value page of this appraisal was developed using the database from the National Aircraft Appraisers Association. The monthly database update used was dated May XXXX. The information in the database is a compilation of sales activity gathered by the staff of the NAAA that is provided to the membership in the form of component values that are reassembled in the software into a total aircraft value.

This aircraft, NXXXXX, was personally inspected on: X/XX/XX by: Michael J. Simmons, member of the National Aircraft Appraisers Association at: Any Regional Airport, located at Any Town, Any County, Any State.

Appraisal Computation

Average Green Aircraft Value	\$1,337,850
Add for Airframe Condition	\$111,040
Add for Airframe Low Total Time	\$0
Add for Annual and Mandatory Inspection	\$1,430
Add for Exterior Paint Value	\$8,120
Add for Interior Value	\$22,500
Add for Airframe & Engine Modifications	\$22,890
Add for Engine(s) Residual Value	\$238,470
Add for Propeller(s) Residual Value	\$8,600
Add for Avionics Value	\$132,320
Add for De-Ice Systems Value	\$3,670
<u>Add for Additional Equipment</u>	<u>\$7,500</u>
Total Additions	\$556,540
Deduct for Airframe Condition	\$0
Deduct for Airframe High Total Time	-\$40,140
Deduct for Damage History	-\$40,140
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
<u>Deduct for Estimated Cost to Repair Avionics</u>	<u>\$0</u>
Total Deductions	-\$80,280
Based on the above, the computed retail value of NXXXX is	\$1,814,110

NATIONAL AIRCRAFT APPRAISERS ASSOCIATION

The information herein has been prepared from many sources and believed to be correct. The National Aircraft Appraisers Association and Plane Data, Inc. 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.

The appraiser hereby certifies that he has no personal interest in the aircraft identified in this appraisal or any bias toward any of the parties who may be involved in the resulting transaction coincident to this report. The appraiser's fee is not contingent upon a predetermined value being reported or a percentage of the value being reported.

Michael J. Simmons
Certified Senior Aircraft Appraiser



Michael J. Simmons - President, Plane Data, Inc.
NAAA Senior Aircraft Appraiser with USPAP Endorsement
800-895-1382



**National Aircraft
Appraisers Association
Certificate of Appraisal**

A visual inspection and logbook analysis was performed X/XX/XX on the aircraft NXXXX at: Any Regional Airport, located at: Any City, Any State.

It is the opinion of this appraiser that the fair market value of the above aircraft is:

\$1,814,110

This appraisal is valid when accompanied by work sheet number #2001XXXXN12345 and signed by an Aircraft Appraiser Certified by the National Aircraft Appraisers Association.

SIGNED _____
Michael J. Simmons
CERTIFIED SENIOR AIRCRAFT APPRAISER