

NATIONAL AIRCRAFT APPRAISERS ASSOCIATION AIRCRAFT APPRAISAL REPORT

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This appraisal report is intended to be used by:

James Bradley

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Aircraft Identification

Make: CESSNA AIRCRAFT COMPANY **Model:** 172L - Skyhawk
Serial No. 17259884 **Reg. No.** N2884Q **Yr. Mfg.** 1971

Type of Aircraft: Single Engine Piston

Airframe Total Time: 5,398 Hrs. **No. Landings:** N/A **Cycles:** N/A

Airframe Condition: Low Average

Log Books in Aircraft Appear: Not to be original

Comments: This aircraft is relatively clean but has a lot of dings and dents that should have been repaired long ago. The left main gear upper strut cuff is poorly patched and should be replaced. The left and right main gear strut fairings are patched under the upper strut cuffs. The rear windows are crazed and need to be replaced. Two antennas were removed from the upper fuselage behind the rear windows and it appears that screws were used to secure a doubler underneath the skin to the airframe. The left elevator skins are badly wrinkled and patched. They should be replaced, and the elevator structure should be inspected for damage. The left stabilizer tip is cracked around rivet holes. The right elevator skin is dinged on the outboard trailing edge. The right elevator tip is cracked. There is a small ding on the right side of the rudder near the trailing edge midway. There is a crease in the underside of the right stabilizer near the leading edge midway. The right flap upper surface is hail damaged. The flaps do not appear to be properly rigged. The upper right wing skins are oil canned inboard of the Horton STOL fence. The right flap is patched on the upper and lower skins outboard. The right strobe is slightly loose. There is a skin ding on the belly behind the nose gear at a rib. The cowling nose bowl is cracked in several locations. There is a

small amount of fluid, possibly brake fluid, seeping out of an inspection panel on the belly. The left strobe is loose. The vertical seat mechanism on the pilot's seat is very loose. There is a slight misfit of the left and right cabin doors at the aft and lower edges. The baggage door and cowling fit the fuselage properly. No other obvious fuel or oil leaks were noted. The propeller is clean and nick free.

The aircraft's logbooks begin on 8/1/84 at 4,073.39 hours. There is no explanation in the airframe or engine records for the missing records. The logbooks start at an entry where the current engine was installed with zero hours since major overhaul. However, the yellow tag for the engine is dated 6/29/83 and there is no explanation for the down time between the engine overhaul and its installation on this aircraft. Also, there is no engine overhaul record in the logbook. Only the yellow tag has the information regarding the overhaul.

The logbooks after 8/1/84 appear to be complete and indicate that the aircraft is maintained on an annual inspection basis. There do not appear to be any long periods where the airplane was not flown or maintained in the logbooks, though there are a couple of places where the annual inspections were not done within the twelve month period.

There is one airframe and one engine logbook. They are ADlog type books. They are clear and easy to read. Many yellow tags were noted that indicate repairs to installed components.

The aircraft's recording tachometer indicates 5,398.12 hours. The logbooks indicate that it has never been changed, though that cannot be completely verified because of the lack of logbooks until 1984. The tachometer is the sole device used to track airframe and engine times. A hobbs meter is installed. It reads 5,638.7 hours.

AD notes are tracked throughout the logbooks and in a separate listing that is maintained in the ADlog binder.

The aircraft's airworthiness certificate was located in the pocket on the left side panel forward of the cabin door. No registration was found. The seller indicated that it was with the aircraft records, but it was never seen. The weight and balance was located in the ADlog binder. The equipment list and FAA 337 forms were located in the ADlog binder.

Maintenance Status

Maintenance Annual Date: 1/23/2003

On Progressive Inspection: No

Comments: This aircraft is maintained on an annual inspection basis. The logbooks indicate that most inspections have been carried out as required, but the logbook entries do not reveal a great deal of information about what needed repair. The logbooks indicate that on 1/22/87 the pilot's seat rails were replaced, on 1/18/91 the

battery box was replaced, on 1/18/91 the bottom rudder cap was replaced, on 1/18/91 the main gear fairings were replaced, on 2/10/92 the oil cooler hoses were replaced, on 8/18/99 the altimeter was replaced, on 11/1/99 the left strobe power supply was replaced, on 11/1/99 the left alternator belt was replaced, on 9/27/2002 the turn and bank indicator was replaced, on 1/27/2003 the seal assembly on the carburetor air box was replaced, and on 8/4/2003 the left magneto was replaced.

Time Life Limited Systems: No

Cycle Life Limited Systems: No

Comments: The last IFR recertification was completed on 5/29/2002. The ELT battery is due to be replaced during February 2004.

Service Bulletin Status: N/L

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: Below Average

Repaint Date: Unknown

Repainted By: Unknown

Comments: The paint job is not indicative of an original scheme, but there is no record that the aircraft has been repainted. The paint is peeling on the upper left wing and is coming off in large areas on the belly. The aircraft has a reasonably good appearance from 10 feet or more, but the amount of paint peeling from the aircraft precludes touching it up. The aircraft needs to be painted.

Interior Condition: Good

Cabin Configuration: Passenger

Cockpit Condition: Good

Panel Layout: Good

Pressurized Cabin: No

Window Condition: Good

Comments: The interior was refurbished at some point, but there is no record of it in the logbook, or that the materials used meet FAA requirements. The seats and side panels are fabric and vinyl and are not ripped or torn. The carpet is somewhat soiled but shows little wear. The headliner is clean and painted. The plastic trim has been painted white. There are a few small cracks on the aft side cabin window trim around screw holes. The right aft side window has a long scratch in it. The rear windows need to be replaced. All glass except for the rear windows was replaced on 6/12/86.

Airframe Modifications

Date of Modification: 6/27/86

Modification: STC SA71GL Brackett Air Filter

Date of Modification: 4/30/88

Modification: STC SA1948CE Auto Fuel

Date of Modification: 2/5/93

Modification: Horton STOL Kit

Damage History

Current Damage: None Listed

Damage Event: 4/7/94

Extent of Damage: Major

Repairs: There is an entry on this date that the aircraft was ferried from the East Haven Airport for repairs. The next entry is dated 5/5/94. It indicates that the right wing assembly was repaired by Williams Airmotive and the wing was reinstalled on the aircraft. New attach bolts were installed on the left wing. The entry states that the belly was inspected for scrapes and that no unairworthy damage was found. There is no indication of what led to this repair.

Engines & Props

Engine Manufacturer: Lycoming

Model: O-320-E2D

Engine Type: Piston

Engine Fire Detection: No

Engine Fire Bottles: No

Prop Reversers: No

Prop Type: Fixed Pitch

Propeller TBO: N/A

Engine #1 Serial No: L-33087-27A

Time Since Overhaul to New Engine Limits: 1,325 Hrs.

Engine Overhauled By: Central Texas Engines

Recommended TBO: 2,000 Hrs.

Comments: This engine was overhauled on 6/23/83 at 2,022 engine hours in service and installed on this aircraft on 8/1/84 at what appears to be 4,073 airframe hours in service. The yellow tag for the engine indicates that chrome cylinders were used during the overhaul, but there is no logbook entry for the engine overhaul. The number two

cylinder was replaced on 3/24/89. The number one cylinder was replaced on 1/23/2003.

Propeller Make: McCauley **Model:** 1C160-CTM-7553 **Number of Blades:** 2

TSO/NEW: 3,876 Hrs. **Date O/H:** N/A **Serial Number:** 710163

Engine Modifications

None known or reported.

Known Maintenance Problems with Engine(s): None known or reported

Estimated Cost to Repair: \$0

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configurations: Good

Panel Condition: Good

IFR Equipped: Yes

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

Avionics

Type of Avionic: ALTIMETERS/ENCODING

Mfg: ACK

Model: A 30

Type of Avionic: AUDIO PANEL

Mfg: KING

Model: KMA 20

Type of Avionic: GS

Mfg: KING

Model: KI 206

Type of Avionic: LOC

Mfg: KING

Model: KI 201 C

Type of Avionic: NAV-COMM

Mfg: KING

Model: KX 170 B

Mfg: KING

Model: KX 170 B

Type of Avionic: TRANSPONDERS

Mfg: GARMIN

Model: GTX 320A

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

Fuel Qty: 38 Gallons

Single Point Refuel: No

Toilet: No

Lavatory: No

Galley: No

Cabinetry: No

Other Equipment: Avionics Master Switch, Soft Com ATC-4P Intercom (2 place), Vertical Card Compass, Handheld Antenna Port, Vernier Mixture Control, Tanis Heater.

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

Aircraft Appraisers Comments

This aircraft received its original airworthiness certificate on 6/12/71. The existing logbooks indicate that it has been based in Michigan since 1984 where the logbooks begin. It has a reasonably good look to it from a distance but close up inspection gives one the impression that it has been beat up. The aircraft is hangared and flown somewhat regularly. It is currently in the possession of an aircraft broker on a brokerage contract.

The weight and balance is dated 2/6/93. It indicates that the empty weight of the aircraft is 1,393.6 pounds, the center of gravity is 38.47 inches, and the useful load is 906.4 pounds.

This aircraft, N2884Q, was personally inspected on 12/04/2003 by Brian M. Jacobson, member of the National Aircraft Appraisers Association, at Genesee County Airport, located at Davisburg, Genesee County, Michigan.

SAMPLE APPRAISAL

Appraisal Computation

Average Green Aircraft Value	\$16,350
Add for Airframe Condition	\$0
Add for Airframe Low Total Time	\$0
Add for Annual and Mandatory Inspection	\$0
Add for Exterior Paint Value	\$0
Add for Interior Value	\$4,000
Add for Airframe & Engine Modifications	\$630
Add for Engine(s) Residual Value	\$4,250
Add for Propeller(s) Residual Value	\$0
Add for Avionics Value	\$4,640
Add for De-Ice Systems Value	\$0
Add for Additional Equipment	\$0
	=====
Total Additions	\$13,520
Deduct for Airframe Condition	-\$490
Deduct for Airframe High Total Time	\$0
Deduct for Damage History & Missing Log Book(s)	-\$2,580
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	-\$3,070
Based on the above, the computed retail value of N2884Q is:	\$26,800