

NATIONAL AIRCRAFT APPRAISERS ASSOCIATION AIRCRAFT APPRAISAL REPORT

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Attention: Ted Quigley
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This appraisal report is intended to be used by:

Ted Quigley

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Aircraft Identification

Make: CESSNA AIRCRAFT COMPANY **Model:** 340
Serial No. 340-0048 **Reg. No.** N5112Q **Yr. Mfg.** 1972
Type of Aircraft: Multi-Engine Turbo Piston
Airframe Total Time: 3,519 Hrs. **No. Landings:** N/A **Cycles:** N/A
Airframe Condition: Low Average
Log Books in Aircraft Appear: Original

Comments: The aircraft appears to be well maintained. Some minor corrosion was noted on the underside of the left wing in line with the exhaust pipe. There is a crack in the air scoop on the right side of the left engine. The right and left nav light lenses are cracked and smoky. The left tip tank bullet is cracked at several screw holes. There is a ding in the trailing edge of the left elevator. The tail cone is worn through on both sides near the elevators. There is minor hail damage on the upper surfaces of the left and right wings and ailerons. No obvious fuel or oil leaks were noted. The cabin and baggage doors fit the fuselage properly. The controls were unlocked and they moved without impediment. The tip tanks were not full, but the auxiliary tanks were. The propellers were clean and nick free.

The aircraft logbooks are original, legible, and organized. There are four airframe logs, two engine logs, and no propeller logs. The left engine logbook is a Canadian style logbook. all the books are kept in a RAM binder along with other records and the FAA 337 forms that apply to the airplane. There were many yellow tags in evidence indicating repairs to installed components.

The hobbs meter is the device that is used to track airframe and engine times. The hobbs meter reads 919.5 hours. The logbooks indicate that it was changed at 2,600 hours. There are no other indicated changes.

The aircraft's registration and airworthiness certificate were located in the aircraft. An owners operating manual was also found. The last weight and balance located was marked superceded 2/14/92. However, no weight and balance dated 2/14/92 or later was found.

AD notes are tracked throughout the logbooks and in a computer sheet that is kept in the RAM binder. AD note 2000-01-06 was complied with on 11/1/2000 as follows. All multi-segment clamps were replaced with V Band Clamps. Sections B, C, D, E, and F were complied with. Section F no longer applies. Section B requires a visual inspection every 50 hours, Section C requires that the tailpipes be removed each annual inspection, Section D requires that the structure be inspected every 500 hours, Section E requires that a PSI test be completed at each annual inspection, and section G requires a system overhaul every 2,500 hours or 12 years.

Maintenance Status

Maintenance Annual Date: 11/1/2000 **On Progressive Inspection:** No.

Comments: This aircraft is maintained on an annual inspection basis. The logs indicate that on 9/12/83 the heater was overhauled, on 6/22/88 a new right auxiliary fuel cell was installed, on 7/2/90 a new flap motor was installed, on 1/10/91 the bolts and bushings on the main gear downlinks were replaced, on 2/3/91 the left starter was overhauled, on 3/26/93 a new flex line was installed on the left auxiliary fuel pump, on 3/17/94 the left fuel signal conditioner units were overhauled, on 3/17/94 the propeller deice brushes were replaced, on 3/17/94 the left magneto on the right engine was replaced, on 8/21/95 the outside air temperature gauge was overhauled, on 8/1/96 the avionics emergency switch was replaced, on 2/18/99 the main landing gear brake discs were replaced, and on 11/1/2000 the air conditioning blower motor was overhauled.

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

Comments: The last IFR recertification was completed on 2/23/01. The ELT battery is due to be replaced during February 2001.

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: Poor

Repaint Date: 2/28/84 **Repainted By:** Cimmaron Aircraft Corporation

Comments: The paint shows its age with many chips that have been touched up with a brush, and a lack of gloss on the upper surfaces. The paint is dirty, though there is enough of it there to still be protecting the airframe for the most part. The aircraft should be repainted.

Interior Condition: Poor **Cabin Configuration:** Passenger

Cockpit Condition: Poor **Panel Layout:** Good

Pressurized Cabin: Yes. **Window Condition:** Average

Comments: The original interior shows its age. It is worn in many places and in need of refurbishment. The carpet is worn and soiled. The seats are torn in places and the materials wearing. The rear cabin bulkhead cover is torn. The plastic trim is discolored and broken in places.

Airframe Modifications

Date of Modification: 3/4/90

Modification: STC SA4376NM Spoilers, Inc. Electric/Hydraulic Wing Spoilers.

Date of Modification: 10/26/90

Modification: STC SA2440SW AAR Airstair Door Kit.

Date of Modification: 11/22/91

Modification: STC SA4934NM Micro Aerodynamics VG Kit.

Date of Modification: 3/18/92

Modification: STC SA2513CE O&N Auxiliary Fuel Tank Kit

Date of Modification: 2/18/99

Modification: STC SA4948NM Spoilers Inc. Upgrade Kit.

Damage History

Current Damage: None Listed.

Damage Event: 1/23/81 **Extent of Damage:** None

Repairs: Informational Only: Several elevator skins were changed due to cracking. This does not constitute deductible damage history.

Engines & Props

Engine Manufacturer: Continental **Model:** TSIO-520-N

Engine Type: Piston Turbo

Engine Fire Detection: No.

Engine Fire Bottles: No.

Prop Reversers: No.

Prop Type: Constant Speed.

Propeller TBO: 1,500 Hrs.

Engine #1 Serial No: 509322

Time Since Field OH: 937 Hrs.

Engine Overhauled By: Firewall Forward **Recommended TBO:** 1,400 Hrs.

Comments: This engine was installed on 1/10/91 with 584 hours since major overhaul. It came out of a Cessna 414. The hobbs meter read 549 hours at that time. The numbers two and six cylinders were repaired due to low compression at 121.1 hours since major overhaul. The compressions at the last annual inspection were 72, 70, 67, 65, 65, 62.

The propeller was overhauled by H&S Propeller at 762 hobbs meter time.

Propeller Make: McCauley **Model:** 3AF32C87N2R **Number of Blades:** 3

TSO/NEW: 157 Hrs. **Date OH:** 8/1/96 **Serial Number:** 713321

Engine #2 Serial No: 504376

Time Since Field OH: 1,055 Hrs.

Engine Overhauled By: Firewall Forward **Recommended TBO:** 1,400 Hrs.

Comments: This engine was installed on 1/24/84 with zero since major overhaul. The hobbs meter read 2,464 hours at that time. This engine is listed as a TSIO520J. The engine was removed from the airplane on 12/19/94 and a heavy case was installed. The part number was 64209. The work was done by RAM. The compressions at the last annual inspection were 72, 68, 58, 73, 61, 70.

The propeller was overhauled by H&S Propeller at 762 hobbs hours.

Propeller Make: McCauley **Model:** 3AF32C87N2R **Number of Blades:** 3
TSO/NEW: 157 Hrs. **Date O/H:** 8/1/96 **Serial Number:** 912673

Engine Modifications

None known or reported.

Known Maintenance Problems with Engine(s): None Known or Reported

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 instrument panel is clean and the gauges are easy to read. No hazing or cloudiness in the glass. All installations appear to be to factory specification. The faces of some of the avionics appear to be old and worn.

Avionics

Type of Avionic: ADF

Mfg: KING

Model: KR 85

Type of Avionic: ALTIMETERS, ENCODING

Mfg: BENDIX

Model: NOT LISTED

Type of Avionic: AUDIO PANEL

Mfg: KING

Model: KMA 20

Type of Avionic: AUTOPILOTS

Mfg: CESSNA

Model: 400A

Type of Avionic: COMM

Mfg: KING

Model: KY 196

Mfg: KING

Model: KY 196

Type of Avionic: COMPASS SYSTEMS

Mfg: CENTURY

Model: NSD 360 A

Type of Avionic: GS

Mfg: KING

Model: KC204

Type of Avionic: LORAN

Mfg: NORTHSTAR

Model: M 1 A

Type of Avionic: MOVING MAP DISPLAY

Mfg: EVENTIDE

Model: ARGUS 5000

Type of Avionic: NAV

Mfg: KING

Model: KN 53

Type of Avionic: RNAV

Mfg: KING

Model: KNS 80

Type of Avionic: STORMSCOPE

Mfg: B.F. GOODRICH

Model: WX 1000+

Type of Avionic: TRANSPONDERS

Mfg: NARCO

Model: AT 50A

Type of Avionic: WEATHER RADAR

Mfg: Bendix

Model: RDR 160

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.

Aux Fuel Qty: 183 Gallons

Single Point Refuel: No.

Toilet: No.

Lavatory: No.

Galley: No.

Cabinetry: No.

Other Equipment: Hoskins CFS2000 Fuel Flow System, Tanis Heaters.

Comments: N/L

De-icing Systems

Known Ice System: No.

Ice Lights: Yes.

Prop De-Ice: Yes.

De-Ice Type: Electric.

Wing Tail Boots: Yes.

Boots Condition: Low Average

Windshield De-Ice: Yes.

Windshield Wipers: None.

Jet Intake De-Ice: No.

Pitot Heat: Yes.

Comments: The boots have several pinholes that have been repaired. They have the look of those that someone has been taking care of.

Aircraft Appraisers Comments

This aircraft received its original airworthiness certificate on 2/14/72. The logs indicate that it may have been based in California, Indiana, Virginia, and Ohio during its life. The airplane is hangared and has not been flown regularly in recent months. The aircraft records are well kept. They indicate that routine maintenance is completed when required, and that defects are corrected as they occur.

This aircraft, N5112Q, was personally inspected on: 05/07/2001 by: Brian M. Jacobson, member of the National Aircraft Appraisers Association at: Oakland-Pontiac Airport, located at Waterford, Oakland County, Michigan.

SAMPLE APPRAISAL

Appraisal Computation

Average Green Aircraft Value	\$121,830
Add for Airframe Condition	\$0
Add for Airframe Low Total Time	\$0
Add for Annual and Mandatory Inspection	\$650
Add for Exterior Paint Value	\$0
Add for Interior Value	\$0
Add for Airframe & Engine Modifications	\$2,770
Add for Engine(s) Residual Value	\$9,410
Add for Propeller(s) Residual Value	\$4,030
Add for Avionics Value	\$27,170
Add for De-Ice Systems Value	\$1,860
Add for Additional Equipment	\$0
	=====
Total Additions	\$45,890
Deduct for Airframe Condition	\$0
Deduct for Airframe High Total Time	\$0
Deduct for Damage History	\$0
Deduct for Airframe/Engine Maintenance Items	\$0
Deduct for Exterior Paint Value	-\$900
Deduct for Interior Value	-\$1,250
Deduct for AD's Estimated Cost for AD Compliance	\$0
Deduct for Estimated Cost to Repair Avionics	\$0
	=====
Total Deductions	-\$2,150
Based on the above, the computed retail value of N5111Q is	\$165,570