

# Flymall/Kraemer Aviation Aircraft Appraisal Report

**Client:** XXXXXXXXXXXX

**Phone:** XXXXXXXXXXXX

**Address:**

**This report is intended to be used by:** XXXXXXXXXXXX

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## Aircraft Identification

**Make:** North American

**Model:** T-6G

**Serial No:** 49-3303

**Reg. No.:** N5259V

**Yr. Mfg.:** 1951

**Type of Aircraft:** WWII Single-engined advanced trainer, a Warbird.



**Airframe Total Time:** 8002.8 as of the last airframe logbook entry. This could not be verified since the airframe log book starts on August 7 1988.

**No. Landings:** Does not apply. **Cycles:** Does not apply.

**Airframe Condition:** The airframe appears to be in very good condition. No inspection panels were removed. The aircraft showed well at the time of the appraisal. The tires were properly inflated and the paint had a nice shine to it.



**Log Books in Aircraft Appear:** The log books are not complete. The airframe log book starts on August 7 1988. The engine log starts on the same date as the airframe log book.

**Comments:** The FAA has canceled the registration on this aircraft. At the time of the appraisal, the left strut had completely collapsed and had leaked hydraulic fluid on the hangar floor.



## Maintenance Status

**Maintenance Annual Date:** The last annual was completed on October 25 1999.

**On Progressive Inspection:** No.

**Comments:** The aircraft will need a current annual inspection to be considered airworthy. The aircraft will also need some additional avionics to be compliant with 2023 requirements.

**Time Life Limited Systems:** None known and/or reported to the appraiser.

**Cycle Life Limited Systems:** None known or reported to the appraiser.

**Comments:** The appraiser was not able to speak with anyone that was familiar with the aircraft or its history. This appraisal report is based on information available in the partial log books that were reviewed.

**Service Bulletin Status:** The Service Bulletin status could not be verified due to the lack of complete maintenance records.

**AD's Complied With:** The A&P/IA will need to do a complete AD report/search at the time of the annual inspection. There was no AD compliance report supplied to the appraiser.

**Estimated Cost for AD's Compliance:** Unknown at the time of the appraisal.

**Tires Condition:** Very good. **Type Brakes:** A review of the particle log books showed no mention of the brakes being changed or modified. The appraiser has to assume that the brakes are the original equipment drum brake. **Anti-Skid:** No.

## Maintenance Status Continued

**Exterior Paint Condition:** Good to very good condition.

**Repaint Date:** The aircraft was repainted in August of 1988. It was repainted with a period correct military paint scheme.

**Repainted By:** It is not clear in the airframe logbook who actually did the aircraft repaint.

**Comments:** A lot of information could not be verified due to the lack of maintenance records and someone familiar with the aircraft history.

**Interior Condition:** Very good condition.

**Cabin Configuration:** Tandem seating. Typical for a WWII military trainer.

**Cockpit Condition:** Very good condition.

**Panel Layout:** Typical for a WWII military trainer with just the basic flight instruments.

**Pressurized Cabin:** No.

**Window Condition:** Very good condition with very little hazing and/or cracking.

**Comments:** The appraiser could not verify that any of the flight instruments or avionics were in working condition. Both cockpits showed very well and all equipment appeared to be in good working condition.





## Airframe Modifications

**Date of Modification:** None known or reported to the appraiser.

**Modification:** None known or reported to the appraiser.

## Damage History

**Current Damage:** None known or reported to the appraiser.

**Historical Damage:** None known or reported to the appraiser.

## Engines & Props



**Engine Manufacturer:** Pratt & Whitney

**Model:** R-1340-AN-1

**Engine Type:** 9 cylinder radial (piston engine).

**Engine Fire Detection:** Unknown.

**Engine Fire Bottles:** Unknown.

## Engines & Props Continued

**Prop Reversers:** No.

**Prop Type:** Unknown.

**Propeller TBO:** Unknown.

**Engine #1 Serial No:** 42-10439

**Time Since Factory Remanufacture:** 892 SMOH.

**Engine Overhauled By:** Unknown.

**Recommended TBO:** Unknown.

**Comments:** There was no engine overhaul paperwork provided to the appraiser. The time since major overhaul was determined from reviewing the engine logbook. On October 25 1999, an overhauled cylinder was installed on the engine.

**Propeller Make:** Unknown.      **Model:** Unknown.      **Number of Blades:** 2

**TSO/NEW:** Unknown.      **Date O/H:** Unknown.      **Serial Number:** Unknown.

### Engine Modifications

**Known Maintenance Problems with Engine(s):** None known or reported to the appraiser.

**General Engine Comments:** The lack of documentation and/or paperwork for the engine decreases the overall value of the aircraft. There was no paperwork for the actual engine overhaul showing what was done to the engine at the time of the overhaul.

## Instrumentation

**Full Panel:** Yes.

**Dual Panel:** Yes.

**Panel Configurations:** Tandem.

**Panel Condition:** Good to very good.

**IFR Equipped:** No.

**Comments:** The panel is configured as it would be in a typical VFR military training aircraft.



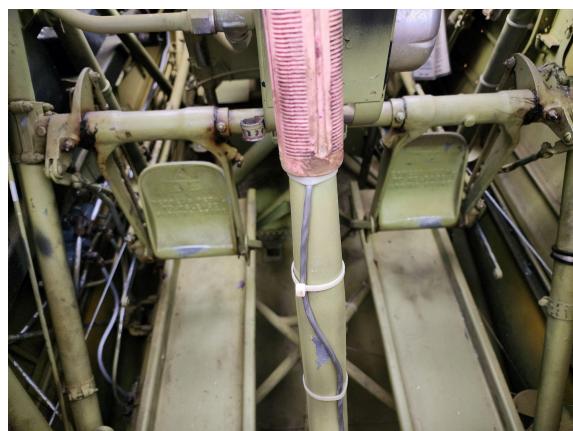
## Avionics

King KX155 NAV/COM  
Bendix King KN64 DME  
300 Series Transponder

**The Avionics On This Aircraft Are Considered To Be:** Typical for an aircraft of this type. The aircraft would be required to have an ADS-B system installed to comply with 2023 requirements. The appraiser could not verify that any of the listed avionics were in working condition.



Rear cockpit pictures.





## Additional Equipment

**Dual Controls:** Yes.

**Type:** Stick.

**Stall Warning System:** Yes.

**Stick Shaker:** No.

**Rotating Beacon:** Yes.

**Strobe Light:** No.

**Taxi Lights:** No.

**Navigation Lights:** Yes.

**Long Range Fuel:** Unknown.

**Fuel Qty:** Unknown.

**Single Point Refuel:** No.

**Comments:** This aircraft has the typical equipment for a WWII military training aircraft that is flown in VFR conditions.



## De-Icing Systems

This section does not apply to this aircraft as this type of aircraft is not typically flown in icing conditions.

### Aircraft Appraisers Comments

This aircraft, N5259V was personally inspected on May 24 2023 by Harry Kraemer, at the Hagerstown Regional Airport (KHGR). The lack of documentation and/or paperwork affects the value of this aircraft. There were only 11 years of logbooks for the airframe and engine. The logbooks started in 1988 and ended in 1999. Numerous comps were reviewed to compute a value for N5259V. All comps can be viewed at Flymall.org under the Market Watch section by searching for AT-6 Comps under model. The value stated here is valid from the beginning of 2023 to June 2023.

### Appraisal Computation

<b>Base Aircraft Value</b>	<b>\$180,000.00</b>
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#### Additions

<b>Total Additions</b>	<b>\$00.00</b>
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<b>Based on the above, the computed retail value of N5259V is</b>	<b>\$180,000.00</b>
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The information herein has been prepared from many sources and believed to be correct. The appraiser, Flymall.org, nor Kraemer Aviation Services 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

## **Aircraft Appraisers Comments Continued**

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.

The appraiser hereby certifies that he has no personal interest in this 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 fee is not contingent upon a predetermined value being reported or a percentage of the value being reported.

In the event of error or omission, the liability of the appraiser, Flymall.org, and Kraemer Aviation Services, if any, is limited and may not, in any event, exceed the amount paid for the appraisal. Further, the appraiser, Flymall.org, and Kraemer Aviation Services accepts no responsibility for usage of this form.

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**Harry Kraemer**  
*Senior Certified Aircraft Appraiser*

**A visual inspection and log book analysis was performed May 24 2023 on the aircraft N5259V at KHGR. It is the opinion of this appraiser that the fair market value of the above aircraft is:**

**\$180,000.00**

**Harry Kraemer**  
*SENIOR CERTIFIED AIRCRAFT APPRAISER*

## Appraiser's Credentials

Harry is an experienced appraiser for aircraft (including warbirds), classic/collector cars and motorcycles, and other collectables. On average, Harry conducts between 50 to 100 appraisals per year. Harry has served as a judge for the Antique Automobile Club of America at their annual fall meet in Hershey PA. In 2009 Harry attended appraisal training at the International Vehicle Appraisers Network at their headquarters in Virginia. Harry also has experience buying and selling at auctions and often acts as a buyer's agent for clients.

Harry Kraemer is an experienced pilot, aviation educator, FAA Designated Pilot Examiner, and writer with more than 10,000 hours of flight time in over 120 different types of aircraft, flying everything from blimps, gliders, ultralights, and jets. He has traveled coast to coast giving over 100 lectures on aviation safety related topics. Harry has held numerous senior management positions in aviation including: Assistant Vice President of a Flight Department, Chief Pilot for a charter operation, Chief Pilot of a Flight School, and Aircraft Sales Manager. Harry is an Airline Transport Pilot and a Gold Seal Flight Instructor. Harry has the distinction of being the only instructor (out of approximately 100,000) to have ever held three Master titles from the National Association of Flight Instructors: Master CFI, Master Ground Instructor, and Master Aerobatic Instructor. Harry has published over 90 papers in over a dozen different aviation publications. Harry has also served as a contributing editor for several aviation publications and has worked as a research consultant for several book publishers. Harry has served as an Aviation Safety Counselor and a FAA Team Representative for the Baltimore area for over 30 years and currently serves as an EAA Flight Advisor for the Experimental Aircraft Association.

Harry grew up around classic cars, hot rods, motorcycles, planes, and boats. Harry currently has a collection of over 70 rare motorcycles, bicycles, and engines. The collection ranges from the mid 1800s to current day. Harry has been riding motorcycles for over 50 years and boating/sailing for about the same amount of time. As a teenager, Harry attended several sailing schools and learned the art of sailing. Harry has crewed a 42 foot Ketch sailboat and a WWII Crash Boat. Harry's first plane ride was in the late 1960s and he earned his pilot's license in 1984.

Harry's automotive career began in the late 1970s working for a Chevrolet dealer in the parts department. Throughout the 1970s and 1980s Harry worked for numerous new car dealerships advancing to an Assistant Parts Manager. In 1989 Harry was presented with the Nissan Parts & Service Managers' Organization Recognition of Outstanding Dealership Parts Performance Award. Throughout the 1990s he worked for a large automobile dealer (with over 40 franchises) where he gained experience buying/selling cars at auctions, appraising used cars, and working as a service advisor. Harry has over 25 years experience appraising vehicles and aircraft, completing thousands of appraisals on cars, motorcycles, and aircraft. Harry has also published numerous articles on vehicle appraisals in multiple publications.

### **Appraiser's Credentials continued**

Harry also holds the following certifications/licenses:

- Federal Aviation Administration Airline Transport Pilot
- Federal Aviation Administration Designated Pilot Examiner
- Federal Aviation Administration Commercial Seaplane Pilot
- FAA Flight Instructor Airplane single & multiengine & instrument airplane (since 1989)
- FAA Advanced and Instrument Ground Instructor
- Federal Aviation Administration Remote Pilot Certificate
- Federal Aviation Administration Aircraft Dealer Certificate
- FCC Restricted Radiotelephone Operator Permit
- State Of Maryland Insurance License
- PADI Basic Scuba Diver (since 1976)
- Florida Saltwater Fishing License
- Florida Shore-Based Shark Fishing License
- Maryland Department of Natural Resources Boater Education Card
- Canada Pleasure Craft Operator License
- American Canoe Association Paddlesports Safety Certificate
- Montana Off Highway Vehicle License
- ATV Safety Institute Course Certificate
- Michigan Snowmobile Safety Certificate
- OSHA Compliant Scissor/Boom Lift Type 3 Group A&B Operator
- OSHA Compliant Forklift Academy Certified Operator Card