

Flymall/Kraemer Aviation Aircraft Appraisal Report

Client: Jason

Phone: xxx-xxx-xxxx

Address:

This report is intended to be used by: Jason

Aircraft based at:

This report should not be distributed to anyone other than the intended user without his permission.

Aircraft Identification

Make: Piper **Model:** Cherokee 180

Serial No: 28-1487 **Reg. No.:** N7552W **Yr. Mfg.:** 1963

Type of Aircraft: Single engine passenger

Airframe Total Time: 2345 **No. Landings:** NA **Cycles:** NA

Airframe Condition: Fair

Log Books in Aircraft Appear: Original

Comments: This is an unairworthy Cherokee 180 that will need some work to get it airworthy and legal to fly in today's airspace.



Maintenance Status

Maintenance Annual Date: Out of annual (Last annual was April 17 2019).

On Progressive Inspection: No

Comments: An aircraft for private use is not usually on a progressive inspection program.

Time Life Limited Systems: NA **Cycle Life Limited Systems:** NA

Comments: This type of aircraft does not usually have life limited parts unless specified in an AD.

Service Bulletin Status: NA

AD's Complied With: No

Estimated Cost for AD's Compliance: An AD search will need to be completed at the next annual inspection.

General Information

Tires Condition: Fair

Type Brakes: Disc

Anti-Skid: No

Exterior Paint Condition: Poor to fair condition

Repaint Date: It appears to be the original paint

Repainted By: Original paint

Comments: This aircraft has not had many modern upgrades or improvements

Interior Condition: Original

Cabin Configuration: Passenger

Cockpit Condition: Fair to poor

Panel Layout: Typical

Pressurized Cabin: No

Window Condition: Fair

Comments: The exterior paint is original and in fair to poor condition. The interior is original and in fair to poor condition. There is a crack in one of the windows that should be repaired.



Airframe Modifications

None known or reported to the appraiser

Damage History and/or Open Squawks

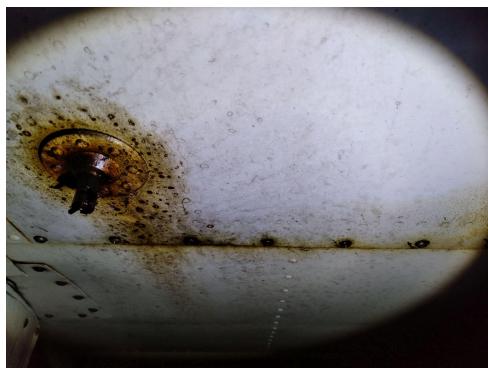
In 1965 the aircraft was damaged when it collided with trees after takeoff, the NTSB report states the aircraft was destroyed.

Both fuel tanks leak and need to be repaired or replaced. A February 2022 estimate just to remove, repair, and replace the fuel tanks was \$3,500.00 USD.

Engine has oil leaks.

Right rear window is cracked and needs to be replaced.

Damage to outer skin panels and a questionable repair to an outer panel.



Engines & Props

Engine Manufacturer: Lycoming

Model: O-360 A3A (180 horsepower)

Engine Type: Piston

Engine Fire Detection: No

Engine Fire Bottles: No

Prop Reversers: No

Prop Type: Fixed pitch

Propeller TBO: NA

Engine #1 Serial No: L-6547-36

Engines & Props continued

Time Since Factory Remanufacture: The time since the overhaul could not be verified in the logbooks (total time on engine is 2345).

Engine Overhauled By: No overhaul

Recommended TBO: 2000

Comments: Based on the logbooks, the engine does not appear to have had an overhaul.

Propeller Make: Sensenich

Model: M76E Series

Number of Blades: 2

TSO/NEW: 2345

Date O/H: Never been overhauled

Serial Number: 9306Y



Engine Modifications

Known Maintenance Problems with Engine(s): Oil leaks

Estimated Cost to Repair: Cost to repair the oil leaks is unknown at this time.

General Engine Comments: It is possible that the engine may need an overhaul due to lack of use. The average engine overhaul cost for this aircraft is \$31,000.00 USD.

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configurations: Typical layout for a single engine aircraft.

Panel Condition: Fair to poor with some equipment not working.

IFR Equipped: Yes

Comments: The panel is very outdated and needs some upgrades.



Avionics

King KT-76A Transponder

Bendix-King KX-155 NAV/COM (frequency display inop, radio shorts out occasionally)



The Avionics On This Aircraft Are Considered To Be: Outdated and in need of many upgrades.

Additional Equipment

Dual Controls: Yes

Type: Yoke

Stall Warning System: Yes

Stick Shaker: No

Rotating Beacon: Yes

Strobe Light: Yes

Taxi Lights: No

Navigation Lights: Yes

Long Range Fuel: No

Fuel Qty: 50 Gallons

Single Point Refuel: No

Toilet: No

Lavatory: No

Galley: No

Cabinetry: No

Other Equipment:

Comments: The aircraft has the typical equipment for an aircraft from the 1960s.

De-Icing Systems

This type of aircraft is not typically equipped for flight into known icing conditions.

Known Ice System:

Ice Lights:

Prop De-Ice:

De-Ice Type:

Wing Tail Boots:

Boots Condition:

Windshield De-Ice:

Windshield Wipers:

Jet Intake De-Ice:

Pitot Heat:

Comments: This section does not apply to this aircraft.

Aircraft Appraisers Comments

Deducted from the average value was \$3,500 for the fuel tank repair, \$4,000 for the estimated annual inspection to get the aircraft flyable and airworthy, and \$10,000 for avionics upgrades to bring the avionics up to today's standards and requirements. There is some minor damage to the outer skin panels of the aircraft that may need repair and there is one repair to an outer panel that does not appear to be a proper repair, the cost to correct these items is unknown. In addition, \$20,000 was deducted due to the fact that the engine may need an overhaul/top overhaul, or at a minimum a tear down and inspection due to the fact that it has been sitting for several years. The full price for the overhaul was not deducted since it is not known if the engine needs a complete overhaul.

This aircraft, N7552W was appraised on February 19 2022 by Harry Kraemer based on information provided to him by the owner.

Appraisal Computation

Average Aircraft Value	\$55,000.00
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Additions

Low airframe hours	\$4,235.00
	=====
Total Additions	\$4,235.00

Deductions

Fuel tank repair	\$3,500.00
Annual inspection	\$4,000.00
Avionics upgrades	\$10,000.00
Engine maintenance (maybe overhaul)	\$20,000.00
	=====
Total Deductions	\$37,500.00

Based on the above, the computed fair market value of N7552W is \$21,735.00

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.

All aircraft records were presumed to be authentic, unaltered, and signatures and inspections therein by persons designated and appropriately licensed. AD compliance (or non-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.

Harry Kraemer
Senior Aircraft Appraiser

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

\$21,735.00 USD

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 FAASTeam 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
- PADI Basic Scuba Diver (since 1976)
- Florida Saltwater Shore-Based Shark Fishing License
- OSHA Compliant Forklift Academy Certified Operator Card
- Maryland Department of Natural Resources Boater Education Card
- Montana Off Highway Vehicle License