

Flymall/Kraemer Aviation Aircraft Appraisal Report

Client: XXXXXXXXX

Phone & email: XXXXXXXXXX

Address: XXXXXXXXX
XXXXXXXXXX

This report is intended to be used by: XXXXXXXXX

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Aircraft Identification

Make: Cessna **Model:** 150 G

Serial No: 15065111 **Reg. No.:** N3811J **Yr. Mfg.:** 1966

Type of Aircraft: Fixed Wing Single Engine

Airframe Total Time: 4925

Airframe Condition: The airframe appears to be in good condition; although it has been sitting untouched in a hangar since about 2018.

Log Books in Aircraft Appear: The log books appear to be original although they are not complete. The airframe logs start at September 28 2000. The last airframe log entry is from March 20 2018 when an annual was completed.

Comments: The aircraft will need an annual inspection to be airworthy.



Maintenance Status

Maintenance Annual Date: March 20218 **On Progressive Inspection:** No

Comments: At the next annual inspection, all applicable Service Bulletins and ADs will need to be complied with.

Service Bulletin Status: These will need to be researched at the next annual inspection.

ADs Complied With: No

Estimated Cost for AD's Compliance: Unknown

General Information

Interior Condition: Good to very good

Cabin Configuration: 2 place

Cockpit Condition: Good to very good

Panel Layout: Typical for the 150 G

Pressurized Cabin: No

Window Condition: Good to very good





Tires Condition: The right main tire is new. The left main tire was flat and had some cracks in it. The nose tire is in good condition.



Type Brakes: Disc

Anti-Skid: No

Exterior Paint Condition: Very good.

Repaint Date: Unknown

Repainted By: Not known

Comments: The exterior paint was in very good condition. The aircraft appears to have been repainted at some time.



Airframe Modifications

Modification: This is a Cessna 150 /150. It has had an engine upgrade to a 150 horsepower engine and has been modified to tow gliders.

Damage History

Current Damage: There was no visible damage to the aircraft at the time of the appraisal.

Historical Damage: There were no accidents found on the NTSB website.

Engines & Props

Engine Manufacturer: Lycoming

Model: O-320-E2A

Engine Type: Piston

Engine Fire Detection: No

Engine Fire Bottles: No

Prop Reversers: No

Prop Type: Fixed pitch

Propeller TBO: Unknown

Engine #1 Serial No: L-46324-27A

Time Since Factory Remanufacture: 118 hours. It appears that the engine had a top overhaul on July 18 2024. The last annual was on March 20 2018 and it was noted that the engine had 118.5 SMOH. There were signs that birds have been nesting in the engine compartment and on the engine.



Engine Overhauled By: Unknown

Recommended TBO: 2000

Comments: The engine log books were not complete and there was no entry in the engine logs for a major overhaul.

Propeller Make: Sensenich

Model: 74DM6S5-0-56

Number of Blades: 2

TSO/NEW: Unknown

Date O/H: March 6 2001

Serial Number: A58932



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

Estimated Cost to Repair: For this model O-320-E2A, online search results show the cost of an overhaul to be between \$30,000 and \$40,000 USD.

General Engine Comments: This aircraft had a 150 horsepower engine installed and was set up to tow gliders.

Engine Modifications

None known or reported to the appraiser.

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configurations: Typical for a 150 G **Panel Condition:** Very good

IFR Equipped: No. This type of aircraft is usually not flown IFR.

Comments: The instrument panel appeared to be in very good condition. None of the instruments or avionics were tested.



Avionics

Collins TDR-950 L Transponder
Garmin GNC 300 COM/GPS



The Avionics On This Aircraft Are Considered To Be: The avionics are old and out of date. Although, they are average for an aircraft of this type and vintage. This aircraft will need an avionics upgrade to be compliant with current regulations.

Additional Equipment

Dual Controls: Yes

Type: Yoke

Stall Warning System: Yes

Stick Shaker: No

Rotating Beacon: Yes

Strobe Light: No

Taxi Lights: Yes

Navigation Lights: Yes

Comments: The aircraft has a taxi and landing light installed in the wing. It is equipped with NAV lights. The aircraft does have pitot heat. A CHT gauge was installed.

De-Icing Systems

This section does not apply. This type of aircraft is not approved for flight into known icing conditions.

Aircraft Appraisers Comments

This aircraft, N3811J was personally inspected on July 27 2024 by Harry Kraemer, at XXXXXXXXXXXX. All comparables can be found in the Market Watch section of <https://flymall.org/>. Search for "150 G" under Model.

Appraisal Computation

Average Green Aircraft Value	\$59,574.00
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Additions

150 Horsepower upgrade	\$15,000.00
	=====
Total Additions	\$15,000.00

Deductions

Annual & engine overhaul (maybe just a top overhaul)	\$26,000.00
ADS-B	\$2,000.00
	=====
Total Deductions	\$ 28,000.00
Based on the above, the computed retail value of N3811J is	\$46,574.00

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.

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.

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

A visual inspection and log book analysis was performed July 27 2024 on the aircraft N3811J at XXXXXXXXXXXXXXXXXX. It is the opinion of this appraiser that the fair market value of the above aircraft is:

\$46,574.00

Harry Kraemer
SENIOR 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 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
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
American Sailing Association Certificate of Achievement
American Sailing Certified Sailor
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