

# Kraemer Aviation Services Aircraft Appraisal Report

**Client:** XXXXXXXX

**Phone:** XXXXXX

**Address:** XXXXXX  
XXXXXX

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

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## Aircraft Identification

**Make:** Piper      **Model:** PA-34-200

**Serial No:** 347350245      **Reg. No.:** N731WA      **Yr. Mfg.:** 1973

**Airframe Total Time:** 12457.1 Hrs. (Hobbs)      **No. Landings:** N/A      **Cycles:** N/A

**Airframe Condition:** Average

**Log Books in Aircraft Appear:** Original and in good order.



**Comments:** The aircraft is based at the Tipton Airport in Fort Meade, Maryland (KFME). Overall the aircraft is in good/average condition. The aircraft was on a Part 135 certificate from approximately 2010 to 2012 (about 2 years on certificate). The aircraft is also used as a trainer and rental aircraft at 1 World Aero. While it is stated in this appraisal that the aircraft is in "average" condition, it should be stated that it is in better than average condition for a training/rental aircraft. The operator holds his students/renters to high standards and it shows in the condition of the aircraft.

### **Maintenance Status**

**Maintenance Annual Date:** The last annual was completed in May 2013.

**On Progressive Inspection:** No

**Comments:** The aircraft log books are original, legible and organized. They are clear and fairly easy to read. The early logs consist of three Canadian log books which appear complete and original. The US airframe log starts June 23 1998 with 9931.7 hours brought forward from the Canadian logs.

**Tires Condition:** Good

**Type Brakes:** Disk

**Anti-Skid:** No

### **Interior Exterior Condition**

**Exterior Paint Condition:** Average

**Repaint Date:** Jan 2008

**Comments:** The aircraft is stored outside with a cabin cover on it. The exterior paint and glass (windows) are in good to very good condition. A new windshield was installed in 2008.

**Interior Condition:** Average

**Cabin Configuration:** Passenger

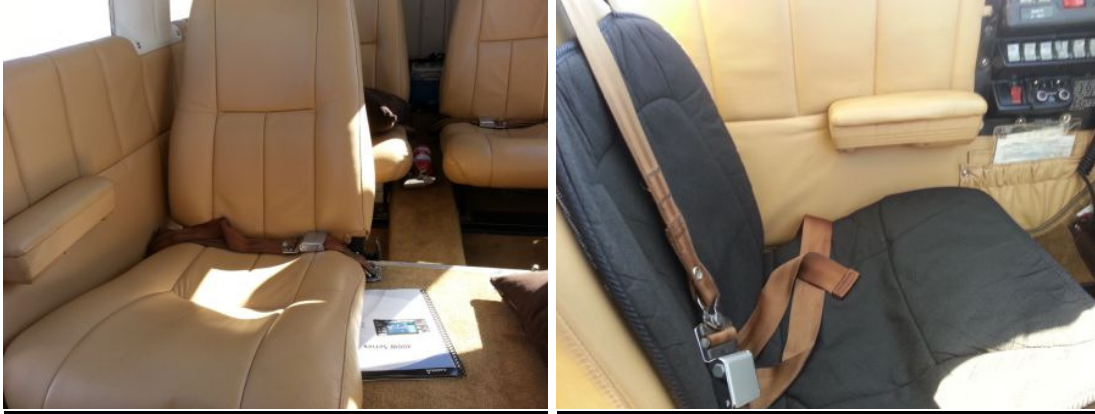
**Cockpit Condition:** Average

**Panel Layout:** Average

**Pressurized Cabin:** No

**Window Condition:** Average

**Comments:** The cockpit/cabin is in very good condition. The interior was redone in late 2007. The seats show very little (if any) wear. The aircraft has 5 seats installed and a sixth seat is currently not installed. The sixth seat is included with the sale of the aircraft.



### Damage History

**Historical Damage:** The NTSB site was search under N731WA and the previous registration number of N427TB and no results (no accidents/incidents listed on the NTSB site) were found.

### Engines & Props

**Engine Manufacturer:** Lycoming

**Model:** IO 360

**Engine Type:** Piston

Right engine

Lycoming SN L264-67A

Model IO 360 C1E6

Overhaul date October 10 2003 @ tac 2090

Total time on engine is unknown

Last compression was 70, 72, 75, 72 (May 2013)

Last annual May 2013. Tac was 3509.5 Time SMOH was 1419.5 Hobbs was 3069.0

Left engine

Lycoming SN L8510-51A

Model IO 360 C1E6

Overhaul date March 2007 @ tac 1977.9

Total time on engine was 4270.7 at the above overhaul date

Prop strike left engine August 2009 - engine checked by Aero Engines of Winchester.

Last annual was May 2013 & compressions were 73, 75, 75, 75

At above annual tac was 2788.1 and the hobbs was 3069.0. Time SMOH at above annual was 810.4

**Engine Time:** Time SMOH on right engine is 1486.6 (based on current tac of 3576.6).

Time SMOH on left engine is 879.6 (based on current tac of 2857.3).

**Propeller(s):** Both Hartzell propellers have been recently overhauled or replaced. At the May 2013 annual the right prop had 791.7 SMOH and the left prop had 471.2 SMOH. For more information on the props see the online version of the appraisal.

### **Engine Modifications**

None known or reported.

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

**Estimated Cost to Repair:** N/A

**General Engine Comments:** Engines and propellers appear to be in good condition. The owner has installed exhaust tip extensions per 337 (to keep exhaust away from airframe).

### **Instrumentation**

**Full Panel:** Yes

**Dual Panel:** No

**Panel Configurations:** Average

**Panel Condition:** Average

**IFR Equipped:** Yes

**Comments:** The aircraft has full instrumentation and is equipped with a Garmin GNS 430 with WAAS and a KX155 NAV/COM. The current owner has replaced the turn and slip indicator with a turn coordinator and added a Chronometer. The aircraft is also equipped with a XM receiver and a WX-8 Stormscope.



## Avionics

Garmin GNS 430 with WAAS  
Garmin GTX 330 Mode S Transponder  
TIS (Traffic Information System)  
Bendix King KX 155 NAV/COM

**Comments:** The avionics on this aircraft are considered to be average.

## Additional Equipment

**Dual Controls:** Yes

**Type:** Stick

**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:** Yes

**Other Equipment:** The cabin layout is very user friendly and all switches and controls are within easy reach of the pilot. There is a baggage compartment behind the seats. A fire extinguisher is mounted with easy reach of the pilot. The aircraft has a Shadin fuel flow indicator installed and an EDM 760 (The Engine Data Management 760 system is the most advanced and accurate piston engine-monitoring instrument on the market). There is also a vertical card compass. An Ice Box avionics cooling fan is installed.



**Comments:** The interior is in average condition.

## **De-icing Systems**

**Comments:** Equipped with prop de-ice and pitot heat.

## **Aircraft Appraisers Comments**

This 1973 Piper Seneca, N731WA is currently based at Tipton Airport in Fort Meade, Maryland. It is being operated as a rental aircraft and multi engine trainer. It was operated on a Part 135 Air Charter certificate from approximately 2010 to 2012. Overall the aircraft is in better than average condition for a rental/training aircraft. A more detailed online version is available and can be view at <http://flymall.org/> by searching the newsletter section for N731WA. The appraiser's research and comparables are listed in the Flymall Market Watch at <http://flymall.org/> and click on the "Market Watch" tab and under model select "Seneca".

## **Appraiser's General Comments and Notes**

The information herein has been prepared from many sources and believed to be correct. The appraiser cannot warrant the accuracy of the source material. The appraiser referenced numerous websites for data and information to compute a fair market value on N731WA.

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.

The fair market value for N731WA is based on the research stated in this report and historical sales data versus appraisal values.

**A visual inspection and log book analysis was performed October 20 2013 on the aircraft N731WA at: Tipton Airport, located in Fort Meade, Maryland. It is the opinion of this appraiser that the fair market value of the above aircraft is:**

**\$57,275.00 USD**

**Harry Kraemer**

***SENIOR CERTIFIED AIRCRAFT APPRAISER***

### **Appraiser's Credentials**

Harry Kraemer is an industry trained appraiser for aircraft, vintage/classic automobiles, and motorcycles. Harry has been in the industry since 1978. He is a FAA licensed aircraft dealer (His company Kraemer Aviation Services holds the license). Harry has been involved in the aircraft sales/appraisal business since the 1980s. In most recent years (since 2007) Harry has completed an average of 70 aircraft appraisals each year. Such appraisals have been used in estate settlements, divorce settlements, and insurance claims. As part of continuing his education Harry has also served as a judge for industry related shows judging vehicles, aircraft, and motorcycles. Harry has received appraisal training from such companies as Cessna Aircraft and several worldwide appraisal organizations.

Harry is also an active pilot and Master Flight Instructor. Before starting Kraemer Aviation Services in 2002, Harry held numerous senior management positions in aviation including: Assistant Vice President of a Part 91 and 135 Flight Department, Chief Pilot for a 135 operation, Chief Pilot of a Part 141 Flight School, and Aircraft Sales Manager for Frederick Aviation Inc.

Harry holds an Airline Transport Pilot (ATP) certificate and is a Gold Seal Flight Instructor with Instrument Instructor and Multi-engine Instructor ratings. Harry has the distinction of being the only instructor (out of approximately 84,000) 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 received dozens of aviation industry awards including several from the Federal Aviation Administration.

Harry has published over 90 papers in over a dozen different aviation publications including: FAA Aviation News, Aviation Maintenance, Avionics Magazine, and IFR Refresher. Harry has served as a contributing editor for several aviation publications. Harry is also a research consultant for Gleim Publications. Harry served as an Aviation Safety Counselor for the Baltimore FSDO for over 15 years and currently serves as an EAA Flight Advisor for the Experimental Aircraft Association.