



**Comments:** There is some very minor corrosion on the upholstery attach screws and the door handle. The Seat Belt certification tags have worn off and should be replaced.

## AIRFRAME MODIFICATIONS

None known or reported.

## DAMAGE HISTORY

**Current Damage:** None Listed

**Historical Damage:** None Listed

## ENGINES & PROPS

**Engine Manufacturer:** Continental

**Model:** IO-520-BA

**Engine Type:** Piston

**Engine Fire Detection:** No

**Engine Fire Bottles:** No

**Prop Reversers:** No

**Prop Type:** Constant Speed Propeller TBO: 1700

**Engine #1 Serial No:** 222337-73 B.A.

**Time Since New:** 2164.6 Hrs.

**Engine Overhauled By:** NA

**Recommended TBO:** 1700

**Comments:** The engine is passing ongoing oil analysis and on condition inspections. Both Magneto's rebuilt, Alternator replaced with new (P/N ALX 9524, ser # BO11117) Feb 6/02, and new engine driven vacuum pump installed Feb 9/02. Twelve reconditioned plugs installed RHB32E, Feb 2, 2002 at 2080.4 Hrs T.T. Last Compression check Jan 5, 2001, Cyl #1- 76/80, #2- 68/80, #3- 75/80, #4- 75/80, #5- 5/80, #6- 74/80. New Spark Plug harness installed Dec 20, 1992.

**Propeller Make:** Hartzell

**Model:** PHcc3YF1RF/F8468A-6R

**Number of Blades:** 3

**TSO/NEW:** 9.0

**Date O/H:** 08/11/05

**Serial Number:** EE2145A

## ENGINE MODIFICATIONS

None known or reported.

**Known Maintenance Problems with Engine(s):** None

**Estimated Cost to Repair:** \$0

**General Engine Comments:** Continental recommends engine overhaul at 12 years or 1700 hrs, whichever comes first. The engine should be overhauled.

## INSTRUMENTATION

**Full Panel:** Yes

**Dual Panel:** No

**Panel Configurations:** Good

**Panel Condition:** Good

**IFR Equipped:** Yes

**Comments:** The instrument panel is very clean and the gauges are easy to read. No hazing or cloudiness in the glass. All installations appear to be to factory specification.

## AVIONICS

**Type of Avionic:** TRANSPONDERS

Mfg: KING

Model: KT 78

**Type of Avionic:** ALTIMETERS, ENCODING

Mfg: AEROSONIC

Model: 101420

**Type of Avionic:** GPS

Mfg: APOLLO

Model: GX 55

**Type of Avionic:** ADF

Mfg: KING

Model: KR 87

**Type of Avionic:** RNAV

Mfg: KING

Model: KNS 80

**Type of Avionic:** GS

Mfg: KING

Model: KI 206

**Type of Avionic:** COMM

Mfg: KING

Model: KY 197

**Type of Avionic:** NAV-COMM

Mfg: KING

Model: KX 170 B

**Type of Avionic:** AUTOPILOTS

Mfg: CENTURY

Model: CENTURY III

**Type of Avionic:** AUDIO PANEL

Mfg: KING

Model: KMA 20

**Type of Avionic:** DME

Mfg: KING

Model: KN 65

**Type of Avionic:** VOR

Mfg: KING

Model: KI 201 C

The Avionics On This Aircraft Are Considered To Be: Above Average

## ADDITIONAL EQUIPMENT

**Dual Controls:** No

**Type:** Yoke

**Stall Warning System:** Yes

**Stick Shaker:** No

**Rotating Beacon:** Yes

**Strobe Light:** Yes

**Taxi Lights:** Yes

**Lights:** Yes

**Long Range Fuel:** No

**Aux Fuel Qty:** 0

**Single Point Refuel:** No

**Toilet:** No

**Lavatory:** No

**Galley:** No

**Cabinetry:** No

**Other Equipment:** Davtron Inc MB800 Digital Clock with reset in Yoke, EGT, PAI-700 Vertical Card Compass, Aerosafe Guardin I Standby Pressure System, Low Pressure/Vacuum warning light. Comments: All extra equipment appears to be installed to factory specifications.

## DE-ICING SYSTEMS

**Known Ice System:** No

**Ice Lights:** No

**Prop De-Ice:** No

**De-Ice Type:** None

**Wing Tail Boots:** NoBoots

**Condition:** N/A

**Windshield De-Ice:** No

**Windshield Wipers:** None

**Jet Intake De-Ice:** No

**Pitot Heat:** Yes

## AIRCRAFT APPRAISERS COMMENTS

### Comments:

This aircraft is one of the best and cleanest examples of a Beechcraft Bonanza(let alone aircraft) that I have ever seen. I would not hesitate to fly this aircraft.

This aircraft, C-FDLN, was personally inspected on: Nov 20, 2005 by: Andrew North, member of the National Aircraft Appraisers Association, at: Victoria Airport, located at Sidney, N.Saanich County, BC.

## APPRAISAL COMPUTATION

Average Green Aircraft Value	\$67,330
Add for Airframe Condition	\$5,390
Add for Airframe Low Total Time	\$6,730
Add for Annual and Mandatory Inspection	\$13,980
Add for Exterior Paint Value	\$5,080
Add for Interior Value	\$5,890
Add for Airframe & Engine Modifications	\$0
Add for Engine(s) Residual Value	-\$6,750
Add for Propeller(s) Residual Value	\$2,540
Add for Avionics Value	\$12,170
Add for De-Ice Systems Value	\$0
Add for Additional Equipment	\$0
	=====
Total Additions	<b>\$45,030</b>
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	\$0
Deduct for Interior Value	\$0
Deduct for AD's Estimated Cost for AD Compliance	\$0
Deduct for Estimated Cost to Repair Avionics	\$0
	=====
Total Deductions	<b>\$0</b>
Based on the above, the computed retail value of C-FDLN is:	<b>\$112,360</b>

## NATIONAL AIRCRAFT APPRAISERS ASSOCIATION

The information herein has been prepared from many sources and believed to be correct. The National Aircraft Appraisers Association does 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 log books 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 are presumed to be authentic, unaltered, and signatures and inspections therein performed by persons designated and appropriately licensed. AD compliance was attested to by referencing the date of last Annual Inspection or other appropriate inspections.

In the event of error or omission, the liability of the National Aircraft Appraisers Association or Association Members, if any, is limited and may not, in any event, exceed the amount paid for the appraisal. Further, the National Aircraft Appraisers Association accepts no responsibility for usage of this form unless signed by a current Member of the National Aircraft Appraisers Association.

### National Aircraft Appraisers Association Certificate of Appraisal

A visual inspection and log book analysis was performed Nov 20, 2005 on the aircraft C-FDLN at: Victoria Airport, located at: Sidney, BC.

It is the opinion of this appraiser that the fair market value of the above aircraft is: **\$112,360**

This appraisal is valid when accompanied by appraisal work sheet number #20051120C-FDLN and signed by an Aircraft Appraiser Certified by the National Aircraft Appraisers Association.

SIGNED \_\_\_\_\_

Andrew North  
CERTIFIED AIRCRAFT APPRAISER