



**AERONUVO**  
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### **AIRCRAFT APPRAISAL REPORT**

**Client:** John Pylotte  
**Re:** General Supplies, Inc.  
**Address:** 100 Airport Road  
Blue Skies, MT 80001

**Attention:** John Pylotte  
**Phone:** 307 000-0001 Ext. 747

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

John Pylotte

**This appraisal report is to be held strictly confidential and should not be disseminated to anyone other than the intended users without the client's permission.**

**It is intended that this appraisal report be used to estimate the Market Value of the subject aircraft in U.S. dollars for Valuation purposes. For the purposes of this aircraft appraisal report the aircraft is considered to be free and clear of all liens and encumbrances, unless noted within the report.**

**This aircraft appraisal report is intended to be used by the client for the purpose(s) noted. It should not be used for any other purpose, nor should it be considered valid after the effective date expressed in the report. The entire appraisal is based on this appraiser's visual inspection of the aircraft and its records on the effective date of this report.**

**This report is not intended to be an evaluation of the mechanical condition of the aircraft, nor is any of the data herein intended to be used for evaluating the mechanical condition of the aircraft. This appraiser urges the client and/or purchaser of this aircraft to engage an FAA licensed A&P mechanic who has knowledge of the aircraft make and model to inspect the aircraft for mechanical defects prior to completing the purchase.**

## Aircraft Identification

**Make:** CESSNA AIRCRAFT COMPANY **Model:** 172R - Skyhawk

**Serial No:** 17280164 **Reg. No.:** N397JP **Yr. Mfg.:** 1997

**Type of Aircraft:** Single Engine Piston

**Airframe Total Time:** 971 Hrs.

**Airframe Total Time Detail Of Calculation:** The total time on the airframe is taken from log book entries and the on board tachometer. It is believed to be true, accurate and correct.

**Airframe Condition:** Extra Fine

**Comments On Visual Inspection:** A minor dent was identified on the propeller spinner.

The left hand landing gear strut to fuselage fairing has evidence of minor cracking.

The left wing landing light acrylic lens has evidence of heat damage appearing to be attributable to each of the two installed lamps.

The left and right hand cabin entry doors exterior handles exhibit minor corrosion which potentially could be removed with polishing.

All three landing gear tires were found in good condition but appeared to be low on pressure.

The left hand rear baggage compartment access door lock and latch performed without issue. This same baggage door seal was found in good condition.

The right hand elevator tip has minor pain abrasion, appearing to be a form of scrape.

The vertical fin dorsal fairing exhibits minor cracking at the hardware attach points.

The right hand main landing gear strut fairing is dented along its upper inboard leading edge.

The right wing aft wing tip fairing exhibits minor scratching of paint.

Paint is chipping on the right hand wing inboard leading edge to fuselage fairing.

**Log Books in Aircraft Appear:** Original

**Airframe Logbook Inventory and Comments:** The sole airframe logbook entries were found in the Cessna provided owner's manual.

The first entry was on 08/22/1997 at Tach 2.2, during recording of transponder certification at the Cessna factory.

The first annual was recorded on 12/17/1997 at Tach 68.1 at a maintenance provider in Seattle Washington.

On 09/23/2008 a minor dent was repaired and painted on the right-hand side of the vertical fin.

On 08/08/2008 at Tach 731.4 and Total Time Airframe 731.4 the right-hand elevator tip and rib was replaced – no reason given.

The last entry in the airframe logbook was on 04/14/2016 when the last annual inspection was performed and recorded at Tach 968.3.

**Aircraft Registered To:** General Supplies, Inc.  
**Address:** 100 airport Road  
**City, State, Zip:** Blue Skies, MT 80001

**Date of Registration:** 08/23/2005

**Registration Expiration Date:** 02/28/2018

**Location of Registration And Airworthiness Certificates:** On the left hand forward lower sidewall of the cockpit.

**Location of Pilot's Operating Handbook (POH):** In the seat pocket mounted on the rear of the pilot's seat.

**Location of Weight and Balance, FAA 337 Forms, Equipment List:** Weight and balance information found in the Pilot's Operating Handbook. There were no FAA Form 337s found with no corresponding damage recorded in the sole airframe logbook.

### Maintenance Status

**Maintenance Inspection Date:** 04/14/2016

**Comments:** A sampling of Airworthiness Directives (AD) complied with or with continued recurrence was reviewed with the available airframe logbook. When a 100-hour, annual, progressive, or any other inspection required under 14 CFR part 91, 121, 125, or 135 is accomplished, the regulations require the person performing the inspection to determine that all applicable airworthiness requirements are met, including compliance with ADs.

The following is not an exhaustive or complete list of compliance, but a cursory review of available aircraft records.

13-11-11 Cessna Supersedes 00-4-1 | Replace oil pressure switch | 172R,182S,206H,T206H

12-19-1 Lycoming Crankshaft failure prevention | Various models

11-26-4 Lycoming Supersedes 08-14-7 | Inspect/replace fuel injector fuel lines | select engines

07-5-10 Cessna Install modification kit MK172-25-10A or MK172-25-10B on crew seats and inspect as specified | 172R, 172S, 182S, 182T, T182T, 206H, T206H

06-6-16 Lycoming Replace crankshaft as specified | 360 series

06-20-9 Lycoming Inspect/replace crankshaft | 360,540,720 series

05-5-53 Cessna Inspect flight controls as specified | 172R, 172S, 182T, T182T

05-13-10 Cessna Inspect main electrical power junction box as specified | 172, 182, 206

**Known Airframe Maintenance Issues:** No known maintenance issues identified during the logbook review.

**Estimated Cost To Repair:** 00.00

**Transponder/Encoder Recertification Date:** 03/18/2015

**ELT Battery Due Date:** 04/01/2018

**Other:** 14 CFR Part 91, Section 91.413, ATC transponder tests and inspections, requires that anyone operating an Air Traffic Control (ATC) transponder specified in 14 CFR part 91, section 91.215(a), have it tested and inspected every 24 calendar months. The aircraft maintenance records must include:1. A description of the work, and 2. The date and signature of the person approving the airplane for return to service. The last recorded maintenance activity in the logbook was found compliant with the regulations. The next inspection is due by 03/17/2017.

**Service Bulletin Status:** Numerous Service Bulletins have been complied with over the course of the aircraft's lifespan. The following is a sampling of records found during the logbook review:

SB99-24-02 12/27/1999 Recommended To Provide A Cover For Enhanced Protection Of The Wire.

SB99-37-01 12/27/1999 Recommended Vacuum Hoses should be Replaced as Described in Mod Kit

SB99-53-03R1 07/28/2003 Mandatory Elevator Control Yoke Roller Engagement Inspection



SB99-55-01 03/29/1999 Mandatory Check Clearance Between Items of the Tailcone and Aft Spar

SB99-71-02 07/05/1999 Optional Engine Oil Filler Tube Could Contact Engine Mount Truss

SB99-73-01R1 09/30/2002 Recommended Transmits Lycoming Bulletin 1489A Replacement Of Div. Spring

SB00-24-01R1 10/07/2014 Recommended Main Power Junction Box Circuit Breaker Retrofit Kit Installation

SB00-24-02 06/05/2000 Mandatory Mod To Reroute Instrument Lighting Power To Essential Bus

SB00-34-01 04/10/2000 Mandatory Protective Covering Shall Be Installed On Pitot Heater Wires

**AD's Complied With:** Yes                      **Estimated Cost for AD's Compliance:** N/A

**Tires Condition:** Good

**Exterior Paint Condition:** Extra Fine

**Repaint Date:** 1997    **Repainted By:** Cessna Factory

**Paint Comments:** The aircraft retains its full original factory paint, appliques and scheme. The aircraft was found in a hangar and shows no external evidence of sun deterioration. Although the paint is shiny, it could be improved with washing, polishing and wax to return it to its full luster. The tops of both wings were dusty. There was a very low level of paint chipping throughout. The exterior paint remains protective of the airframe external skin.

**Interior Condition:** Very Good              **Cabin Configuration:** Passenger

**Panel Layout:** Good

**Pressurized Cabin:** No                      **Window Condition:** Good

**Interior Comments:** The interior is in good condition maintaining its original factory appearance.

Factory black rubber matting is installed throughout the cabin floor in place of carpeting.

Cabin windows and forward windshield are in good condition and without visible blemish, cloudiness, or cracking.

The left and right hand cabin entry door handles exhibit minor corrosion.

The rear baggage compartment is in very good condition.

The cabin headliner was found without any visible flaws.

The right hand cabin entry interior door trim forward end is cracked and failing.

The right hand sun visor is broken off and was not found in the cabin.

The forward and aft cabin seat covering material was found in very good condition.

Both forward seats move forward and aft and locked in position. Both seats operated normally up and down with use of the manual hand crank.

The instrument panel is clear and uncluttered.

The forward glareshield is in good condition.

#### **Airframe Modifications**

**None Known or Reported.**

#### **Damage History**

**Current Damage:** None Listed

**Historical Damage:** None Listed

#### **Engine(s) and Propeller(s)**

**Engine Manufacturer:** Lycoming

**Model:** IO-360-L2A

**Engine Type:** Piston

**Logbook Inventory and Comments:** The engine logbook reports it has received regular annual and/or 100 hour inspections.

Engine logbook entries are clear, legible and easy to understand.

The first logbook entry was made on 07/10/1997 reporting original engine installation at the Cessna factory with Tach "0" hours.

On 09/05/2014 at Tach 961.2, Total Time Since New 961.2, both magnetos were replaced.

On 09/05/2014 due to low compression, both #1 and #3 cylinders were removed and repaired by honing the cylinders, replacing the rings and valve guides. Compression Check on this date, before repairs was reported as:

#1 52/80  
#2 68/80  
#3 20/80  
#4 66/80

The last log book entry was on 04/14/2016 at Tach 968.3 and Total Time Airframe Since New 968.3.

**Engine Serial No.:** L-27126-51A      **Engine Total Time:** 968 Hrs.

**Time Since Major Overhaul:** 0 Hrs.      **Engine Overhauled By:** This engine is the originally installed unit from Cessna and has not been overhauled.

**Recommended TBO:** 2000 Hrs.

**Engine Comments:** The engine installed on this aircraft, Lycoming Model IO-360-L2A, Serial Number L-27126-51A is more than 12 years old and is considered **run-out**, per Lycoming Service Instruction No. 1009AY, dated February 26, 2016. On the date of the appraisal the Tach was recorded at 971.5.

The average core value has been factored and credited into the Average Green Airframe Value provided for in the Appraisal Computation found within this report.

The following is an extract from Service Instruction No. 1009AY.

*"The TBOs take into account service experience, variations in operating conditions, and frequency of operation. However, because of variations in the manner in which engines are operated and maintained, Lycoming Engines cannot give assurance that any individual operator will achieve the TBOs identified herein. Continuous service assumes that the aircraft will not be out of service for more than 30 consecutive days. If the aircraft is to be out of service for more than 30 consecutive days, refer to the latest revision of Service Letter L180".*

*Engine deterioration in the form of corrosion (rust) and the drying out and hardening of composition materials such as gaskets, seals, flexible hoses and fuel pump diaphragms can occur if an engine is out of service for an extended period of time. Due to the loss of a protective oil film after an extended period of inactivity, abnormal wear on soft metal bearing surfaces can occur during engine start. **Therefore, all engines that do not accumulate the hourly period of TBO specified in this publication are recommended to be overhauled in the twelfth year**".*

## Propeller

**Propeller Type:** Fixed Pitch

**Serial No.:** RA007

**Make:** McCauley

**Model:** 1C235/LFA 7570

**No. Blades:** 2

**TSO/New:** 971

**Date O/H:** N/A

**Propeller Comments:** The first propeller log entry was on 07/10/1997 when the new unit was installed at the Cessna factory, Tach "0".

The first annual inspection was accomplished on 12/17/1997 at Tach 68.1.

The last entry was on 04/14/2016 at Tach 968.3, Time Since New 968.3 during an annual inspection.

The propeller has received regular annual inspections, dressing of minor nicks and tracking inspections.

**Known Engine(s) Issues:** No known items identified on the date of the appraisal.

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

### Instrumentation

**Full Panel:** Yes

**Dual Panel:** No

**Panel Configuration:** Good

**Panel Condition:** Good

**IFR Equipped:** Yes

**EFIS Equipped:** No

**Comments:** N/A

### Avionics

**Type of Avionic:** ADF

**Mfg:** BENDIX/KING/ALLIED SIGNAL

**Model:** KR 87

**Quantity:** 1

**Type of Avionic:** AUTOPILOTS

**Mfg:** BENDIX/KING/ALLIED SIGNAL

**Model:** KAP 140

**Quantity:** 1

**Type of Avionic: GPS**  
**Mfg:** BENDIX/KING/ALLIED SIGNAL  
**Model:** KLN 89B **Quantity:** 1

**Type of Avionic: MARKER BEACON/AUDIO PANEL**  
**Mfg:** BENDIX/KING/ALLIED SIGNAL  
**Model:** KMA 26 **Quantity:** 1

**Type of Avionic: NAV-COMM**  
**Mfg:** BENDIX/KING/ALLIED SIGNAL  
**Model:** KX 155A **Quantity:** 2

**Type of Avionic: TRANSPONDERS**  
**Mfg:** BENDIX/KING/ALLIED SIGNAL  
**Model:** KT 76C **Quantity:** 1

The avionics installed in this aircraft are considered to be average when compared to other aircraft of the same make, model, and year.

**Additional Equipment**

**Dual Controls:** Yes **Type:** Yoke

**Stall Warning System:** Yes

**Rotating Beacon:** Yes **Strobe Light:** Yes

**Taxi Lights:** Yes **Navigation Lights:** Yes

**Long Range Fuel:** No **Total Fuel Capacity:** 56 Gallons

**Single Point Refuel:** No

**Other Equipment:** No additional equipment found installed.

**De-Icing Systems**

**Known Ice System:** No **Ice Lights:** No

**Type of De-Ice:** **Boots Condition:** N/A

**Prop De-Ice:** No **De-Ice Type:** None

**Windshield De-Ice:** No **Windshield Wipers:** No

**Pitot Heat:** Yes

**Comments:** This aircraft is not approved for flight into known icing conditions.

### Aircraft Appraiser's Comments

The 172 Skyhawk is an all-metal, single-engine piston, high-wing monoplane with a four-person seating capacity including a crew of one or two produced by the US-American manufacturer Cessna Aircraft Company, a subsidiary of Textron Aviation. Suitable allowance for luggage is provided.

The Model 172R is certified to the requirements of US FAA Federal Aviation Regulation Part 23 including day, night, VFR and IFR.

Cessna delivered approximately 579 new 172Rs by September 1998, which restarted in 1996 with first deliveries in early 1997. The "new" Cessnas offered significant improvements over the older models, but retained the ease of flying qualities that had made them favorites for 40 years.

The Cessna 172R Skyhawk is possibly the most important light aircraft to enter production in the 1990s as it is the modern day development of the most popular GA aircraft in history. Recession and crippling product liability laws in the USA forced Cessna to stop production of light aircraft, including the 172, altogether in 1985. It was not until the signing of the General Aviation Revitalization Act by the US President in August 1994 that Cessna announced it would resume light aircraft production. The new 172R Skyhawk was based on the 172N (the previous major Skyhawk production model), but features a fuel injected Textron Lycoming IO-360-L2A engine. Cessna said it was significantly quieter than the O-320 it replaced as it produces its max power at only 2400 rpm.

Other changes included a new interior with contoured front seats which adjust vertically and recline, an all new multi-level ventilation system, standard four point intercom, interior soundproofing and energy absorbing 26g seats with inertia reel harnesses.

The 172R featured epoxy corrosion proofing, stainless steel control cables, a dual vacuum pump system, tinted windows, long range fuel tanks, backlit instruments with non-glare glass and an annunciator panel.

172R options included two avionics packages (one with GPS, the other with IFR GPS and a single axis autopilot) and wheel fairings.

The 1997 172R Skyhawk came standard with a basic VFR radio package that includes a KX-155A Nav/Com with VOR/LOC indicator, a KT-76C transponder, and a KMA-26 audio panel with marker beacon and intercom. An optional \$10,000 package added a second KX-155A with glideslope and indicator, a KR-87 ADF, and a KLN-89 VFR GPS with moving map. Another \$5,000 would add a KAP-140 single-axis autopilot and upgrade the GPS to a KLN-89B IFR-certified unit.

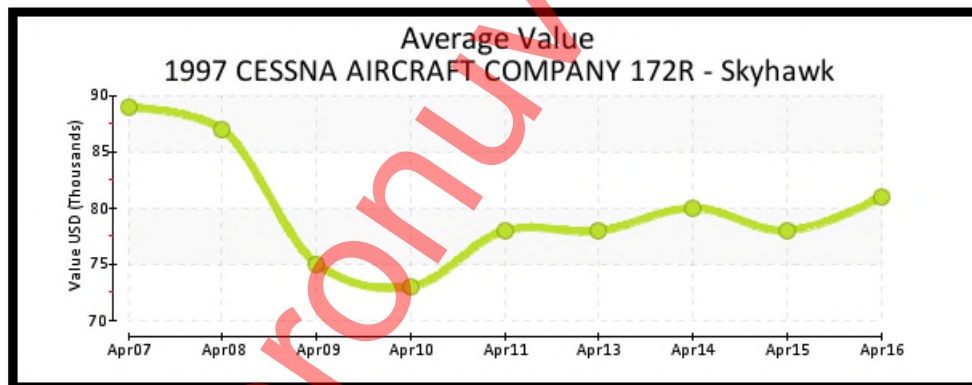
Each instrument on the new panels is internally lighted and faced with special non-glare glass. To supplement the internal instrument lighting, a variable-intensity cold-cathode floodlight is concealed in the glare shield lip.

Every 1997 Cessna single was equipped with a stack of Allied Signal (Bendix/King) digital avionics.

An engineering prototype 172R (a converted 1978 172N) powered by an IO-360 first flew in April 1995, while the first new build pilot production 172R first flew on April 16 1996. This aircraft was built at Wichita, while production 172Rs are built at an all new factory in Independence, Kansas.

The higher performance 172S Skyhawk SP is pitched at 'owner-users'. Delivered from July 1998 it featured a IO-360-L2A (as on the 172R) but rated at 135kW (180hp) by increasing rpm. It also featured a 45kg (100lb) increase in useful payload, a new prop and standard leather.

N397JP is an attractive aircraft, with its factory applied paint and highlighting scheme. It appears to have spent a majority of its life inside of hangars as its outward condition presents itself. The aircraft records reveal it was in its early life operated in and around Seattle Washington but primarily in later life Blue Skies Montana. The aircraft is in good condition given its 20 year lifespan, compared to other aircraft of the same vintage..



**This aircraft, N397JP, was personally inspected on 02/27/2017 by Kenneth Holder, member of the National Aircraft Appraisers Association, at Blue Skies (BSA) Airport, located at Blue Skies, MT, Cowboy County.**

**DEFINITION OF GREEN AIRFRAME VALUE (as used in this report)**

A credible value of the basic airframe with no components considered on an aircraft being traded in the retail aircraft market whole and in an airworthy condition or with airworthiness issues that are specified and considered with regards to their effect on value. On some aircraft the Green Airframe Value may be a negative number which signifies that the airframe has less value than the logical sum of its major components.

**The information contained in this report is private, confidential, and may be protected by attorney/client/work-product privilege. It is intended only for the use of the individual named above and the privileges are not waived by virtue of this having been sent by mail. If the person actually receiving this report or any other reader of the report is not the named recipient or the employee or agent responsible to deliver it to the named recipient, any use, dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this communication in error, please immediately notify us by return e-mail and/or telephone and then destroy this original report.**

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Appraisal Computation

Average Green Airframe Value \$32,550

Additions

Add for Airframe Condition	\$5,208
Add for Airframe Low Total Time	\$3,906
Add for Annual and Mandatory Inspection	\$0
Add for Exterior Paint Value	\$10,000
Add for Interior Value	\$10,125
Add for Airframe Modifications	\$0
Add for Engine(s) Residual Value	\$0
Add for Propeller(s) Residual Value	\$0
Add for Time-Limited Components	\$0
Add for Avionics Value	\$18,470
Add for De-Ice Systems Value	\$0
Add for Additional Equipment	\$0

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Total Additions \$47,709

Deductions

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

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Total Deductions \$0

Based on the above, the Market Value of N397ES is: \$80,259

**AERONUVO, LLC**

The information herein has been prepared from many sources and believed to be correct. AERONUVO, LLC 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 logbooks and other aircraft records were carefully examined for compliance with FAA regulations relating to damage and maintenance history, along with other required inspections. AD compliance was attested to by referencing the date of last annual inspection or other appropriate inspections.

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

All values expressed in this report are in U.S. Dollars unless otherwise stated.

The effective date of this report is 02/27/2017. The value expressed in this report is valid only on the effective date of this report. The report was written on 03/01/2017.

This appraisal report may be used for the stated purpose exclusively and only in its entirety. Appraisal procedures, research methodology, market selection, and the resulting value conclusions can vary with the various purposes and functions of appraisal assignments. Therefore, this report, the markets selected, and the value conclusions are intended solely for the stated purpose and function. They are invalid for any other purpose or function.

In the event of error or omission, the liability of AERONUVO, LLC, if any, is limited and may not, in any event, exceed the amount paid for the appraisal. Further, AERONUVO, LLC accepts no responsibility for usage of this form unless signed by an officer of the company.



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**Kenneth Holder**  
***President***





































































# Certificate of Appraisal

**National Aircraft Appraisers Association**



*Setting the Standard for Aircraft Appraisal*

A visual inspection and log book analysis was performed February 27, 2017 on the aircraft N397JP at the Blue Skies (BSA) Airport, located at Blue Skies, MT. It is the opinion of this appraiser that the fair market value of the above aircraft is:

**\$80,259**

This appraisal is valid when accompanied by work sheet number 20170301N397JP and validated by the signature below.

A handwritten signature in black ink, appearing to read 'KH', is written over a horizontal line.

Kenneth Holder, Certified Aircraft Appraiser