

## **Skyboss Aviation Services**

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### **National Aircraft Appraiser's Association Aircraft Appraisal Report**

**Name:** Roger E. Johanssen  
**Attention:** William Russette  
**Company:** Envirodyne Electronics, Inc.  
**Phone:** (913) 782-7564      **Fax:** (913) 782-7565  
**Address:** 18324 Lancome Street, P.O. Box 6642, Denver , CO 83065

#### **Aircraft Identification**

**Make:** Piper Aircraft Company      **Model:** PA 28R 200

**Serial Number:** 28R-78235083

**Registration Number:** N676D

**Year Manufactured:** 1972

**Type of Aircraft:** Single Engine Piston

**Airframe Total Time:** 3179 Hrs

**No. Landings:** N/A

**Cycles:** N/A

**Airframe Condition:** High Average

**Log Books in Aircraft Appear:** Original

**Comments:** This airplane appears to be well maintained and no corrosion was noted during the inspection of the external surfaces of the aircraft. The cowling, cabin door and baggage doors all appear to fit properly. The controls were unlocked and they moved freely and properly. There was no indication of fuel or oil leakage.

The Airframe and Engine logs are complete and legible. There is an AD listing attached to the end of the Airframe log book. The aircraft Hobbs meter was replaced at 1,967 hours total time.

#### **Maintenance Status**

**Maintenance Annual Date:** 3/9/03

**On Progressive Inspection:** No

**Comments:** Routine items accomplished during the last Annual Inspection.



documentation that was presented to this appraiser. The Yellow tag was issued by Williams Airmotive.

The engine and mount were removed for inspection following the sudden stoppage. The engine and prop were overhauled. The lower cowl was replaced with new and several integral nose wheel parts were replaced with new.

### **Engines and Propellers**

**Engine Manufacturer:** Lycoming                      **Model:** IO-360-C1C

**Engine Type:** Piston

**Engine Fire Detection:** No.                      **Engine Fire Bottles:** No.

**Propeller Reversers:** No.

**Propeller Type:** Constant Speed.                      **Propeller TBO:** 2000

**Engine #1 Serial No:** L-21789-51-A

**Time Since Field Over Haul:** 773 Hrs.

**Engine Overhauled By:** Blue Sky Aviation - Denver, Colorado

**Recommended TBO:** 2000

**Comments:** This engine is original. It was overhauled on 9/15/00. Logs indicate that there have been no major repairs to it since then.

**Propeller Make:** Hartzell

**Model:** HC-C2YK-1BF

**Number of Blades:** 2

**TSO/NEW:** 235

**Date O/H:** 6/2/00

**Serial Number:** CH 5647

### **Engine Modifications**

**Date of Modification:** 6/27/01

**Modification:** Brackett Oil Filter

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

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

**General Engine Comments:** None

### **Instrumentation**

**Full Panel:** Yes.

**Dual Panel:** No.

**Panel Configurations:** Average.

**Panel Condition:** Good.

**IFR Equipped:** Yes.

**Comments:** The instrument panel is a single-pilot IFR type and the gauges are logically arranged within the viewing range of the pilot. All installations appear to be to factory specifications.

### **Avionics**

**Type of Avionic:** NAV-COMM

**Mfg:** KING      **Model:** KX 170      **Channels:** 200/360

**Mfg:** KING      **Model:** KX 170 B      **Channels:** 200/720

**Type of Avionic:** DME

**Mfg:** NARCO      **Model:** DME 890

**Type of Avionic:** ILS

**Mfg:** KING      **Model:** KI 201

**Mfg:** KING      **Model:** KI 209

**Type of Avionic:** MARKER BEACON

**Mfg:** KING      **Model:** KMA 20

**Type of Avionic:** TRANSPONDERS

**Mfg:** KING      **Model:** KT 76A

**Type of Avionic:** ADF

**Mfg:** NARCO      **Model:** PDF 35

**Type of Avionic:** AUTOPILOTS

**Mfg:** PIPER      **Model:** ATLMATIC III

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

### **Additional Equipment**

**Dual Controls:** Yes.

**Type:** Yoke.

**Stall Warning System:** Yes.

**Stick Shaker:** No.

**Rotating Beacon:** No

**Strobe Light:** Yes



<b>Add for Exterior Paint Value</b>	\$2,560
<b>Add for Interior Value</b>	\$2,470
<b>Add for Airframe &amp; Engine Modifications</b>	\$1,890
<b>Add for Engine(s) Residual Value</b>	\$5,640
<b>Add for Propeller(s) Residual Value</b>	\$2,210
<b>Add for Avionics Value</b>	\$7,650
<b>Add for De-Ice Systems Value</b>	\$0
<b>Add for Additional Equipment</b>	\$0
	=====
<b>Total Additions</b>	\$24,030
<b>Deduct for Airframe Condition</b>	\$0
<b>Deduct for Airframe High Total Time</b>	\$0
<b>Deduct for Damage History</b>	-\$3,450
<b>Deduct for Airframe/Engine Maintenance Items</b>	\$0
<b>Deduct for Interior Value</b>	\$0
<b>Deduct for AD's Estimated Cost for AD Compliance</b>	\$0
	=====
<b>Total Deductions</b>	-\$3,450

Based on the above, the computed retail value of N46D is \$44,530

National Aircraft Appraisers Association P.O. Box 528, Hillsboro Missouri 63050  
The information herein has been prepared from many sources and is believed to be correct. The National Aircraft Appraisers Association does not warrant the accuracy of the source material. In the event of error or omission, the liability of the 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 an officer or current Member of the Association and the Association Appraising Seal affixed. This inspection and inventory was conducted by a physical examination of the external surfaces of the aircraft, the

cockpit and the passenger cabin: along with an inventory and assessment of the 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 regulation relating to Airworthiness Directives, damage and maintenance history, along with other required inspections and signatures. 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.

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Kenneth Holder  
Certified Aircraft Appraiser

**National Aircraft Appraisers Association Certificate of Appraisal**

A visual inspection and log book analysis was performed 5/1/03 on the aircraft N676D at: Johnson County Executive Airport, located at: Denver, Colorado. It is the opinion of this appraiser that the fair market value of the above aircraft is:

**\$44,530**

This appraisal is valid when accompanied by work sheet number #200305017N676D and validated with the appraisal seal of the NATIONAL AIRCRAFT APPRAISERS ASSOCIATION.



SIGNED \_\_\_\_\_

Kenneth Holder  
Certified Aircraft Appraiser - Skyboss Aviation Services