



AERONUVO
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AIRCRAFT APPRAISAL REPORT

Client: John Doe
Re:
Address: 5606 Windsock Lane
Aerodrome, FL 99909

Attention: John Doe
Phone: 800-000-0009

This appraisal report is intended to be used by:

John Doe

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 Personal Use. 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: PIPER AIRCRAFT COMPANY **Model:** PA 28 181 - Archer

Serial No: 56-777777

Reg. No.: N000JD

Yr. Mfg.: 1977

Type of Aircraft: Single-Engine Piston

Airframe Total Time: 5334 Hrs.

Airframe Total Time Detail Of Calculation: Airframe total time was confirmed via records available from the airframe Logbooks, which there were two. First Logbook began on 09-01-1977, Plane Total Time 1.47. On 10-04-77 at Tach time 30:26, a zero time Hobbs meter was installed. On 11-28-1983 at Plane Total Time 1887.5, a zero time Tach was installed. As a checkpoint, on 02-02-1987, during an annual inspection, Plane Total Time was reported as 3551.2 and Tach as 1663.7. This correlates with the prior history found in Logbook number one. During an annual inspection on 03-05-1993, the Logbook reports Tach at 109.00 and Plane Total Time at 4344.9. The last entry in Airframe Logbook number one was made on 08-14-1998 with a Tach time of 395.70. Airframe Logbook two of two began on 01-01-1999 during an annual inspection. Tach was 482.0, Plane Total Time was 4717.5 and Engine TSMOH was 1004.65. This log book's last entry was during an annual inspection on 05-24-2016 reporting Engine SMOH at 1555.6, Propeller SMOH at 1558.3, Tach as 1043.0, Plane Total Time of 5309.4 and Engine Total Time at 5309.4.

Airframe Condition: Very Good

Comments On Visual Inspection: The external fuselage has new attach stainless "hardware" screws throughout. There was minor dimpling, potentially from light hail impact on the left and right hand flaps. All static wicks were found "as new". A complete and intact set of vortex generators were found on both wings, elevators and stabilizer. Above the aft right cabin window, at approximately 1 o'clock, there is a minor dimple in the fuselage. A visual inspection of the undercarriage, wings, empennage, wheel pants and landing gear identified no appreciable defects. No signs were found of leaking strut, hydraulic or engine fluids.

Log Books in Aircraft Appear: Not Original

Airframe Logbook Inventory and Comments: This aircraft has received regular 25, 100 and/or annual inspections during its service life. Available Logbooks are clear and legible.

Aircraft Registered To: John Doe
Address: 5606 Windsock Lane
City, State, Zip: Aerodrome, FL 99909

Date of Registration: 06/30/2016

Registration Expiration Date: 06/30/2025

Location of Registration And Airworthiness Certificates: Aircraft Cabin

Location of Pilot's Operating Handbook (POH): Behind Pilot's Seat

Location of Weight and Balance, FAA 337 Forms, Equipment List: Aircraft Cabin

Maintenance Status

Maintenance Inspection Date: 05/24/2016

Comments: The aircraft Logbooks report that the aircraft has received regular 25 hour, 100 hour and annual inspections since new. It appears maintenance issues when identified are rectified. A majority of the maintenance performed took place in Utah, New Mexico and Virginia.

Known Airframe Maintenance Issues: No known maintenance issues at the time of the appraisal.

Estimated Cost To Repair: N/A

Transponder/Encoder Recertification Date: 04/01/2014

ELT Battery Due Date: 11/01/2020

Other: No known maintenance issues at the time of the appraisal. ELT due date: November 2020 Transponder due date: April 2018 Pitot Static Due Date: April 2018

Service Bulletin Status: Various Service Bulletins have been complied with over the course of the aircraft's existence.

AD's Complied With: Yes

Estimated Cost for AD's Compliance: N/A

Tires Condition: Good

Exterior Paint Condition: Extra Fine

Repaint Date: 10/21/2015

Repainted By: Aircraft Painting Company, Dallas, TX

Paint Comments: This aircraft was repainted in October 2015 at Aircraft Painting Company in Dallas Texas. The aircraft does not retain its original paint scheme. The current design is based up the 2012 Piper Archer LX configuration. It presents a modern, up to date, eye pleasing combination of white, dark blue and gold. Piper Aircraft logos were applied as were required decals, warnings, markings and signage. The condition of the paint is very good and retains its shine and luster. There were a few minor paint runs identified mostly on the vertical stabilizer, emanating from several vortex generators. The paint application appears to have set and is adhering well throughout the aircraft. The paint shop work scope included: Complete corrosion protection and paint. Complete strip of all existing paint. Aluminum treatment (etch and alodine). Basic bodywork and fill. Corrosion resistant chromate epoxy primer. White base color and two stripe colors. All fiberglass, fairings and inspection covers were removed, prepped and painted separately inside and out. Reassembled with new exterior stainless steel screws. Wing walk compound. Exterior placards applied. Static balance of control surfaces. All log entries

made. During the paint shop visit the following work was also accomplished: New upswept wing tips (set of 2) with HID Lights, New dorsal fin (2 piece fwd and aft), New Vortex Generators, New Wing Root Fairings (set of 2), New LED Beacon and mount, New Stabilator tips (set of 2).

Interior Condition: Excellent

Cabin Configuration: Passenger

Panel Layout: Good

Pressurized Cabin: No

Window Condition: Good

Interior Comments: The cabin interior was replaced on January 1, 2016 at Eugene Aircraft Interiors. This work included vinyl and fabric seat coverings, carpeting throughout, seat belts at all positions, headliner, sidewall and Rosen sun visors. The Tach was reported as 1036.2.

Interior Condition: The cabin has clean and very presentable. Carpet condition throughout was excellent exhibiting no soiling, pilling, compression, tears or runs. The forward glareshield fabric covering below the left hand windshield was found as faded from sun exposure with one small tear.

Cockpit Condition: Little or no wear and/or tear was identified on the yokes, engine throttle quadrant, flap control, switches, etc. All yoke mounted switches appeared intact and were mounted securely. All switch and circuit breaker markings were found clear and legible. Required safety, warning and informational placards were readable and present. The glareshield was intact and in good condition. Sunvisors were operable and in good condition without any discernible issues.

Cabin Configuration: The aircraft has a four place seating configuration with a small storage compartment, with external access door aft the most rear seats. The storage compartment door unlocked, opened and locked again easily. There were "new" condition lap belts at each seating position. The cabin entry door on the right hand side was sturdy, opened, closed and locked as designed. There is an aftermarket door snubber installed securing the door from wind gusts when opened.

Panel Layout: The panel layout was clean, sensible and well organized. This is a new panel built to accommodate the recently installed avionics upgrades.

Window Condition: The forward wind screens have been replaced previously and showed no signs of crazing, cracking, scratches or marks. However, the small vent window mounted on the left hand side exhibited minor cracking around its peripheral. Externally and internally the window seals were found intact with no cracking. The forward windshields when viewed from the cockpit seating position were found clean, clear and without blemish. All side windows appeared original and were also in good to excellent condition. On 01-19-2002 the Logbook reports both forward windshields were replaced.

Airframe Modifications

Date of Modification: 10/21/2015

Modification: Installed vortex generators with associated 337 on file. Manufactured by Micro Vortex Generator, negligible weight change, supplemental type certificate SA01807SE.

Date of Modification: 10/21/2015

Modification: Installed Knots 2U Wing Root Fairings per STC SA1216GL.

Date of Modification: 10-21-2015

Modification: Installed Knots 2U Wing Tips With Landing Lights, Upswept. Set of Two RD-6000, STC SA2356NM.

Date of Modification: 10-21-2015

Modification: Installed LED Beacon Red/White 28VDC assembly, FAA-PMA Approved.

Date of Modification: 04-14-2016

Modification: Installation of Door Steward Piper Main Cabin Door, STC SA01120SE.

Date of Modification:

Modification: Installation of Knots 2U, Piper Luggage Door Strut Kit, STC SA02022CH.

Damage History

Current Damage: None Listed

Historical Damage: None Listed

Engine(s) and Propeller(s)

Engine Manufacturer: Lycoming

Model: O-360-A4M

Engine Type: Piston

Logbook Inventory and Comments: On 07-15-1982, **34 four years ago**, Lycoming engine O-360-A4M, serial number L-2271736-A received a certified overhaul to new engine tolerances, zero time equivalent by Grand Teton Engines of Jackson Hole, Wyoming. The work document states Hours Since Major Overhaul (SMOH) as 0.00. The total time on the original, at removal of the factory installed engine, same serial number was 1999.7 hours. There is no Engine Logbook present for the first 1999.7 hours of operation, since manufacture from Piper Aircraft. There is a deduction for this missing Logbook in the final calculations, as is the standard. On 06-06-1987, **29 years ago** engine serial number L-2271736-A received a major overhaul to serviceable limits. Tach 1825.75, Plane Total Time 3952.65. New magnetos and fuel pump were also installed at this time. The work was performed by Sky High Engines of Denver, Colorado. Last

annual completed on 05-25-2016. Tach 1043.0, TTAF 5309.4, PTSOH 1558.3, ETSOH 1555.6, TTENG 5309.4. Compression check as follows: #1 - 79/80, #2 - 78/80, #3 - 70/80, #4 - 74/80. In the past few years the engine has received regular oil analysis, the last recorded on 07-05-2016. No concerning findings or alarming trends reported.

Engine Serial No.: L-22717-36A **Engine Total Time:** 5309 Hrs.

Time Since Major Overhaul: 1580 Hrs. **Engine Overhauled By:** On 06-06-1987 the engine received a major overhaul. The Logbook reports Tach at 1825.75, Plane Total Time at 3952.65.

Recommended TBO: 2000 Hrs.

Engine Comments: The sole Engine Logbook began on 07-15-1982 at Hobbs 1820.0, Tach 1755.35 and engine time at 000.00. Engine serial number reported as L-2271736-A. The last entry was on 05-24-2016 during an Annual Inspection, Engine SMOH 1555.6, Propeller SMOH 1558.3, Tach 1043.00, Plane Total Time 5309.4, Engine Total Time 5309.4.

On 01-17-1991 the Tach was replaced and recorded as 0000.00. The previously installed Tach was reported as 2187.8, Plane Total Time as 4075.3.

Propeller

Propeller Type: Fixed Pitch

Serial No.: 17583K

Make: Sensinich

Model: 76EM855-0-62

No. Blades: 2

TSO/New: 1558

Date O/H: 06/11/1987

Propeller Comments: The TBO for this propeller, per Sensinich is 2000 hours. The unit was last overhauled on 06-11-1987 at Tach 1832.69.

Engine Modifications

None Known or Reported.

Known Engine(s) Issues: There are no known engine or maintenance items found in the Logbooks or discernible during the visual review of the aircraft during the appraisal process.

Estimated Cost to Repair: N/A

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configuration: Good

Panel Condition: Good

IFR Equipped: Yes

EFIS Equipped: Yes

Comments: The instrument panel is clean, well-organized and appears professionally upgraded. Gauges are easy to read without cloudiness or hazing. All installations appear to be to factory or manufacturers specification(s).

Avionics

Type of Avionic: ADS B

Mfg: GARMIN

Model: GDL 33

Quantity: 1

Type of Avionic: AUTOPILOTS

Mfg: S-TEC

Model: SYSTEM 88

Quantity: 1

Type of Avionic: ENGINE ANALYZERS

Mfg: JPI

Model: EDM 900 4 CYL

Quantity: 1

Type of Avionic: GPS COMM

Mfg: GARMIN

Model: GTN 466 WAAS

Quantity: 1

Type of Avionic: MULTI FUNCTION DISPLAY

Mfg: ASPEN AVIONICS

Model: EFD 8000 MFD

Quantity: 1

Type of Avionic: SATELLITE DOWNLINK DATA

Mfg: GARMIN

Model: GDL 1234A

Quantity: 1

Type of Avionic: TRANSPONDERS

Mfg: GARMIN

Model: GTX 777ES

Quantity: 1

The avionics installed in this aircraft are considered to be Above 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: No

Strobe Light: Yes

Taxi Lights: Yes

Navigation Lights: Yes

Long Range Fuel: No

Total Fuel Capacity: 48 Gallons

Single Point Refuel: No

Other Equipment: No other added equipment found.

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: No

Comments: This aircraft is not equipped with de-icing systems.

Aircraft Appraiser's Comments

The appraised Piper Archer is a good example of a well-cared for and maintained aircraft. Its visual condition exhibits strong pride-of-ownership. A full complement of records including receipts, invoices, log books, etc. were made available to the appraiser.

On 04-14-2016 the aircraft received a weight and balance computation and check.

Total Weight: 1602.00

Net Weight: 1602.00

CG: 89.325

Moment: 143,098

Useful Load: 948.00

No adjustments required. Aircraft weighed with full oil and unusable fuel.

The first PA-28 received its type certificate from the Federal Aviation Administration in 1960, and the series remains in production to this day. Current models are the Arrow and the Archer TX and LX. The Archer was discontinued in 2009, but with investment from new company ownership, the model was put back into production in 2010.

The PA-28 series competes with the Cessna 172, the Grumman American AA-5 series, and the Beechcraft Musketeer.

Piper Archers, which were simply renamed Cherokee 180s, debuted in 1974, and made their entry wearing the old Hershey Bar wings. They differed from the Warrior not just in the horsepower department, but also in size. In 1973 the airplane was given a five-inch fuselage stretch; a bigger door, cabin, and stabilator area; a new version of the O-360; a 50-pound gross weight increase; and an instrument panel redesign. Like the Warrior, airplanes in the 1974 model year were first called Challengers.

In 1976 the wingplan form was tapered and the aircraft were renamed Archer IIs. Archer manuals proclaim maximum cruise speeds in the 125-kt range at 75-percent power — about the same as the Warrior II's — but Archers have maximum gross weights 225 pounds greater.

Up front, Piper Archers aren't speed demons. Realistically, you'll get maximum true airspeeds of 120 kt or so from an Archer. Fuel burns at these settings will be approximately 10.5 gph. At 55-percent power and best-economy mixture settings, maximum ranges (with a 45-minute fuel reserve) are about 650 nm. Of course, if you fly at those power settings you'll lop 15 to 20 kt off your maximum cruise speed potential. At 75-percent power and optimum altitudes, ranges drop to 550 nm or so.

Useful loads vary with each airplane, of course, but Piper and The New Piper give maximum useful load figures of approximately 980 pounds for the Archer. Consequently, payloads with full fuel run about 700 to 800 pounds — not bad. Fill the tanks to the tabs (the 17-gallon mark in each wing tank) and your useful load jumps to approximately 775 to 886 pounds. Enough to take a spouse and kids on a 300-nm trip.

The Archers are tame, docile creatures with unremarkable handling characteristics. The stall is almost a nonevent, and these airplanes take a lot of provoking to spin. Many pilots feel that Archers are easy airplanes to consistently land well. They handle crosswinds with minimal fuss and minimal footwork, and make you look good in front of passengers and airport gawkers alike.

The following is an excerpt from a **Lycoming Engines Service Instruction**, pertaining to the O-360-A4M engine (2000 hour TBO) installed on N47438.

DATE: July 8, 2013 Service Instruction No. 1009AV

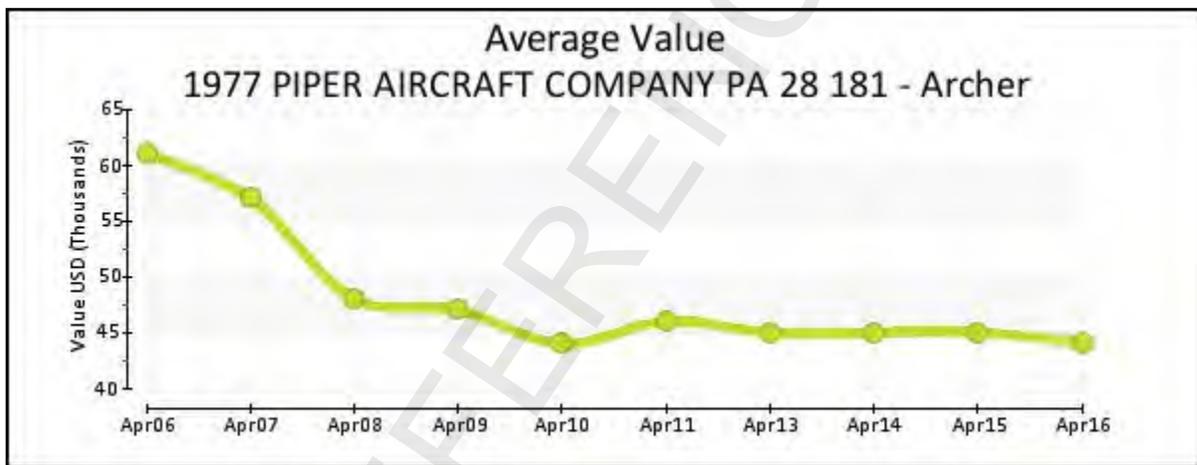
SUBJECT: Recommended Time Between Overhaul Periods

MODELS AFFECTED: All Lycoming Piston Aircraft Engines

This Service Instruction identifies the established Time Between Overhaul (TBO) for Lycoming piston aircraft engines that have genuine Lycoming parts only. The TBOs, herein, do not apply to Lycoming engine models that contain parts other than those supplied by Lycoming Engines.

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.

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.**



The following are examples of current **“asking price”** for 1976 through 1978 Piper Archer aircraft is for comparison only. The source data is from a July and August 2016 issue of Trade-A-Plane.

| | |
|---|---|
|  | <p>1976 PIPER ARCHER II (For Sale) \$59,900 USD</p> <p>Reg# N75059 TT: 490 Sale Status: For Sale</p> <p>1976 Piper Archer II, 490 TTAF&E, King KT76 A Transponder, King K170B Nav/Com with Loc, PS Engineering Intercom, Last Annual 11/2/2015, IFR, Interior and E... More Info</p> <p>Virtual Airplane Broker LLC ☎ (317) 339-4901 Waxahachie, TX USA</p> |
|  | <p>1976 PIPER ARCHER II (For Sale) \$59,950 USD</p> <p>Reg# N6913J TT: 6,200 Sale Status: For Sale</p> <p>Just 25 SMOH with excellent cosmetics and digital IFR! Backed by our 6 month/150 hour 90% buyback guarantee! More Info</p> <p>Long Aviation ☎ (704) 374-5451 Rock Hill, SC USA</p> |
|  | <p>1976 PIPER ARCHER II (For Sale) \$53,000 USD</p> <p>Reg# N8372C TT: 6,208 Sale Status: For Sale</p> <p>Only 760 SMOH, Lycoming Zero Time, 760 SPOH, FACTORY A/C, Extensive Annual Completed 03-2016, All AD's Complied with, No Major Damage History, Compression'... More Info</p> <p>Joe Presley ☎ (770) 880-0716 Lawrenceville, GA USA</p> |
|  | <p>1976 PIPER ARCHER II (For Sale) \$42,500 USD</p> <p>Reg# N75254 TT: 5,497 Sale Status: For Sale</p> <p>1976 Piper Archer II, One Colorado Owner Since 1980. TTAF 5497, TT 4862, 480 hrs Since Overhaul, IFR, Current Annual Inspection. More Info</p> <p>Dave Copp ☎ (303) 437-9072 USA</p> |
|  | <p>1976 PIPER ARCHER (For Sale) \$45,000 USD</p> <p>Reg# N9362K TT: 4,500 Sale Status: For Sale</p> <p>1976 PA-28-181 Archer II - Lycoming O-360 180HP - IFR; Century 2000 A/P Alt Hold, IFR cert. (2) KX-155, Dual Glideslope, KMA-24 - Late model, no corrosio... More Info</p> <p>Silver E ☎ 0541141984555 Fort Lauderdale, FL USA</p> |
|  | <p>1976 PIPER ARCHER II (For Sale) \$89,500 USD</p> <p>Reg# N6980J TT: 3,757 Sale Status: For Sale</p> <p>1976 Archer II With Ads-B In/Out, IFR, 3757 Total Time, 180Hp, 1724.5 Since Major Overhaul, Annual Due In Nov 2016. All Compressions In The 70'S, Oil Ana... More Info</p> <p>Mike Reirdon ☎ (619) 647-8171 USA</p> |

| 1976 PIPER ARCHER II (For Sale) | | \$59,950 USD |
|---|--|-------------------|
|  | Reg# N6913J | TT: 6,200 |
| | Sale Status: For Sale | |
| | Just 25 SMOH with excellent cosmetics and digital IFR! Backed by our 6 month/150 hour 90% buyback guarantee! More Info | |
| Long Aviation | (704) 374-5451 | Rock Hill, SC USA |

| 1976 PIPER ARCHER II (For Sale) | | \$75,000 USD |
|---|---|-------------------|
|  | Reg# N832BC | TT: 2,950 |
| | Sale Status: For Sale | |
| | Exceptional Archer II - 350 SMOH; 2950 TT. Well Equipped for IFR with HSI, Garmin 430W and Garmin 396. Very clean with all logs and no damage history; han... More Info | |
| Todd Workman | (443) 386-8328 | Baltimore, MD USA |

| 1976 PIPER ARCHER II (For Sale) | | \$62,500 USD |
|---|--|----------------------|
|  | Reg# N8286C | TT: 5,400 |
| | Sale Status: For Sale | |
| | Exceptionally clean aircraft! Extensive preventive maintenance with no known damage, hail, or corrosion! Never a trainer! 5400 TTAF, 720 SMOH, King Radios,... More Info | |
| Independence Aircraft Sales, LLC | (319) 334-4000 | Independence, IA USA |

| 1976 PIPER ARCHER II (For Sale) | | \$45,000 USD |
|--|--|--------------|
|  | Reg# Not Listed | TT: 1,759 |
| | Sale Status: For Sale | |
| | 1976 Piper Archer II, 1759 TTAE, 468 STOH. Always hngrd. Orig. P&I. Audio panel, 4 pl. Icom, KX155, KX-170 NavComs, Trimble TNL2000T GPS. ADF. New Airspeed... More Info | |
| J R Bell | (936) 856-0752 | TX USA |

| 1976 PIPER ARCHER II (For Sale) | | \$49,900 USD |
|---|--|----------------------|
|  | Reg# N8373C | TT: 4,975 |
| | Sale Status: For Sale | |
| | GREAT 1976 ARCHER III! Total Time 4975, Since Major Overhaul 560, Prop Total Time 310. AP IIIIB Slaved, Stby Vac, 4-pl Int, 2 MAC 1700 w/ Voice, GTX327, More... More Info | |
| Mary Ivany | (269) 962-1335 | Battle Creek, MI USA |

| 1976 PIPER ARCHER II (For Sale) | | \$89,500 USD |
|---|--|--------------|
|  | Reg# N6980J | TT: 3,757 |
| | Sale Status: For Sale | |
| | 1976 Archer II With Ads-B In/Out, IFR, 3757 Total Time, 180Hp, 1724.5 Since Major Overhaul, Annual Due In Nov 2016. All Compressions In The 70'S, Oil Ana... More Info | |
| Mike Reirdon | (619) 647-8171 | USA |

| 1977 PIPER ARCHER II (For Sale) | | \$54,500 USD |
|---|--|-------------------|
|  | Reg# N38178 | TT: 2,980 |
| | Sale Status: For Sale | |
| | Beautiful 1977 Piper Archer, always hangered 2980 TT since new. Engine has 903 Hours since major. RMD Aircraft Lighting, King KX 155's, KMA 24 Audio Panc... More Info | |
| Dennis Rommel | (303) 946-6632 | Littleton, CO USA |

| | | | |
|---|--|---------------------|-----------------------|
| 1977 PIPER ARCHER (For Sale) | | \$68,500 USD | |
|  | Reg# N181PG | TT: 3,868 | Sale Status: For Sale |
| | 1977 Piper Archer, 3800 TT, 500 SMOH, very Clean Piper Archer - Factory AIR CONDITIONED, Low Total Time and Only 506 SMOH. King Panel with Dual Nav/Com, GL... More Info | | |
| | Scott MacDonald Aircraft Sales, Inc. | (772) 781-5900 | USA |

| | | | |
|---|---|----------------------|-----------------------|
| 1977 PIPER ARCHER II (For Sale) | | \$122,000 USD | |
|  | Reg# N4524F | TT: 2,890 | Sale Status: For Sale |
| | 1977 ARCHER II, LOW TIME BEAUTY More Info | | |
| | Reading, PA USA | | |

| | | | |
|---|--|---------------------|-----------------------|
| 1977 PIPER ARCHER II (For Sale) | | \$54,500 USD | |
|  | Reg# CGVTG | TT: 4,545 | Sale Status: For Sale |
| | 1977 Piper Archer II, Excellent Condition! 4545 Total Time, KMA 20 Panel, Garmin 327 Transponder More Info | | |
| | Terry Greene | (250) 744-9255 | Courtenay, BC CAN |

| | | | |
|--|---|---------------------|-----------------------|
| 1977 PIPER ARCHER II (For Sale) | | \$48,999 USD | |
|  | Reg# N43959 | TT: 9,952 | Sale Status: For Sale |
| | 1977 Piper PA28-181 TTAF9952 TSMOH1635 G430W w/ 106A, G327 XPNDR, KMA20, 406MHz ELT, AutoControl IIIB coupled to GPS, NSDH, 1990 Paint, 2010 Upholstery.... More Info | | |
| | Stu Gitlow | (401) 338-0493 | Lake Grove, NY USA |

| | | | |
|---|--|---------------------|-----------------------|
| 1977 PIPER ARCHER II (For Sale) | | \$69,900 USD | |
|  | Reg# N1461H | TT: 3,496 | Sale Status: For Sale |
| | Very nice 1977 Piper Archer II. 3496 TT. 2 SFRM. King Avionics. Very Clean Midwest Airplane! More Info | | |
| | Midland Aircraft Sales and Service Inc. | (641) 752-0012 | Marshalltown, IA USA |

| | | | |
|---|---|---------------------|-----------------------|
| 1977 PIPER ARCHER (For Sale) | | \$62,000 USD | |
|  | Reg# N5353F | TT: 3,309 | Sale Status: For Sale |
| | 1977 Piper Archer, 3309 TT, 1309 SMOH, meticulous maintenance, all log books, always hangared, flown regularly, annual May,2016. IFR, Garmin 430 WAAS, 496... More Info | | |
| | Barbara Lebedun | (816) 813-6660 | Kansas City, MO USA |

| | | | |
|---|---|---------------------|-----------------------|
| 1978 PIPER ARCHER II (For Sale) | | \$62,000 USD | |
|  | Reg# N75336 | TT: 10,460 | Sale Status: For Sale |
| | Great flying gorgeous Archer II, No Damage History, Complete logs. Everything you need for IFR cross country. Won't find a better configured plane. Flow... More Info | | |
| | Merwyn Croston | (832) 585-3886 | Conroe, TX USA |

| 1978 PIPER ARCHER II (For Sale) | | \$39,995 USD |
|---|--|----------------|
|  | Reg# N47661 | TT: 3,100 |
| | Sale Status: For Sale | |
| | 1978 Archer II, 3100TT, 1150 SFOH, 140 SPOH, King KA134 Audio panel, Airmark three light markers, KY197 Digital Flip/Flop Com, KR85 ADF. More Info | |
| Tsunami Aircraft Sales, Inc. - Jim | | (860) 608-4206 |
| | | CT USA |

| NEW ITEM! 1978 PIPER ARCHER II (For Sale) | | \$39,500 USD |
|---|---|-------------------|
|  | Reg# N2070M | TT: 6,500 |
| | Sale Status: For Sale | |
| | King Digital Avionics, Century IIB Autopilot, Wheel Pants, Fresh Annual, Economical to Operate. More Info | |
| Jet Air, Inc. | | (309) 342-3134 |
| | | Galesburg, IL USA |

| 1978 PIPER ARCHER II (For Sale) | | Call for Price |
|---|---|-------------------|
|  | Reg# N743DS | TT: 3,535 |
| | Sale Status: For Sale | |
| | 1978 Archer, Loaded, 3535 TT, 1524 SMOH, Aspen 1500 dual screen, Garmin 650 w/ integrated xpdr, KX155. Garmin 396 panel mount, Century 2000 AP w/ alt hold... More Info | |
| Chicago Aviation | | (630) 728-9651 |
| | | Sylacauga, AL USA |

This aircraft, N000JD, was personally inspected on 07/28/2016 by Kenneth Holder, member of the National Aircraft Appraisers Association, at the Pleasant Valley International Airport [PVA], located at Pleasant Valley, VA, King Roger 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.

Appraisal Computation

Average Green Airframe Value **\$12,200**

Additions

Add for Airframe Condition \$1,464

Add for Airframe Low Total Time \$0

Add for Annual and Mandatory Inspection \$700

Add for Exterior Paint Value \$8,400

Add for Interior Value \$10,350

Add for Airframe & Engine Modifications \$3,090

Add for Engine(s) Residual Value \$4,935

Add for Propeller(s) Residual Value \$0

Add for Time-Limited Components \$0

Add for Avionics Value \$42,596

Add for De-Ice Systems Value \$0

Add for Additional Equipment \$0

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Total Additions \$71,535

Deductions

Deduct for Airframe Condition \$0

Deduct for Airframe High Total Time \$0

Deduct for Missing Log Book(s) \$-3,855

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 \$-3,855

Based on the above, the Market Value of N47438 is: \$79,880

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 07/28/2016. The value expressed in this report is valid only on the effective date of this report. The report was written on 08/03/2016.

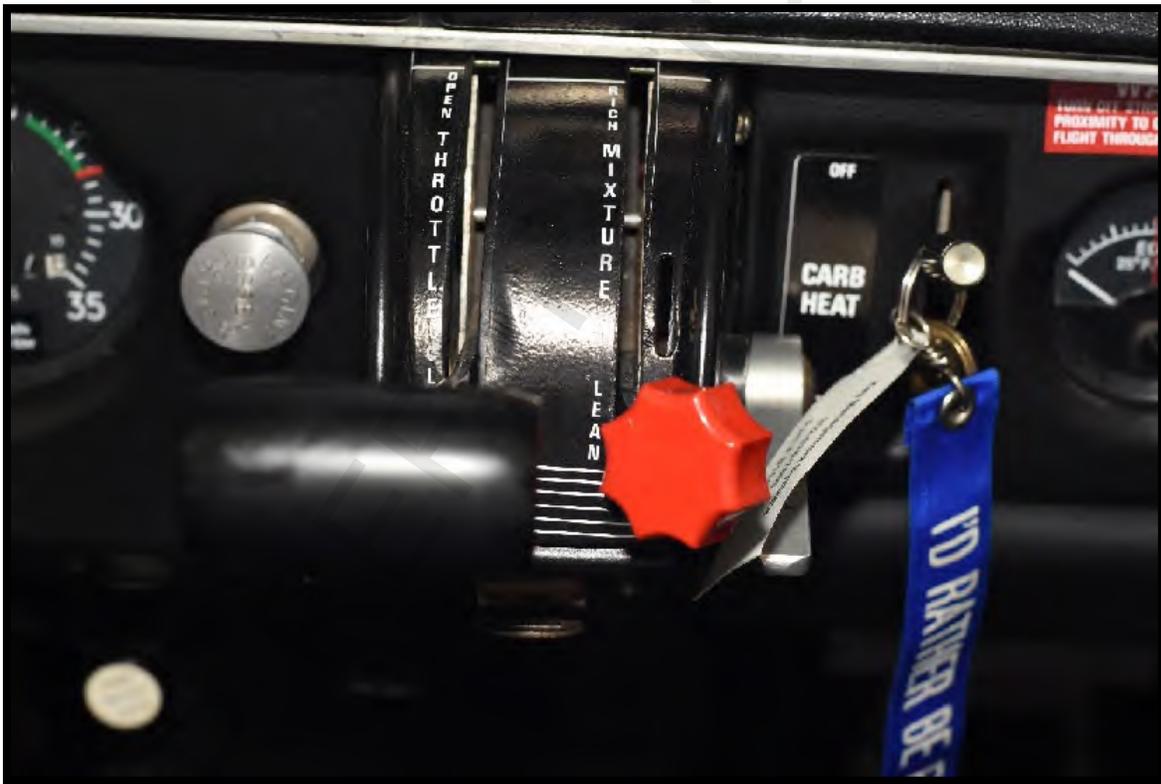
This appraisal report may be used for the stated purpose exclusively and only in its entirety. Appraisal procedures, research methodology, market selection, and the resulting value conclusions can vary with the various purposes and functions of appraisal assignments. Therefore, this report, the markets 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.



Kenneth Holder
President, AERONUVO

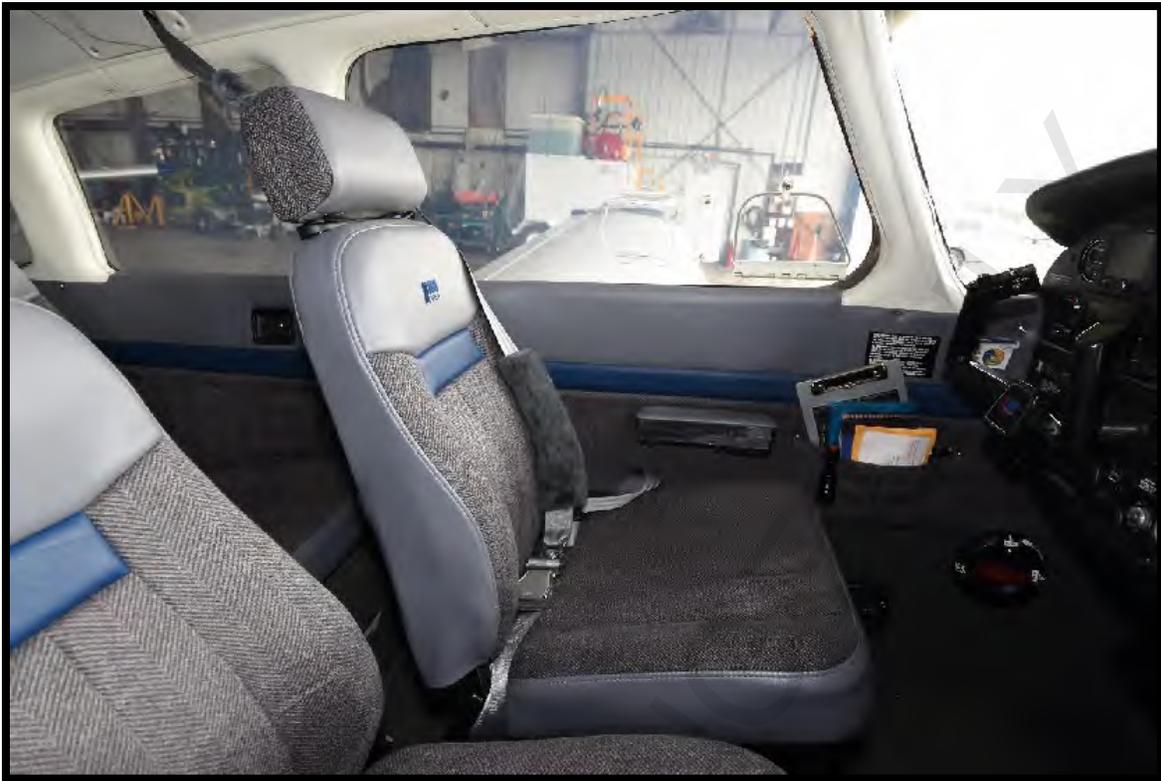






























FOR REFERENCE ONLY

| ▼ PIPER ARCHER II | | |
|--|----------------|--|
| # of Engines: 1 | | Range: 650 mi 564 nmi 1,046 km |
| Engine Make: LYCOMING | | Service Ceiling: 13,236 ft 4,034 m |
| Engine Model: O-360-A4M | | Rate of Climb: 667.00 ft/min 3.39 m/s |
| Engine Power: 180 hp 134 kW | | Wingspan: 35.00 ft 10.67 m |
| Recorded TBO: 2,000 | | Length: 24.00 ft 7.32 m |
| Standard Fuel: 48.00 gal 181.70 L | | Height: 7.28 ft 2.22 m |
| Max Fuel: 50.00 gal 189.27 L | | Empty Weight: 1,416 lbs 642 kg |
| 75% Cruise: 143 mph 124 kts 230 km/h 0 Mach | | Gross Weight: 2,550 lbs 1,156 kg |
| Stall: 56 mph 48 kts 90 km/h | | |
| | Normal | Over 50 Foot Obstacle |
| Takeoff | 870 ft 265 m | 1,210 ft 368 m |
| Landing | 925 ft 281 m | 1,390 ft 423 m |

Certificate of Appraisal

National Aircraft Appraisers Association



Setting the Standard for Aircraft Appraisal

A visual inspection and log book analysis was performed July 28, 2016 on the aircraft N000JD at the Pleasant Valley International Airport at Pleasant Valley, Virginia. It is the opinion of this appraiser that the fair market value of the above aircraft is:

\$77,777

This appraisal is valid when accompanied by work sheet number 20160803N000JD and validated by the signature below.

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

Kenneth Holder, Certified Aircraft Appraiser