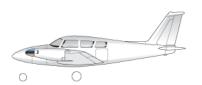
## Aircraft Bluebook PA-30 Twin Comanche Piper PA-30 Twin Comanche 1964



Туре Multi Engine Piston Max Seats



Engine • Takeoff Power Lyc 160hp | IO-320-B1A

Average retail value

\$83,000

Adjusted retail value

\$111,800.80

Average wholesale value \$67,000 \$0

Adjusted wholesale value \$91,569.85 • 36.7%

Factory new list standard price N/A

Factory new average equip price N/A

# Valuation Adjustments

C	at	ec	ını	r٧

Airframe / Engine Utilization

Total Airframe Hours: 3084

Engine 1 SMOH Hours: 781

Engine 2 SMOH Hours: 771

Add For Value Items

Maintenance Programs

**Custom Adjustments** 

Paint

Interior

Avionics

KR 87 (1)

KN 62A (1)

KMA 24 series (1)

KLN 90 (1)

KX 155 (2)

AT-150 (1)

WX-10A (1)

Conversion & Modifications

Adjusted wholesale	Adjusted retail	
\$15,285.00 + 19.8%	\$16,421.00 + 19.8%	

\$4,757.00 \$5,893.00 \$5,146.50 \$5,146.50 \$5,381.50 \$5,381.50

\$9,284.85 14.9% \$12,379.80 14.9% \$1,408.50 \$1,878.00 \$1,359.00 \$1,812.00 \$346.50 \$462.00 \$1,462.50 \$1,950.00

\$3,180.00

\$399.30

\$2,698.50

\$2,385.00

\$299.48

\$2,023.88

### Base Average Equipment

1000/900 turbo SMOH; 2-axis A/P; 6 mo-annual; ADF; ADs complied; AFTT +/- 10% of avg; aux tanks; compression 85% of new; Dual nav-com; G/S; good paint & interior; marker beacon; no DH; orig logs; xpdr-enc

#### **Bluebook Notes**

Turbocharger see Rajay in Conv/Mod section
Value of upgraded or restored models may be significantly higher

#### Disclaimer

The Aircraft Bluebook is a service for purchasers, sellers, broker/dealers and others in the industry to assist them in arriving at a fair market value of an aircraft

All valuations outlined in the Aircraft Bluebook should be considered representative <u>averages</u> for the type, model, and year of manufacture of that aircraft over the recent calendar quarter. Individual circumstances will vary.

Intended as a <u>guide</u> to valuation, the Aircraft Bluebook value summations are based on recently observed transaction activities of similar types and combined with user input value adjustments to arrive at a likely valuation. These values, however, cannot fully consider all relevant factors, conditions, or market dynamics. To accomplish an exacting, individualized valuation, an aircraft appraisal is required.

The information contained here is prepared with great care and pride from many market sources, is edited, and is believed to be correct but cannot reflect all the particular factors involved in the professional appraisal process of any particular aircraft.

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