



Type
Multi Engine Piston

Max Seats
4

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

Average retail value

\$83,000

\$0 vs previous revision

Adjusted retail value

\$111,800.80

+ 34.7% vs average retail value

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

Category	Adjusted wholesale	Adjusted retail
Airframe / Engine Utilization Total Airframe Hours: 3084 Engine 1 SMOH Hours: 781 Engine 2 SMOH Hours: 771	\$15,285.00 + 19.8%	\$16,421.00 + 19.8%
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)	\$9,284.85 + 14.9%	\$12,379.80 + 14.9%
Conversion & Modifications		

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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