

AEROMAX, USA

VALUATION REPORT N3000

| | | |
|-----------------|--------------------------|--|
| Client: | INFORMED BUYER, LLC | Attention: AVGAS |
| Re: | Cessna T210M | Phone: (123) 456-7890 |
| Address: | 100 Main ST The world | Email: smart buyer@aircraftprices |

This valuation report is intended to be used by: SMART BUYER

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

The purpose of this valuation report is to form an opinion of the Market Value of the subject aircraft in U.S. Dollars for financing purposes. For the purposes of this aircraft valuation report the aircraft is considered to be free and clear of all liens and encumbrances, unless noted within the report.

This aircraft valuation report is intended to be used by the client for the purposes 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 valuation is not based on this appraiser's visual examination 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.

The scope of work for this assignment included:

- A. No physical examination of the subject aircraft identified in the Aircraft Identification Section of this report.**
- B. No physical examination of the aircraft's complete logbooks and records. The subject aircraft is assumed to be airworthy to FAA standards and capable of being operated and flown on the effective date of the report under FAR Parts 91, 121, or 135 unless the appraiser has reason to believe that it is not. In that case an explanation is included within the report.**
- C. Determination whether the Sales Comparison, Cost, or Income approach is relevant to the subject aircraft. The Cost and Income approaches were deemed to lack relevance to this aircraft as this type of aircraft is priced based on market activity. This appraiser feels that use of the Cost or Income approaches to valuation would result in an inaccurate result.**
- D. Determination of Market Value of the aircraft.**

- E. The appropriate research that included many sources including but not limited to aircraft advertised for sale, published value information, and the use of proprietary
- F. The preparation of this valuation report.
- G. The registered owner of the aircraft was established using the aircraft's registration and FAA records as verification. It appears that the ownership does not have a bearing on the value of this aircraft. The registered owner is assumed to have full and legal title to the aircraft, and it is further assumed that the registered owner has the unconditional power to dispose of the property as it sees fit.

Aircraft Identification



Make: CESSNA

Model: T210L

TT: 4,270

Serial No: 21012345

Reg. No.: N3000

Yr. Mfg.: 1976

4270 Total Time since New

Dry Country Airplane with no corrosion issues

Complete and Original Log Records

Always Hangered

Vortex Generators

Basic Empty Weight 2406.85 lbs.

Maximum Gross Takeoff Weight 3800 lbs.

Useful Load 1393.15 lbs.

89 Gallon Fuel Capacity

Gear Up Landing in 2017 - New Prop and Engine Overhaul in 2018

Aircraft Registered To: Informed Buyer, LLC
Address: 100 Main St.
City, State, Zip: World

Date of Registration: 03/30/2024

Registration Expiration Date: 03/31/2031

General:

Year: 1976
Manufacturer: CESSNA
Model: T210L
Serial Number: 21012345

Registration #: N3000
Condition: Used
Description: Airframe maintenance is reported documented very well and is in very good condition.

Engine: TSIO-520-H

Engine Total Time: 4270

Engine Time Since: SMOH: 534

PROPELLER

Hartzell PHC-J3YF-1RF Three Blade Constant Speed
Serial Number JN755B/F80000
Blade Serial Numbers L81670, L79034, L816569
Factory New in 2018

Interior:



Avionics



Avionics / Equipment

Spectacular Full Garmin Panel
Custom Laser Cut Panel by Airborne Electronics, Sacramento, CA
Garmin GFC 500 Autopilot
Garmin 500 TXi Primary Flight Display
Garmin GTN 750Xi Nav/Comm/GPS
Garmin 430W Nav/Comm/GPS
Garmin GMA 345 Audio Panel w/ 6 Place Intercom and Bluetooth Phone Pairing
Garmin GTX 345 Transponder with ADS-B In and Out
Garmin G275 Backup Attitude Indicator with Reversion Switch
JPI EDM 930 Color Graphic Engine Monitor with Fuel Flow Function
Vertical Card Compass
Go-Around Button
Ground Comm Switch
Audio Playback and Traffic Mute Function
Garmin Guarded Smart Guide Switch
Full Back up Round Dial Airspeed and Altimeter
Electric Turn Coordinator
Double USB-C and Double USB-B Charging Ports
Electric Pitch Trim
Avionics Master Switch
Digital RPM and Manifold Pressure Display with High RPM Warning
Enhanced Panel Floodlights
Pitot Heat
Hobbs Meter

Vortex Generators
Rose Sun Visors
Shoulder Harnesses
Wing Mounted Gear Position Mirror

Modifications/Conversions:

Date of Modification: 06/05/2021

Modification: Install Garmin GTN 750XI Nav/Com/GPS, G 500TXI PDF/MFD, GFC-500 Autopilot, GI-275 Indicator, GMA 345 Audio Panel, ACK E-04 ELT, JPI EDM 930 System.

Date of Modification: 04/24/2018

Modification: Install New Hartzell Propeller HC-J3YF-1RF/F8068

Date of Modification: 06/2/2018

Modification: Install Garmin GTX-345 ADSB

Date of Modification: 04/24/2018

Modification: Repair belly skins, Stiffeners, Doubler, Reinforcement, Step Cables

Date of Modification: 04/13/2001

Modification: Install Vortex Generators

Damage History

----- NTBS Accident 1 -----

| | | | |
|------------------------------|---|-------------------------------|-----------|
| Event Date | 2017-07-07 | Aircraft Make | CESSNA |
| Aircraft Model | T210L | Aircraft Serial Number | 210612345 |
| Damage | SUBS | | |
| Probably Cause | <p>The pilot in the retractable landing gear airplane reported that he had made a normal approach, but he failed to extend the landing gear. The airplane touched down on the runway and skidded to a stop on the lower fuselage.</p> <p>The airplane sustained substantial damage to the lower fuselage. Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot noted that the accident could have been prevented if he had performed a, ""double and triple check of my GUMPS checklist."" The pilot reported that there were no pre accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.</p> | | |
| Preliminary Narrative | <p>The pilot in the retractable landing gear airplane reported that he had made a normal approach, but he failed to extend the landing gear. The airplane touched down on the runway and skidded to a stop on the lower fuselage.</p> <p>The airplane sustained substantial damage to the lower fuselage. Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot noted that the accident could have been prevented if he had performed a, ""double and triple check of my GUMPS checklist."" The pilot reported that there were no pre accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.</p> | | |
| Final Narrative | <p>The pilot in the retractable-landing-gear airplane reported that he made a normal approach, but he failed to extend the landing gear. The airplane touched down on the runway and skidded to a stop on the lower fuselage.</p> <p>The airplane sustained substantial damage to the lower fuselage.</p> <p>Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot noted that the accident could have been prevented if he had performed a ""double and triple check of my GUMPS checklist."" The pilot reported that there were no pre accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.</p> | | |

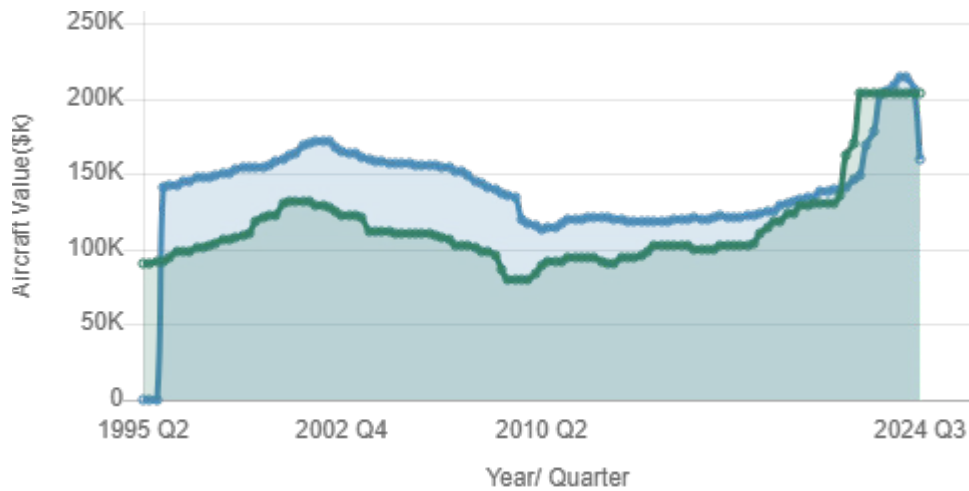
Aircraft Appraiser's Comments

** Research for this aircraft valuation was compiled from the Professional Aircraft Appraisers Organization (PAAO) database, Aircraft Dealer Network (ADN), Trade-A-Plane, Controller, Aircraft Bluebook, Vref, Cessna, FAA, Jetnet, information provided by the seller, and many other industry sources.

The value arrived at is based on the aircraft's use as a personal aircraft transporting passengers, which was the manufacturer's original intent.

This aircraft, N3000, was not personally examined on 2/01/2025 by Harry Ingram, a member of the PAAO.

The information contained in this report is private, confidential, and may be protected by appraiser/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 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.



RETAIL PERCENT CHANGEVALUE

Change Last Quarter0.00%

Change Last 12 Months0.00%

Change Since New181.16%

Price When New\$72,600

| Performance & Specs | Value |
|-------------------------|---|
| Range | 725 nm |
| Take-Off Run | 1300 ft |
| Landing Roll | 765 ft |
| Wingspan | 36 ft 9 in |
| Length | 28 ft 2 in |
| Height | 9 ft 8 in |
| Take-Off Run (50 ft) | 2160 ft |
| Configuration | Single Engine, Piston, Retractable Gear |
| Max Seats | 6 |
| Max Take-Off Weight (N) | 4000 lbs |
| Cruise | 192 kts |

| Airworthiness Directive | AD Number |
|---|------------------|
| Wing Flap Actuators Jack Screw | 72-03-03 R3 |
| Cracks And Loose Bolts In Fin & Rudder | 72-07-09 |
| ARC PA-500A Actuators | 76-04-03 |
| Landing Gear Saddles | 76-14-07 R2 |
| External Electrical Ground Power Receptacle | 77-12-08 |
| Fuel Selector Valve | 77-16-05 |
| Engine Oil Pump | 78-07-01 |
| Autopilot Actuator | 78-11-05 |
| Fuel Quantity System | 78-26-12 |
| Fuel Quantity System | 78-26-12 |
| Engine Oil Pressure | 79-03-03 |
| Electrical System | 79-08-03 |
| Fuel Tank Venting | 79-10-14 R1 |
| Fuel Flow Distribution | 79-15-01 |
| Fuel Flow System Per STC SA3835WE | 79-19-06 |
| Alternator Ground | 79-25-07 |
| Oil Pressure | 80-07-01 |
| Roll Axis Flight Control | 80-21-03 |
| Oil Coolers | 80-25-07 R1 |
| Vacuum-Driven-Attitude Instruments | 82-06-10 |
| Bladder Fuel Cells | 84-10-01 R1 |
| Fuel Selector | 85-02-07 |
| Throttle and Mixture Controls | 85-03-01 |
| Turbocharger Oil Reservoir | 85-11-07 R1 |
| Autopilot Systems | 85-23-07 |
| Contaminated Fuel | 86-19-11 |
| Engine Controls Installation | 86-24-07 |
| Hose Assemblies | 88-22-07 |
| AFM/POH Changes - Magneto | 88-25-04 |
| Air Induction Hose | 93-13-09 |
| Flight Manual Revision | 94-12-08 |
| Fuel, Oil and Hydraulic Hoses | 97-01-13 |
| AFM - Limitations Section - Icing | 98-05-14 R1 |
| Transponders | 98-14-03 |
| AFM - Limitation Section - Icing | 98-20-33 |
| Electric Inflatable Door Seals | 98-21-21 R1 |
| Fuel Strainer Assembly | 2000-06-01 |
| Horizontal Stabilizer Attachment Reinforcement Brackets | 2002-07-01 |
| Mode S transponders | 2005-01-19 |
| Vacuum pumps | 2006-03-08 |
| Part number identification placard | 2008-10-02 |
| Seat Rails and Roller Housing Inspections | 2011-10-09 |
| Wings | 2012-10-04 |
| Brackett single screen air filter | 2002-26-03 |
| Upper shoulder harness adjusters | 2004-19-01 |
| "FAST prop" propeller deicers | 2005-18-20 |
| Alternate static air source selector valve | 2008-26-10 |
| In-flight power rollback | 2012-10-52 |
| Altimeters | 67-26-04 |
| Fuel Boost Pump | 69-08-11 |
| Exhaust Gases Entering Cabin | 71-09-07 R1 |
| Flexible Hoses In Engine Compartment | 71-24-04 |
| Main Wheel Assemblies | 74-13-06 |



AIRCRAFT APPRAISALS, SALES & ACQUISITIONS

**CERTIFICATE OF VALUATION AS OF
2/01/2025**

**NO VISUAL INSPECTION OR LOGBOOK ANALYSIS WAS
PERFORMED FEBRUARY 1, 2025 ON CESSNA N3000 S/N: 210612345**

**IT IS THE OPINION OF THIS APPRAISER THAT THE
MARKET VALUE OF THE ABOVE AIRCRAFT IS**

\$ 310,000.00

THREE HUNDRED TEN THOUSAND DOLLARS

**THIS VALUATION IS VALID ONLY WHEN
ACCOMPANIED BY WORK SHEET NUMBER**

#V20250201N3000

HARRY W. INGRAM

Harry Ingram
SENIOR APPRAISER

DEFINITIONS*

APPRAISAL: The act or process of developing an opinion of value; an opinion of value.

APPRAISER: One who is expected to perform valuation services competently and in a manner that is independent, impartial, and objective.

ASSUMPTION: That which is taken to be true.

CLIENT: The party or parties who engage, by employment or contract, an appraiser in a specific assignment.

CONFIDENTIAL INFORMATION: Information that is either; identified by the client as confidential when providing it to an appraiser and that is not available from any other source; or classified as confidential or private by applicable law or regulation.

EFFECTIVE DATE: The specific date that the value(s) contained within a report are valid.

EXPOSURE TIME: Estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consumation of a sale at market value on the effective date of the appraisal.

EXTRAORDINARY ASSUMPTION: An assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions.

HYPOTHETICAL CONDITION: A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.

GREEN AIRFRAME VALUE: 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.

INTENDED USE: The use or uses of an appraiser's reported appraisal or appraisal review assignment opinions and conclusions, as identified by the appraiser based on communication with the client at the time of the assignment.

INTENDED USER: The client and any other party as identified, by name or type, as users of the appraisal or appraisal review report by the appraiser on the basis of communication with the client at the time of the assignment.

MARKET VALUE: The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he considers his own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

SCOPE OF WORK: The type and extent of research and analysis in an appraisal or appraisal review assignment.

*Definitions from the 2024-2025 edition of USPAP except the definitions of Market Value, Green Airframe Value, Effective Date, and USPAP Endorsed are from PAAO.

Statement of Assumptions and Limiting Conditions

The information herein has been prepared from many sources and is believed to be correct. Aeromax, USA does not warrant the accuracy of the source material.

An examination and inventory was not conducted by a physical examination of the external surfaces of the aircraft, cockpit and passenger cabin. That includes an inventory and assessment of the general condition of avionics, instrumentation, and aircraft systems. No inspection plates were removed for internal examination. Further, no logbooks and other records were carefully examined for compliance with FAA regulations relating to damage and maintenance history, along with other required inspections.

All opinions of value presented in this report are the appraiser's professional opinion.

No equipment was operated nor was any power applied to the aircraft by the appraiser.

The following extraordinary assumptions were made:

1. All aircraft records were assumed to be authentic and unaltered unless specific comments indicate otherwise. Signatures attesting to, and inspections detailed therein, were assumed to be entered by persons designated and appropriately licensed to make such entries.
2. The subject aircraft is assumed to be airworthy to FAA standards and capable of being operated and flown on the effective date of the report under FAR Parts 91, 121, or 135 unless the appraiser has reason to believe that it is not. In that case an explanation is included within the report.
3. AD compliance was attested to by referencing the date of the last annual inspection or other appropriate inspections.
4. Components that were removed from the aircraft at the time of the appraisal will be reinstalled and in airworthy condition.

No hypothetical conclusions were made within this report.

The appraiser hereby certifies that he has no personal interest in the aircraft identified in this appraisal, nor 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 2/01/2025. The report was completed on 2/01/2025.

The appraiser is not responsible for the source material used in this report. The material was supplied by the client, aircraft owner, operator, or some other person familiar with the aircraft. Chain of custody through the life of the aircraft has not been established. Therefore, the party supplying the records has full responsibility for their content.

The writer of this report reserves the right to recall all copies of this report to correct any omission or error.

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

Harry Ingram

Harry Ingram, PAAO
Senior Certified Aircraft Appraiser

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INCLUDED WITH REPORT**

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