

# **EXHIBIT T**

Monday, February 10, 2020  
 Prepared By: Byerly Aviation

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**1978 TWIN COMMANDER 690B**

REGISTRATION#: N420LW  
 SERIAL#: 11455  
 AIRFRAME TOTAL TIME (AFTT): 6021  
 SINCE MAJOR OVERHAUL(SMOH)  
 SMOH - ENGINE#1: 775  
 SMOH - ENGINE#2: 775

ADD-ONS/MODS	\$RETAIL	\$WHOLESALE
Freon Air	40,000	28,000
Wide Chord Hartzells	35,000	24,500
Garmin GTN 750	17,200	12,040
Garmin GTN 750	17,200	12,040
G600	12,498	8,749
Winglets	5,000	3,500
Missing Logs	-50,000	-45,000

**SUMMARY**

VALUE ITEM	\$RETAIL	\$WHOLESALE
BASIC PRICE	515,000	435,690
ADDS/DEDUCTS	76,898	43,829
AIRFRAME	18,632	18,632
ENGINE(S)	308,000	308,000
CONDITION	53,560	37,492
<b>TOTAL:</b>	<b>\$972,090</b>	<b>\$843,643</b>

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Change Last Quarter:	0%
Change Last 12 Months:	0.98%
Change Since New:	-39.84%
Price When New:	\$856,000

**BASE PRICE INCLUDES**

Dual avionics, 2700 SOH, 900 SHS, TAWS B, 7 or better P&amp;I, ADS-B, NDH.

**PERFORMANCE & SPECS**

Config	Twn trbopr
Mx sts	10
Cruise (B)	283 kts
Mx T.O. wt	10,325 lbs
Range	1454 nm
T.O. (50ft)	2259 ft
Lndng (50ft)	2100 ft
Wing span	46ft 8in
Length	44ft 4in
Height	14ft 11in

**MARKET DATA & RECENT ADS**

Prices assume SBs 236, 237, 238, 239 & 241 are done. 542 were built. Check corrosion and spar crack ADs. CK144 spar replacement can have added value. Renaissance airplanes can have added value depending on age. An authorized service facility based refurbishment such as Eagle Creek's Radome to Tailcone can add \$250k to value. ADs = 09-10-14 prop; 09-17-05 1st stage turbine; 09-25-02 eng mount/wing skins; 11-18-51 shaft bearing; 12-02-06 turbine disk; 13-09-05 frame cracks; 15-12-04 FCU; 15-18-03 prop shaft, 16-18-17 compressor, 16-21-07 FCU; 18-02-14 combustion chamber case assembly; 18-13-05 fuel control gears; 18-17-15 combustion chamber crack.

Demand Rating: B

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**ENGINE**

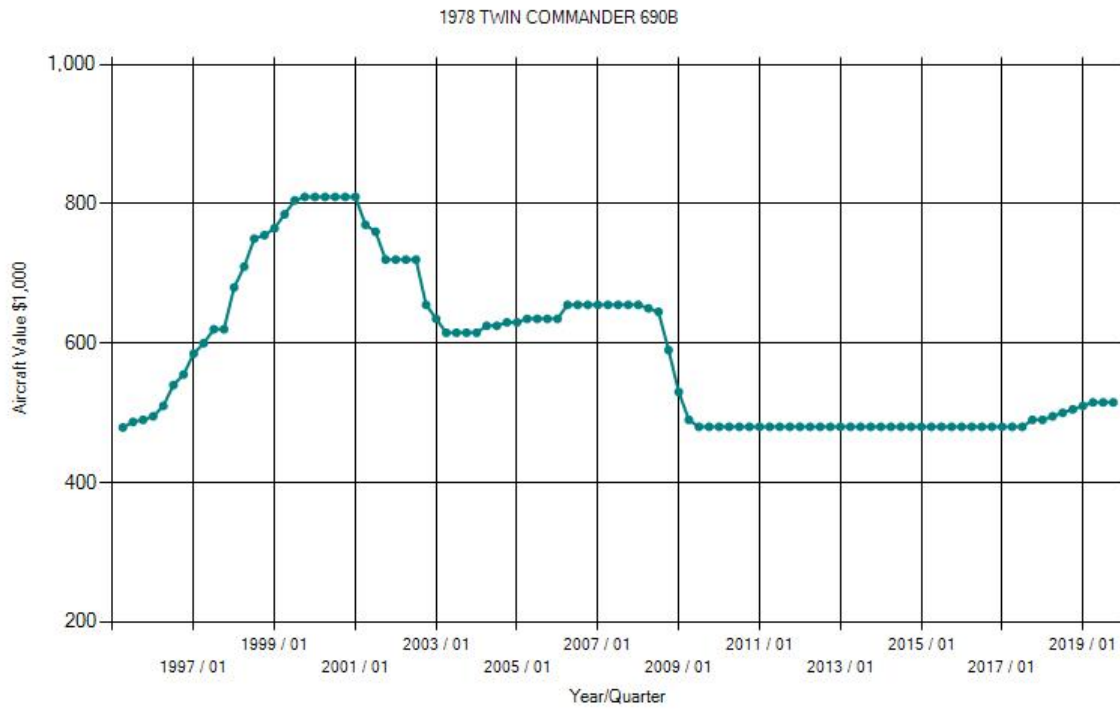
Honeywell 717shp TBO 5400

TPE331-5-251K

Average Overhaul \$275,000

**IMPORTANT NOTE**

Prices depicted in Vref are averages based on the marketplace from the previous quarter. These average prices may not represent a specific serial number. Each serial number is unique. Prices can vary widely due to time, condition, maintenance history and equipment.



**Gaugush, Simon A.**

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**From:** Ryan Grenhoff <rgrenhoff@byerlyaviation.com>  
**Sent:** Monday, February 10, 2020 4:46 PM  
**To:** Page, Edward J.; jobyweeks@gmail.com  
**Cc:** 'Tim McKune'; swelch@byerlyaviation.com  
**Subject:** N420LW work&schedule  
**Attachments:** N420LWtimelife.pdf; N420LWquote.pdf

Ed & Joby,

I have included a copy of the time life sheets, and the worst case scenario quote. Right now the aircraft is in an un-airworthy condition, the batteries are removed and stored in our battery room. The starter/generators (used to start the engines) are also removed and in storage. The cockpit overhead panels are down, and wiring exposed for future work in that area. Seats are not attached just sitting in the aircraft with some removed equipment, and most panels are just installed with a few screws to free up our interior and cowling carts. The aircraft is locked and the key is stored in our possession. The earliest we can get back on the aircraft is March 23, 2020 and will need about 4 weeks to complete all discrepancies. Our completion date would be around April 17, 2020. If you want the aircraft to leave on a "ferry flight", we would need around 60 hours of labor, several misc. discrepancies to get the aircraft put back together, and final engine runs. Once we received approvals, and have 75% down on parts and labor, we can get you worked back into the schedule. If you have any questions or concerns feel free to give me a call. Thanks.

*Ryan Grenhoff*  
*Director of Maintenance*  
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