

AirBASE

Aircraft Exterior & Interior condition sale

Interior

10. The aircraft is new.
9. Interior looks new. There are no scratches, cracks, crazing or other evidence of use.
8. Interior is in near new condition. Any smell, dirt, or matting can be removed by simple cleaning. Some evidence of use can be found only on close inspection.
7. A small amount of wear is apparent. Small, shallow scratches and / or stains (1 or 2 per seat) can be found on seats, carpet, or woodwork. Stain remover and shampoo removes almost all stains. Headliner is clean with no stains. There are no nicks in woodwork.
6. Headliner may have a couple of dirty spots that can be removed almost completely with cleaning. Matting in high use areas does not vacuum out completely. Steaming or shampooing improves interior considerably, but a couple of small, limited areas (doorway, beneath rudder pedals) remain looking worn or stained. No frayed or torn fabric is apparent. Leather, vinyl, or woodwork has no cracks, but small scratches, or creases (4 to 6 per seat) are obvious. Seats and drawers operate smoothly. Scratches in scuff plates around doorways are obvious. Interior still looks attractive when cleaned thoroughly.
5. High use areas (doorway, beneath rudder pedals) still look worn (fibers appear shorter than surrounding carpet) after thorough shampooing. Headliner may have several stains but is not torn. Minor (2 or 3 instances per seat) fraying, staining, or cracking is apparent on less than half the seats. Small nicks are visible in woodwork. About one-third of the seats and drawers do not operate smoothly. Interior can be made to look clean, but it lacks sparkle in many areas.
4. Scratches, stains, and frayed fabric are seen on most seats. More than half of the leather or vinyl seats may have small cracks. Carpet is matted along aisle. Carpet also has numerous stains, snags or other irregularities. Interior has two or three tears. About half of the seats and drawers do not operate smoothly. Wood laminates may be peeling slightly. Several cracks in scuff plates around doorways are obvious. Interior cannot be made to look clean or smell fresh.
3. Tears, snags, and stains are clearly visible in many areas. Several cigarette burns can be found. Most seats and drawers do not operate smoothly. Interior looks and smells dirty even after cleaning.
2. Cracks, stains, tears, and snags are the norm. Many seats have exposed foam. Interior is dirty and foul-smelling even after thorough cleaning.
1. Interior is so dirty and worn that most people would be hesitant about sitting down for fear of damaging clothing.

AirBASE

Aircraft Rating Scale out of 10

Exterior

10. Aircraft is new.
9. Paint is new. Airframe and paint are in excellent condition with no scratches or dents.
8. Paint and airframe are in near new condition. Minor scratches (shallow, short, and less than 1 or 2 per square foot) are detectable only on close inspection (inspecting aircraft while standing at less than arms' length from it). Paint on often-used fasteners and screws may be chipped.
7. Paint has high gloss. Small number (less than 3 or 4 per square foot) of scratches are apparent, mostly on leading edges due to abrasion. Close inspection reveals only a few small dents or chips (less than 1 or 2 per sq. ft.). Windows are clear with no crazing or discoloring.
6. Paint is shiny. Several small scratches, chips or dents (4 or 6 per sq. ft.) can be found, mostly around high use areas (fuel caps, doors, struts). Some crazing or small stress cracks (less than 2 or 3 hairline cracks per sq. ft.) are visible in plastic and fiberglass structures. Several windows may be milky at edges.
5. Paint is sound (no corrosion apparent). Slight oxidation can easily be polished out, leaving paint shiny again. Two or three small areas (rounded corner of cowling, part of leading edge) of crazing can be found in paint. Paint on leading edges is rough from abrasion. Touched up or repaired areas may be seen on close inspection. Small number (3 or 4 per sq. ft.) of short cracks can be found in fiberglass wingtips and cowlings due to normal wear or hangar rash. Cowling seals are faded. Many (less than half) window have milky edges. Several windows may be crazed or lightly scratched. Aircraft looks attractive to most people during walk-around.
4. Paint is generally sound. Small areas require special attention (touch up or repair by trained individual) due to oxidation, peeling, shipping, corrosion, or crazing. Paint is dull in many (less than half) areas. Most windows are crazed and scratched.
3. Paint is not shiny and has peeled in many areas. Most leading edges and upper surfaces are crazed and oxidized. Moderate number (5 or 6 per sq. ft.) of chips, cracks, or dents can be found. All window surfaces are scratched. Even after touch-up and polishing, aircraft still looks unsightly.
2. Aircraft looks terrible. Paint is badly oxidized, peeled, and blemished. It is well beyond the touch-up and polish stage. Corrosion, dents, and cracks require extensive work.
1. Exterior is so full of corrosion, heavy dents, or tears that it will not pass an annual inspection without repairs.

Data: Airbase Aviation/Aircraft Bluebook 2010