

Pre-buy Inspection Price List

- All prices are quoted with work being performed at MAS facilities at KSCK.
- Travel is an addition cost.
- MAS Does NOT NOT perform title searches or lean searches
- For all levels, test results will be recorded and a report provided to the customer with photographs where appropriate.
- Although MAS will do what it can to identify issues that may be important to a potential buyer, MAS DOES NOT warrant or guarantee that all issues will be discovered.
- Prebuy customer, owner, or owner representative must agree to hold MAS harmless for any issue discovered during or after prebuy inspection before work is commenced.
- A 50% down payment must be received prior to MAS scheduling a prebuy inspection.
- Prebuy inspection time required is an estimate only. Various factors will contribute to either shorten or lengthen the time required to perform the inspection.
- Remaining fees are due and payable prior to any work proceeding.

Single Engine

Prerequisites

- Single piston engine
- Gear Swing NOT INCLUDED.

Level 1 - Basic Conformance \$975

This will determine if the aircraft is configured as advertised and if it is legal to fly. Inspection criteria is based upon no disassembly of the aircraft, aircraft components, appliances or accessories.

1. Validation of "As Sold" configuration. MAS will compare the advertised configuration of the aircraft to the actual configuration of the aircraft to include: airframe, engine, propeller, avionics.
2. Annual/conditional compliance verification will verify that aircraft is "in annual" according to the logbooks. The annual inspection should list complied with ADs and recurring ADs.
 1. Pitot static compliance verification will identify the last pitot static test date per log book.
 2. ELT compliance verification will identify remaining battery life in ELT per log book
3. Aircraft document validation (AROW)
4. Preflight inspection will review basic condition of aircraft to include visually apparent airframe damage, missing components such as wheel pants or fairings, condition of tires, brakes, and landing gear such that it doesn't require disassembly of components.
5. Aircraft runup. (If possible)
6. Ground based avionics operation will test comms, audio panel, and all installed headphone jacks for proper operation to include transmit and receive functions.

Level 2 - Compression and Corrosion \$1795

Basic Conformance plus:

1. Compression test will be performed on engine.
2. Airframe internal inspection will remove (where appropriate) inspection plates and inspect for corrosion with photographic evidence provided.

Level 3 - In-depth Pre-buy inspection \$2595

Basic Conformance + Compression and Corrosion plus:

1. Detailed review of all presented logbooks
2. Pre-buy inspection utilizing MAS, manufacturer, or Type Club authorized pre-buy checklist.

3. Oil analysis - We will extract a sample and send it to a lab for analysis.
4. Fuel system, stress test – we will fill up all the tanks to capacity where possible (fuel required is an additional cost to pre-buy charge) to verify that the fuel system does not leak and moves fuel properly. Aircraft will be allowed to sit for 24 hours in this condition to allow for potential leaks to form.
5. Electrical system load stress test. – We will turn on all electrical systems and ensure that all systems, including radios, in transmit mode, work properly.
6. For airworthy aircraft, a flight test of up to 45 minutes in order to test those systems that can only be tested and validated in flight, such as pressurization systems and autopilots. Pilot availability and weather permitting. (No discount for no flight)

SEL Gear Swing - \$450

1. Some aircraft require special equipment in order to safely perform a landing gear retraction and extension test.
2. If the acquisition of special equipment is required and there is an additional fee in order to obtain this equipment, the customer will be notified and given an option to decline. Gear Swing fee will be refunded under this condition.

Twin Engine Aircraft

Prerequisites

- Piston Engine Aircraft
- Gear Swing NOT INCLUDED

Level 1 - Basic Conformance \$1395

This will determine if the aircraft is configured as advertised and if it is legal to fly. Inspection criteria is based upon no disassembly of the aircraft, aircraft components, appliances or accessories.

1. Validation of “As Sold” configuration. MAS will compare the advertised configuration of the aircraft to the actual configuration of the aircraft to include: airframe, engine, propeller, avionics.
2. Annual/conditional compliance verification will verify that aircraft is “in annual” according to the logbooks. The annual inspection should list complied with ADs and recurring ADs.
 1. Pitot static compliance verification will identify the last pitot static test date per log book.
 2. ELT compliance verification will identify remaining battery life in ELT per log book
3. Aircraft document validation (AROW)
4. Preflight inspection will review basic condition of aircraft to include visually apparent airframe damage, missing components such as wheel pants or fairings, condition of tires, brakes, and landing gear such that it doesn’t require disassembly of components.
5. Aircraft runup. (If Possible)
6. Ground based avionics operation will test comms, audio panel, and all installed headphone jacks for proper operation to include transmit and receive functions.

Level 2 - Compression and Corrosion \$2795

Basic Conformance plus:

1. Compression test will be preformed on engine.
2. Airframe internal inspection will remove (where appropriate) inspection plates and inspect for corrosion with photographic evidence provided.

Level 3 - In-depth Pre-buy inspection \$4995

Basic Conformance + Compression and Corrosion plus:

1. Detailed review of all presented logbooks

2. Pre-buy inspection utilizing MAS, manufacturer, or Type Club authorized pre-buy checklist.
3. Oil analysis - We will extract a sample and send it to a lab for analysis.
4. Fuel system, stress test – we will fill up all the tanks to capacity where possible (fuel required is an additional cost to pre-buy charge) to verify that the fuel system does not leak and moves fuel properly. Aircraft will be allowed to sit for 24 hours in this condition to allow for potential leaks to form.
5. Electrical system load stress test. – We will turn on all electrical systems and ensure that all systems, including radios, in transmit mode, work properly.
6. For airworthy aircraft, a flight test of up to 45 minutes in order to test those systems that can only be tested and validated in flight, such as pressurization systems and autopilots. Pilot availability and weather permitting. (No discount for no flight)

MEL Gear Swing - \$750

1. Some aircraft require special equipment in order to safely perform a landing gear retraction and extension test.
2. If the acquisition of special equipment is required and there is an additional fee in order to obtain this equipment, the customer will be notified and given an option to decline. Gear Swing fee will be refunded under this condition.

Attestation to Finance or Insurance Company

- If completed as a stand-alone inspection, rate will be charged based upon an hourly rate of \$125/hour with a minimum of 4 hours. Final charge will depend upon the number of items inspected and level of detail requested on form.
- If completed in conjunction with a pre-buy inspection, cost is \$150 plus pre-buy cost.