



VREF VALUATION
AUGUST 09, 2021
PREPARED BY VREF
1976 CESSNA GOLDEN EAGLE 421 C

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TWIN ENGINE VREF PRESSURIZED PISTON TWIN INDEX





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The **Cessna 421 Golden Eagle** is an American six or seven-seat twin-engine light transport aircraft developed in the 1960s by Cessna as a pressurized version of the earlier Cessna 411. The 421 is an all-metal low-wing cabin monoplane with a retractable tricycle landing gear, and powered by two geared Continental GTSIO-520-D engines, wing-mounted in tractor configuration. The cabin is accessed from a door on the left-hand side behind the wing.

The Cessna 421 was first produced in May 1967. It had "Stabila-Tip" fuel tanks on the wingtips (like the Cessna 310).

The next year, 1969, the design was refined, with a three-inch stretch of the fuselage, five more gallons of fuel capacity, and a 40-pound increase in gross weight. The plane was redesignated the Cessna 421A.

In 1971 the design was again improved. Both empty and gross weight increased, the wingspan was increased by two feet, raising the service ceiling by 5,000 feet. The nose was stretched two feet to accommodate a larger nose baggage section. This new plane is designated the Cessna 421B.

In 1975 the plane was offered with a package of equipment enabling flight into known icing conditions.

In 1976 the 421C appeared: wet wings, the absence of wingtip fuel tanks, and landing gear changed from straight-leg to a trailing-link design from the 1981 model year. Production ended in 1985 after 1,901 aircraft had been delivered.

The 421 was first certified on 1 May 1967 and shared a common type certificate with models 401, 402, 411, 414, and 425.

Some 421s have been modified to accept turboprop engines, making them very similar to the Cessna 425, which is a turboprop development of the 421.

421

Type approved 1 May 1967, powered by two Continental GTSIO-520-Ds of 375 hp each, maximum takeoff weight 6,800 lb. Two hundred built.

421A

Type approved 19 November 1968, powered by two Continental GTSIO-520-Ds of 375 hp each, maximum takeoff weight 6,840 lb. 158 built.

421B Golden Eagle/Executive Commuter

Eight-seat light passenger transport aircraft. Type approved 28 April 1970, powered by two Continental GTSIO-520-Hs of 375 hp each, maximum takeoff weight 7,250 lb, later models 7,450 lb, 699 built.

421C Golden Eagle/Executive Commuter

Model with a new wing and landing gear. Type approved 28 October 1975, powered by two Continental GTSIO-520-Ls or Continental GTSIO-520-Ns of 375 hp each, maximum takeoff weight 7,450 lb. 859 built.

Riley Turbine Rocket 421

Conversion of Cessna 421 aircraft by fitting two Lycoming LTP101 turboprop engines. Formal designation R421BL and R421CL for conversions of 421B and C, respectively.

Riley Turbine Eagle 421

Conversion of Cessna 421C aircraft by fitting two 750hp Pratt & Whitney Canada PT6A-135 turboprop engines. Formal designation **R421CP**.

Excalibur 421

Re-engined 421C with Pratt & Whitney Canada PT6A-135A or PT6A-112 turboprops, supplemental type certificate held by Excalibur 421 LLC of Paso Robles, California. In 2013 it was announced that Aviation Alliance is acting as program managers for the Excalibur 421 upgrade program.

Advanced Aircraft Regent 1500

Production of the Riley Turbine Eagle 421 conversion by Advanced Aircraft Corporation.



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MONDAY, AUGUST 09, 2021

Airframe Time (AFTT) / Engine Time

ITEM	VALUE
Registration #	N31C
Serial #	421C0096
Airframe Total Time (AFTT)	6406
AFTT Avg	8507.00

Since Major Overhaul (SMOH)

SMOH Engine 1 - Continental GTSIO-520-L/N	829.90
TBO Avg	800.0
SMOH Engine 2 - Continental GTSIO-520-L/N	710.80
TBO Avg	800.0

Performance & Specs

ITEM	VALUE
Configuration	Twin Engine, Piston, Pressurized
Max Seats	8
Max Take Off Weight	7450 lbs
Cruise	241 kts
Range	882 nm
Take Off Run	1786 ft
Landing Roll	720 ft
Wing Span	41ft 2in
Length	36ft 5in
Height	12ft 11in
Take Off Run (50ft)	2323 ft



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Summary

ITEM	\$ RETAIL/FAIR MKT
Basic Price	200,000.00
Adds/Deducts	39,093.75
Airframe	6,303.00
Engine	1,853.12
Condition	-26,250.00
TOTAL	220,999.88

Base Price Includes

Dual digital Nav/Comm, 3-Axis Autopilot, Color Radar, ADF, DME, Factory Air Conditioning, Full De-ice, Glass Windshield. Base Price Includes the following: Aircraft is compliant with ADS-B Out, AD's and SB's complied with, No Damage History, complete records and logbooks since new with Mid-Life engines and mid-time maintenance unless otherwise noted. Aircraft Base Price assumes aircraft Paint and Interior Condition are Good unless otherwise noted. Please refer to the FAQ for paint and interior definitions.

Modifications and Conversions

ITEM	AGE	VALUE
GARMIN 530W	8	2,000.00
RAM OVERHAUL	8	23,000.00
VORTEX GENERATORS	8	750.00
POWER PAC SPOILERS	8	2,248.75
TOTAL		\$27,998.75

Manual Adjustments

DESCRIPTION	VALUE
-	-
TOTAL	\$0.0

Floats

ITEM	AGE	VALUE
-	-	-
TOTAL		\$0.0

Avionics

ITEM	AGE	VALUE
GTX 345	0	4,995.00
GTX 327	8	500.00
S-TEC 55X	8	2,125.00
JPI EDM 760 TWIN ENGINE	8	1,225.00
EX 500	8	2,250.00
TOTAL		\$11,095.00

Retail Percent Change

ITEM	VALUE
Change Last Quarter	0.00%
Change Last 12 Months	0.00%
Change Since New	-44.23%
Price When New	\$358,585.00

Condition & History

Paint	Interior Condition (Basic)
D - Poor	D - Poor



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Comments

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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.