

YR	MODEL	SERIAL NUMBER SERIES	FACTORY NEW LIST		AVG. RETAIL	AVG. WHOLE-SALE	TREND	ENGINE (s) Takeoff Power	Avg O'haul \$ Installed	TBO Eng Hr	Max Sts	APPRAISAL POINTS
			\$ Standard	\$ Avg Equip								
92	F 33 A	CE-1640 § CE-1715	191,375	225,020	213,000	178,000	No Change	Cont 285hp • IO-520-BB	25,000	1700	6	
93	F 33 A	CE-1716 § CE-1766	223,500	263,730	218,000	182,000	No Change	Cont 285hp • IO-520-BB	25,000	1700	6	
94	F 33 A	CE-1767 § CE-1791	255,800	301,844	223,000	186,000	No Change	Cont 285hp • IO-520-BB	25,000	1700	6	
Recent ADs: 98-14-3 • 98-25-13 • 99-5-13 • 01-8-8 • 01-11-3 • 02-9-8 • 04-8-10 • 07-8-4												
Add for - lo eng \$14.70 hr • air cond \$7,840 (\$5,880) • 100-amp alt \$1,053 (\$790) • prop ice \$3,940 (\$2,960) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1,000 (\$750) Serial numbers are per Beechcraft, correspond to Beech's Oct-to-Oct model years												
BEECH DEBONAIR 33 (Sgl piston-eng, retr tri-gear)				BASE AVG = Dual nav-com • mkr beacon • xpdr • enc alt • ADF • 1-axis A/P • aux tanks • oxy • 750=225 hp/850=285 hp SMOH • AFTT +/- 10% of avg • compression 85% of new • orig logs • good P&I • no DH • 6-mo annual • ADs complied								
60	33	CD-2 § CD-224,233, 234,236,241,246, § 250	19,995	23,994	60,000*	48,000	No Change	Cont 225hp • IO-470-J	25,000	1500	4	Low wing • conv tail • IO-470 auto fuel STC avail
61	A 33	CD-225 § -232,-235,-237 § -240,-242,-245,-251,-387	21,750	26,100	63,000*	50,000	No Change	Cont 225hp • IO-470-J	25,000	1500	4	Conv swept fin & rudder
62	B 33	CD-388 § CD-587	22,750	29,300	68,000*	54,000	No Change	Cont 225hp • IO-470-K	25,000	1500	4	2-bld c/spd prop, bigger fuel tanks, redesigned panel
63	B 33	CD-588 § CD-724	22,750	29,600	69,000*	55,000	No Change	Cont 225hp • IO-470-K	25,000	1500	4	2-bld c/spd prop
64	B 33	CD-725 § CD-811	23,500	30,200	72,000*	58,000	No Change	Cont 225hp • IO-470-K	25,000	1500	4	2-bld c/spd prop
Add for - lo eng \$16.66 hr • G/S \$230 (\$170) • DME \$860 (\$650) • 2-axis A/P \$1,050 (\$790) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1000 (\$750) Auto fuel STC: see Petersen. *Value of upgraded or restored models may be significantly higher												

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			\$ Standard	\$ Avg Equip								
65	C 33	CD-812 § CD-970	23,950	30,740	76,000*	61,000	No Change	Cont 225hp • IO-470-K	25,000	1500	5	Magic hand & 5th seat opt • Debonair discontinued, now Bonanza 33
66	C 33	CD-971 § CD-1056	26,425	33,388	78,000*	63,000	No Change	Cont 225hp • IO-470-K	25,000	1500	5	Magic hand & 5th seat opt
67	C 33	CD-1057 § CD-1118	27,450	34,567	81,000*	65,000	No Change	Cont 225hp • IO-470-K	25,000	1500	5	Magic hand & 5th seat opt
Recent ADs: 98-25-13 • 01-23-10 • 07-4-19 • 07-8-8												
66	C 33A	CE-1 § CE-102	27,925	37,356	90,000*	73,000	No Change	Cont 285hp • IO-520-B/-BA	125,000	1700*	5	
67	C 33A	CE-103 § CE-179	28,950	38,650	93,000*	76,000	No Change	Cont 285hp • IO-520-B/-BA	125,000	1700*	5	Discontinued as Debonair • See Bonanza 33
Recent ADs: 98-1-8 • 98-25-13 • 01-23-10 • 02-9-8 • 04-8-10 • 07-8-8												
Add for - Io eng \$16.66 hr on 225 hp, \$14.70 hr* on 285 hp • G/S \$250 (\$190) • DME \$1,000 (\$750) • 2-axis A/P \$970 (\$730) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1000 (\$750) *IO-520-B,-BA eng hr and o'haul values are based on 'permold' heavy cases. To change light case to heavy at o'haul, add \$2,850 for used case, \$8,616 for new, to o'haul cost. *Value of upgraded or restored models may be significantly higher												
BEECH 24 SIERRA (Sgl piston-eng, retr tri-gear)			BASE AVG = Dual nav-com • G/S • marker beacon • xpdr • enc alt • ADF • 1-axis A/P • 1000 SMOH • AFTT +/- 10% of avg • compression 85% of new • orig logs • good paint & interior • no DH • 6-mo annual • ADs complied									
70	A-24-R	MC-2 § -21,-24 § -38,-40,-41,-44 § -47,-49 § -62,-66 § -69	24,950	34,150	42,000	33,000	No Change	Lyc 200hp • IO-360-A1B	22,000	2000*	6	C/spd prop • fuel inj • 6-seat config includes rear jumpseat
71	A-24-R	MC-22,-23,-39,-42,-43,-48,-63 § -65,-70 § -95	24,950	34,150	43,000	33,800	No Change	Lyc 200hp • IO-360-A1B	22,000	2000*	6	Fuel inj • c/spd prop
Recent ADs: 98-19-2 • 99-5-13 • 02-9-8 • 02-26-1 • 03-14-3 • 04-10-14 • 06-6-16 • 06-18-15 • 06-20-9 • 07-4-19												
72	A-24-R	MC-96 § MC-150	25,795	35,895	44,000	34,600	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000*	6	Fuel inj • c/spd prop

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			\$ Standard	\$ Avg Equip								
73	B-24-R	MC-151 § MC-190	25,795	35,895	45,000	35,500	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000*	6	Fuel inj • c/spd prop • new instr panel
Recent ADs: 98-19-2 • 99-5-13 • 02-9-8 • 02-26-1 • 03-14-3 • 04-10-14 • 05-1-10 • 06-6-16 • 06-18-15 • 06-20-9 • 07-4-19												
Add for - lo eng \$11.00 hr • DME \$1,240 (\$930) • 2-axis A/P \$770 (\$580) • compass sys \$1,060 (\$800) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1,000 (\$750) *IO-360, 200 hp eng w/o redesigned camshaft is 1400 hr TBO, plus w/o large bearing dowels is 1200 hr TBO.												
74	B-24-R Sierra 200	MC-191 § -292, MC-294 § -304	26,550	37,850	46,000	36,300	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Fuel inj • c/spd prop
75	B-24-R Sierra 200	MC-293,-305 § -381, -383 § -385	30,250	43,041	47,000	37,100	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	
76	B-24-R	MC-382,-386 § -448, -450,-451	36,450	50,767	48,000	37,900	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Fuel inj • c/spd prop • prcd w/KX 170s, Cntry I
77	C-24-R	MC-449,-452 § -532, -534 § -536	39,000	53,594	51,000	40,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Fuel inj • c/spd prop • prcd w/KX 170s, Cntry I
Add for - lo eng \$11.00 hr • DME \$1,480 (\$1,110) • 2-axis A/P \$900 (\$680) • compass sys \$1,350 (\$1,010) • strobes \$270 (\$200) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1,000 (\$750)												
78	C-24-R Sierra 200	MC-533,-537 § -619	43,850	58,909	53,000	42,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Prcd w/KX 170s, Cntry I
79	C-24-R Sierra 200	MC-620 § -688,-690 § -701	49,000	67,265	55,000	44,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Prcd w/KX 170s, Cntry I
80	C-24-R Sierra	MC-689,-702 § -740	53,900	74,878	57,000	45,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Prcd w/KX 170Bs,Cntry I
81	C-24-R Sierra	MC-741 § MD-764	62,300	89,305	59,000	47,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Prcd w/KX 170Bs,Cntry I
Add for - lo eng \$11.00 hr • DME \$1,980 (\$1,490) • 2-axis A/P \$1,210 (\$910) • compass sys \$1,810 (\$1,360) • strobes \$360 (\$270) • IFR GPS \$4,000 (\$3,000) • VFR GPS \$1,800 (\$1,350) • IFR Ioran \$1,000 (\$750)												
82	C-24-R Sierra	MC-765 § MC-782	68,500	96,000	61,000	49,000	No Change	Lyc 200hp • IO-360-A1B6	22,000	2000	6	Prcd w/KX155, Cntry I