

## **Aircraft Ratings Scale**

To fairly describe the interior/exterior condition of any plane, it must be compared to a common standard. This standard is described as “average” condition, and means the aircraft will show the same signs of normal wear and tear that similar aircraft of its age and flight time.

Previously, most individuals and dealers used a 1-10 scale for this rating, with a “10” being the way it looked when it rolled out the factory door. Over the years, however, the “1-10” scale has been so seriously corrupted as to be totally meaningless. (When was the last time you saw a plane advertised as a “4”?)

We suggest using the common-sense ratings shown here. Email or fax this page to the seller, and ask him/her to find the appropriate description. While beauty is truly in the eye of the beholder, this exercise may put you both in the same ballpark.

# Aircraft Ratings Scale



## Exterior

**New / Like new ("10")** Paint is shiny with high gloss. Looks like (or is) new. No scratches, chips or fading. Airframe has no dents or ripples. All glass is completely clear, with no crazing or scratches.

**Above Average ("9")** Shows minor chipping or wearing, but paint overall has high gloss. Small scratches apparent upon close inspection around high use areas. One or two small dents in acceptable places. Some scratches may be visible on windshield or side glass.

**Average ("8")** Paint is sound and solid, but with some wear and chipping evident, particularly around leading edges, cowlings and high use areas. Minor oxidation that can be brought to a reasonable shine with polish. A few small dents in leading edges or cowling. Windshield or side glass may be slightly crazed, but without cracks. Looks good from a short distance.

**Below Average ("7")** Paint is solid but oxidized and dull overall with many chips visible. Fiberglass wheel fairings and/or wingtips slightly crazed. A number of leading edge or other dents. Could be improved to average with touch-up and repainting in a few places. Some repairs or dents visible. Windshield or side glass milky around edges or has scratches or minor cracks.

**Poor ("6" or below)** Many dents, scratches. Large areas show bare aluminum. Aircraft leaves a trail of oxidized paint chips on takeoff. Needs complete paint.

## Interior

**New / Like new ("10")** Looks and smells new. Seats show no use or wear whatsoever. Headliner is immaculate, and rugs retain full pile with no apparent wear.

**Above Average ("9")** Near new condition. One or two small stains apparent upon close inspection. Colors bright, headliner clean with no cracks or stains. Signs of usage but not wear on rugs, kick plates, seat cushions.

**Average ("8")** Clean but obviously used. A few small rips or stains are obvious. Rug may be matted in high use areas, and kick plates show obvious signs of wear. Can be made attractive, but will never become impressive.

**Below Average ("7")** Seats have major stains or rips. Rugs matted, fabric frayed in high use areas. Headliner may have a few water stains or minor tears. Looks worn and used even after cleaning.

**Poor ("6" or below)** You (probably) wouldn't put your mother-in-law in it. Needs a complete soup-to-nuts interior.