

\*\*\*\*\*AIRCRAFT TITLE SEARCH REPORT\*\*\*\*\*

N Number: 73081  
Make: Cessna  
Model: 140  
SN: 10297

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The following information is provided by [REDACTED] through the examination of the FAA records.

Record Owner: [REDACTED]  
Address: [REDACTED]  
Date Registered: 1-22-22  
Title: [REDACTED]  
Acquired By: Bill of Sale  
Filed: 7-1-21 & 10-5-21  
Previous Owner: [REDACTED]  
Address: [REDACTED]  
Type: Corporation  
Signed By: [REDACTED]  
Dated: 3-29-21  
FAA Doc. #: WV003933  
Recorded: 1-22-22

\*\*\*\*\*LIEN STATUS AND ADDITIONAL INFORMATION\*\*\*\*\*

Subject to: Security Agreement  
Filed: 11-9-89  
Debtor: [REDACTED]  
Address: [REDACTED]  
Secured Party: Key Bank of Wyoming  
Address: 120 West Pearl, Jackson, WY 83001  
Dated: 10-26-89  
Recorded: 11-18-89  
Amount: Not Given  
FAA Doc. #: D96967

The file contains a certified copy of an unrecorded release dated 12-9-91, filed 2-19-92, executed by Key Bank of Wyoming, signed by an illegible signature as "Payoff Clerk" releasing the above-described Security Agreement, FAA Doc. # D96967.

On 3-3-92 FAA returned the above described release to Key Bank of Wyoming and advised that it may be recorded upon receipt and/ or completion of the following:

Show the corporate or managerial title of the signing. Payoff Clerk is not an acceptable title.

The file contains a Certificate of Aircraft Registration for [REDACTED] dated 2-6-25, filed 3-3-25, which states that the aircraft was sold to [REDACTED].

On 3-17-25 FAA advised [REDACTED] that a Certificate of Registration may be issued in his name upon receipt of a Bill of Sale from [REDACTED] to him, an Aircraft Registration Application signed in ink, including the typed or printed name of the signer in the signature block and a \$5.00 registration fee.

**ADDITIONAL NOTICE: In light of the COVID-19 situation, this search is also subject to the FAA Aircraft Registries new filing procedures. There may be additional documents including ownership and lien/security instruments that may have been submitted for filing and not yet reflected on the FAA indexes of documents filed daily, due to the FAA's delay in entering them into their system.**

SEE ATTACHED PAGE TWO

**PAGE TWO**  
**TITLE SEARCH REPORT**

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This search is subject to and controlled by the filings on record with the FAA. FAA has advised that the imaging system (formerly used by FAA) and the RMS system, currently in use at the FAA Aircraft Registry, may contain discrepancies and or inaccuracies of records maintained at the aircraft registry. In addition FAA has also advised of the following: Because of concern about the inadvertent release of proprietary data and personally identifiable information (PII), effective November 5, 2024, and until further notice, the FAA is restricting access to 'Work in Process' documents to only Federal employees and Federal contractors. Permit holders' electronic access to 'Work in Process' documents has been restricted. This decision is being made after careful Legal review regarding privacy concerns under the Trade Secrets Act (18 U.S.C. 1905) that prohibits disclosure of proprietary data, and the Privacy Act (5 U.S.C. 552a(b)) that prohibits disclosure of sensitive PII. In light of this, as International Aircraft Title & Escrow has no access to the FAA 'Work in Process' records International Aircraft Title & Escrow assumes no responsibility to the accuracy of the FAA aircraft records or information obtained from those records and does not guarantee, warrant, or insure FAA index or records to be free of error nor does International Aircraft Title & Escrow insure, warrant, or guarantee any services beyond specific written liability.

\*\*\*\*\***BILLING INFORMATION**\*\*\*\*\*

Title Search: \$ 100.00  
Fax Fee: \$  
Other: \$  
Prepaid: \$

TOTAL DUE: \$ 100.00

Examiner: Chuck Brock  
CB/mjg Chuck Brock

Date: March 26, 2025  
Time: 7:29 a.m. CDT