

For how much longer can this 25-year-old veteran hold its price?

That 340/440s have appeared to hold their prices over the first six months of the report could well be related to the turboprop re-engineering schemes by Napier and Allison. Of particular interest is the constant price differential—about £56,000—between 240 and 340, and 340 and 440.

Martin 2-0-2 and 4-0-4. Fourteen of these are offered, at prices considerably below their Convair counterparts. No bids are recorded.

Viscount. The only aircraft appearing on the Exchange whose owners are identifiable are two Viscount 755s of Cubana, offered at £286,000 apiece (purchase price would have been about £400,000 each), and four Viscount 707s of Aer Lingus, offered at £191,000 apiece (purchase price about £300,000). No bids for Viscounts are recorded.

DC-4/C-54. There were 21 of these offered for sale after nearly six months, and three for lease. These were matched by bids to purchase five and bids to lease seven. Market price appears to work out at about £82,850 for the DC-4, and rather less—£77,950—for the C-54. Rentals, respectively, averaged £2,740 and £2,680 per month.

DC-6. The offers to sell or lease this type involved 86 aircraft, matched by bids to buy only one (contingent upon ability to lease) and bids to lease only one. The market price appears to work out at £175,000, and the rental at £5,100 per month. These prices are rather less than those being asked by a U.S. dealer (F. B. Ayer) for American Airlines' DC-6s (£205,000-£223,000).

DC-6A. This convertible cargo-passenger model, by virtue of its cargo capabilities, appears likely to hold its price better than the DC-6. There were ten on the market after nearly six months of the Exchange, five for sale and five for lease. Average prices, inflated by the absence of matching bids, came out at £296,000 to purchase and £8,050 per month to lease. Though perhaps too high, the DC-6A is obviously a more desirable buy than a DC-6. F. B. Ayer is asking £312,000 for A.A.'s DC-6As.

DC-6B. The most economic and efficient of all the Douglas transports, the DC-6B is represented by 24 offers to sell, and five to lease. These are matched by the strongest bids in the table, six bids to purchase, and 21 bids to lease. As a result a comparatively realistic market price can be assessed at £226,500 to buy (£7,585 per month to rent). F. B. Ayer's asking prices for ex-A.A. DC-6Bs are not inconsistent with this figure—£250,000-£275,000 per aircraft.

There have been no DC-6B offers of less than £230,000, and prices asked during the earlier days of the market report reached as high as £300,000 and then fell when a large quantity appeared on the market in April.

DC-7 series. Six offers—five to sell and one to lease—are unmatched by bids, so that realistic prices are not possible to

The Douglas DC-6B, perhaps the most desirable of used aircraft

TABLE 1: AIRCRAFT EXCHANGE BIDS AND OFFERS

This table was compiled by *Flight* from market reports published by Aircraft Exchange in June 1959. The figures in bold type in the penultimate column are the average of offered and bid prices, where bids have been made. Where bids have not been made, the prices in that column are offered prices only, and are thus likely to be on the high side. Such prices are marked with an asterisk.

Type	No. offered for sale	Average sale price offered ¹	No. offered for lease	Average lease price offered per month ⁴	No. of bids to purchase	Average purchase price bid	No. of bids to lease	Average lease price bid (per month)	Average Market Price	
									Sale	Lease
DC-32	8	£25,000	1	£930	1	£23,000	—	—	£24,500	£930*
C-47	48	£30,000	7	£895	—	—	—	—	£30,000*	£895*
C-46F	20	£60,000	3	—	—	—	—	—	£60,000*	—
C-46FT	5	£67,200	—	—	—	—	—	—	£67,200*	—
C-46R	3	£19,200	—	—	—	—	—	—	£19,200*	—
Viking	19	£80,800	1	£1,475	2	£73,250	—	—	£77,020	£1,475*
Convair 240	21	£153,500	2	£2,295	4	£112,500	—	—	£133,000	£2,295*
Convair 340	2	£208,500	1	£3,480	1	£169,500	—	—	£189,000	£3,480*
Convair 440	1	£39,300	—	—	—	—	—	—	£39,300*	—
Martin 2-0-2	4	£112,500	—	—	—	—	—	—	£112,500*	—
Martin 4-0-4	10	£286,000	—	—	—	—	—	—	£286,000*	—
Viscount 755	2	£191,000	—	—	—	—	—	—	£191,000*	—
Viscount 707	4	£99,000	1	£3,030	2	£66,700	7	£2,540	£82,850	£2,740
DC-4	7	£83,400	2	£2,680	3	£72,500	—	—	£77,950	£2,680*
C-54	14	£198,000	30	£5,800	13	£152,000 ³	1	£4,400	£175,000	£5,100
DC-6	56	£296,000	5	£8,050	—	—	—	—	£296,000*	£8,050*
DC-6A	5	£236,000	5	£8,025	6	£217,000	21	£7,150	£226,500	£7,585
DC-6B	24	£384,500	1	£12,500	—	—	—	—	£384,500*	£12,500*
DC-7	3	£536,000	—	—	—	—	—	—	£536,000*	—
DC-7C	2	£136,500	2	£4,020	—	—	—	—	£136,500*	£4,020*
L.049	9	£135,200	—	—	2	£89,300	—	—	£112,250	—
L.749A	10	£357,000 ⁵	—	—	—	—	—	—	£357,000*	—
L.1049	9	£250,000	—	—	—	—	—	—	£250,000*	—
L.1049G	2	—	—	—	—	—	—	—	—	—

*Artificially high (see note above).

Footnotes: (1) As adjusted by Aircraft Exchange to take account of overhaul status. (2) Excluding executive models, and all P. & W. R-1830 engines. (3) Contingent on ability to lease out at £5,050 p.m. (3 year) or £3,250 p.m. (5 year). (4) Varies considerably depending on length of lease. (5) All 9 to be sold as a lot; price includes £1,070,000 worth of spares.