

Assessment for  
Murphy Renegade Spirit  
Proudly built by:  
Thomas McGrady

Inspection done on July 14, 2025

This aircraft was built in 1991. Flight time is at 54 hours total. It has sat in a closed aircraft hangar for over 20 years without moving or starting. The following assessment is looking beyond the dirt, birds nest and spiders. Several panel were not removed, but able to get a look using a boroscope. The whole aircraft will need a deep cleaning and maintenance will be needed.

**Aircraft airframe:**

Construction is in good condition. It is of aluminum tube construction fastened together with Avex rivets. Looking into the interior of the fuselage behind the seat, all tubing and rivets looks intact, properly installed and in good condition. Using a boroscope into the vertical stabilizer and rudder, it all looked in good condition as of the fuselage. Rear and forward cockpit are in good conditions. The ailerons were not hooked up, but by hand freely moved. All wiring needs to be gone through due to sitting so long. I did not see any signs of corrosion on the aluminum framing.

**Wings:**

The wings looked in good conditions inside as far as I can see inside. It was built with metal constructions and metal spare. I did not see any signs of corrosion on any aluminum spars or ribs. There was some birds nest inside the right upper wing. The wing support between the upper and lower wing was not installed and most likely in the small trailer in the hangar. In the pictures, you will see the right upper wing will sag due to the support has been removed. I was unable to get deep into the wing for a better look, but what I can see looked good both upper and lower right and left wings. The fuel takes in the wings will need to be drained, cleaned and inspected for corrosion.

**Fabric:**

This aircraft has been covered in fabric in 1991. On the scale of one to ten, one being poor and ten being great, I would rate the fabric condition a three and maybe a four in some areas. The fabric on the fuselage is serviceable, but only for a couple more years if not less. Looking at the lower right wing, it will need new fabric. I would highly recommend the whole aircraft to be refabric and paint.

**Tires:**

The tires and tubes will need to be replace and current tires are in a non-serviceable condition. Both wheel skirts are in good condition. Unable to see the brakes due to the skirts are installed.

**Engine:**

The engine is a 1989 Rotax 532, 64 HP, 2 stroke with 2 cylinders and water cooled. I was able to rotate the propeller and the engine freely rotated with no biding and had some compression. The throttle was frozen and would not move. I highly recommend this engine to be overhauled before flight. All hoses and wiring should be replaced due to sitting for over 20 years. The aircraft is capable of an 80 to 100 horse power engine to be installed.

**Propeller:**

The GSC fixed pitch wood propeller looked to be in good and serviceable condition.

**Radios/avionics:**

There is no radios or avionics installed in this aircraft.

**Aircraft registration:**

N4252X that is currently painted on the aircraft is no longer assigned to this plane. It will need to be registered with the Federal Aviation Administration before aircraft flies again.

**Assessment:**

To get a total and fare assessment of this aircraft, it would be best that the fabric to be removed, saying that, I feel that Tom McGrady built a high quality aircraft. For this aircraft to fly again, you can see my recommendations in the comments above in each category. **NOTE: This aircraft in its current condition is not flyable.** The figures I came up with is based on comparison aircraft and engines for sale online that are flyable. With some upgrades in engine and fabric, this could be a nice flying aircraft.

**Comparison listings online:**

2006 Murphy Renegade Spirit

Registered in Canada, C-GZK1

Rotax 912, 80 HP 4 Cycle, 4 cylinder

Has radio and avionics

Currently in great condition and flying

Asking: \$29,000 USD –price reduced

1999 Murphy Renegade Spirit

Registered in Israel, 4XHHP

Rotax 912, 80 HP 4 Cycle, 4 cylinder

Has radio

New fabric

Currently in good condition and flying

Asking: \$19,000 USD

Year not listed- Murphy Renegade Spirit

Registered in UK, G-MZIZ

Rotax 582, 65 HP 2 Cycle, 2 Cylinder

Has radio

Newly refurbished

Currently in good condition and flying

Asking: \$18,000 USD

**Assessment for Thomas McGravy's 1991 Murphy Renegade Spirit:**

Airframe, wings and flight control: estimate value of \$5,000 to \$7,000

Engine: estimate valued of \$400 to \$1,500

Propeller: estimate value of \$300 to \$600

**Total estimate value of this aircraft is \$5,000 to \$10,000**

**Note:**

Full aircraft fabric replacement with new paint: estimate \$5,000 to \$7,000

Engine overhaul: \$2,000 to \$5,000

To buy a newer, but used overhauled engine like an 80 horse power Rotax 912: used price estimate \$9,000 to \$12,000

The reason of the estimate of \$5,000 to \$10,000 is due to not able to really look inside the wings.

If you have any questions, please feel free to call me at 937-570-0188.

Richard Borgerding, FAA Airframe & Powerplant certified