



Windsock Value Report for [REDACTED] (1999 CESSNA 172S)

Report Summary

Executive Brief for this Windsock Value Report

About the CESSNA 172S

The Cessna 172S is a prominent model within the Cessna 172 Skyhawk series, known as one of the most successful and widely recognized aircraft in general aviation history. The Cessna 172 series was first introduced in 1956, and it quickly became popular due to its reliable design, ease of handling, and affordability. These characteristics made it an excellent choice for flight training, personal use, and a variety of other general aviation purposes.

The Cessna 172S, part of the newer iterations of this family, was introduced in the late 1990s. The 'S' model is distinguished by several upgrades and enhancements over its predecessors, including a more powerful engine, modern avionics, and improved comfort and safety features. Specifically, the 172S is equipped with a Lycoming IO-360-L2A engine, providing 180 horsepower, which gives it better performance in terms of climb rate and cruise speed.

The motivations behind the production of the 172S model were to keep up with advancing technology and to meet the evolving needs of pilots and flight schools. By incorporating advanced avionics like the Garmin G1000 glass cockpit, Cessna ensured that the 172S remained relevant in a market increasingly dominated by digital instrumentation. This not only enhanced pilot situational awareness but also made the aircraft more appealing to modern flight training institutions.

The niche served by the Cessna 172S is largely within the realms of flight training and recreational flying. Its forgiving flight characteristics and robust design make it an ideal trainer aircraft, capable of withstanding the rigors of repetitive takeoffs, landings, and student pilot errors. Additionally, the aircraft's reliability makes it a favorite among private pilots for recreational and cross-country flights.

One of the main benefits of the Cessna 172S is its balance of performance, cost, and ease of maintenance. This balance, along with its impressive safety record, has solidified the 172S as a cornerstone in general aviation, ensuring that the legacy of the Cessna 172 continues to thrive well into the 21st century.

Windsock Value Summary

- **Windsock Value:** \$228,175.00
- **Windsock Value Likely Range:** \$208,052.00 - \$248,299.00
- **Confidence Rating:** High
- **Wholesale Avionics Value:** \$9,308.20
- **Effective Avionics Package Value:** \$12,058.00
- **Value Change last 12 months:** -1.79%
- **Year-Out Forecast Value:** -0.22%

Aircraft Specs

- Serial Number: [REDACTED]
- Year: 1999
- AFTT: 3667
- SMOH: 1537
- Interior Rating: 6/10
- Exterior Rating: 6/10

Performance Specs

- Max Seats 4
- Max Take-Off Weight (P) 2550 lbs
- Cruise 124 kts
- Range 640 nm
- Take-Off Run 960 ft
- Landing Roll 575 ft
- Wing Span 36 ft 1 in
- Length 27 ft 2 in
- Height 8 ft 11 in
- Take-Off Run (50 ft) 1630 ft

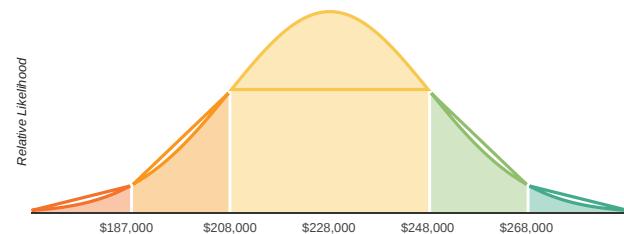
Windsock Value: \$228,175.00

Confidence Rating: High

How reliable are our ranges for similar aircraft typically?

Windsock Value Range

What's the most likely value for this aircraft, and how much could we expect the range of fair values to be?



Market Strength

What's the market typically like for aircraft like this one?

- **Typical price adjustment for similar aircraft:** $-5.55\% \pm 6.74\%$
- **Typical price adjustment for entire market:** $-3.83\% \pm 6.97\%$
- **Typical price adjustment assessment:** Sellers are much less likely to be optimistic when re-pricing similar aircraft
- **Typical days on market for similar aircraft:** 24.52 ± 39.28 days
- **Typical days on market for entire market:** 28.04 ± 41.7 days
- **Typical days on market assessment:** Sellers are less likely to spend more days on market similar aircraft

Windsock Value Deep-Dive

We know how much the aircraft's Windsock value is now - how much has it appreciated, how much will it appreciate in the future, and how does this aircraft stack up against the market?

Important: Interpretability Model

This section uses a separate interpretability model that attempts to unpack the complex dependencies that the full Windsock valuation model uses. This separate model roughly breaks down where the value may lie for the aircraft into more interpretable themes. It does not indicate any exact results but should be used as a rough sense for explaining why the model breaks down the way it does. The values shown are approximate and should be understood as thematic insights rather than precise value allocations.

Itemized Pricing Breakdown

This section provides a rough breakdown of where aircraft value may lie across interpretable themes. These values are approximate and should be used as a rough guide for understanding aircraft value. Note that many factors overlap and may be over or under-represented.

Make/Model Base Value: +\$193,119.65

Avionics Configuration: +\$58,747.95

Aircraft Capabilities: +\$2,707.24

Airframe Time: +\$0.07

Aircraft History: +\$2,407.65

Engine Time: +\$0.90

Market Timing: -\$5,141.99

Interior Quality: -\$5,099.27

Exterior Quality: -\$3,080.62

Geographic Location: -\$1,392.13

Itemized Breakdown Impact Comparison

This interpretability model shows the approximate relative impact of each factor compared to similar aircraft. These are rough approximations for understanding model reasoning, not exact value allocations.

Make/Model Base Value: +79.71% (+82.05% for similar aircraft)

Avionics Configuration: +24.25% (+20.54% for similar aircraft)

Aircraft Capabilities: +1.12% (+1.95% for similar aircraft)

Airframe Time: 0.0% (0.0% for similar aircraft)

Aircraft History: +0.99% (+0.58% for similar aircraft)

Engine Time: 0.0% (0.0% for similar aircraft)

Market Timing: -2.12% (-2.31% for similar aircraft)

Interior Quality: -2.1% (-1.78% for similar aircraft)

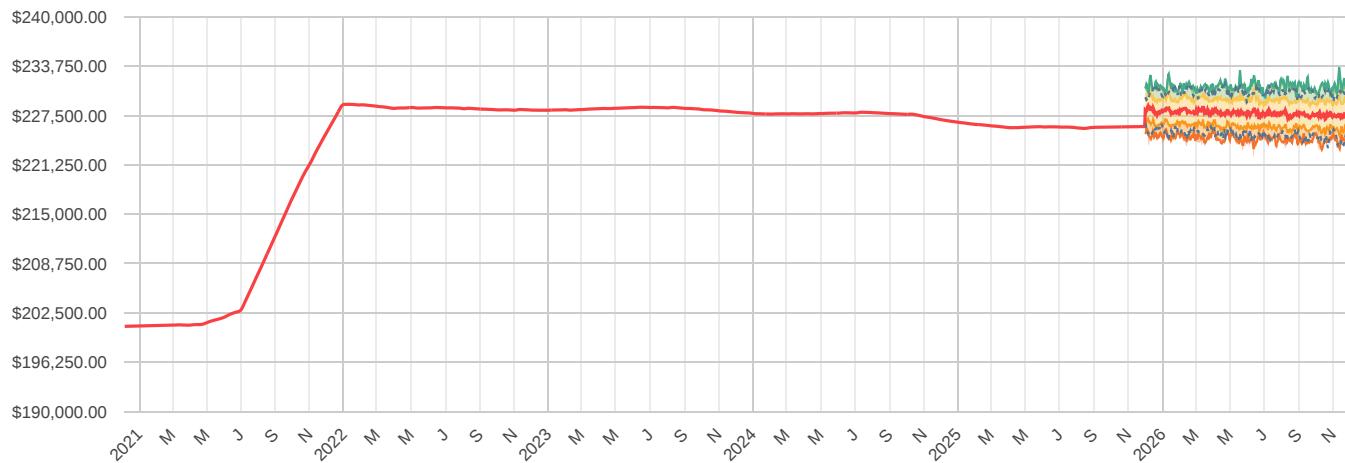
Exterior Quality: -1.27% (-1.01% for similar aircraft)

Geographic Location: -0.57% (-0.02% for similar aircraft)

Price Trend & Forecast

Historical daily price estimate for this aircraft, and projected future value for the next year from report date

Market Trend for [REDACTED] (1999 CESSNA 172S)



Aircraft Intel

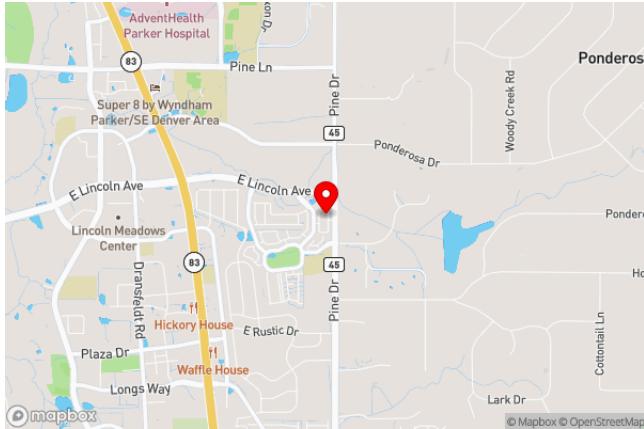
An in-depth review of this aircraft's history, including registrations, previous market appearances and value assessments, and accidents

Flight History

Last Airborne Date: 2025-12-04, near Parker, CO, US

Estimated flights in the past month: 56

Estimated flights in the past 12 months: 138

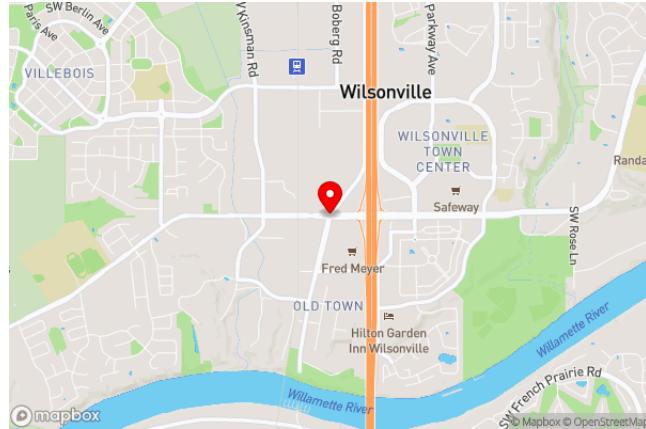


Current Registrant

REGISTRATION PENDING - WILSONVILLE, OR

Owned Since 2025-10-26

Verified Owner History Since 2011-11-02

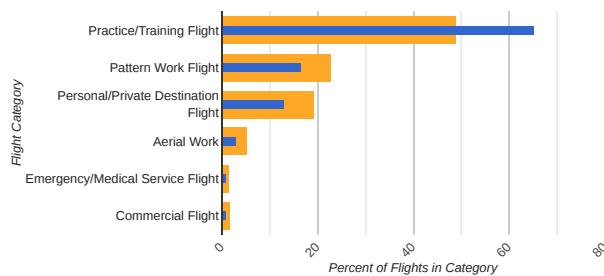


Flight Review

The type of flying an aircraft does matters quite a bit - pattern work and practice flights are closer to home base, but harder on an aircraft. Cruise flights are easier on an aircraft, but go to parts unknown, which carries its own risks. What type of flying has this aircraft been doing, and how does that stack up compared to similar aircraft? We use advanced AI and statistical modeling to infer the broad categories of use aircraft can be used for, and how we think that breakdown applies to any particular aircraft's flight history.

Usage Breakdown

What's the difference between how this aircraft is used as compared to similar aircraft? Inner blue bar is this aircraft, outer orange is similar aircraft.



Usage Analysis

How much more or less likely is this aircraft to be used for each of the tracked flight categories?

- Practice/Training Flight:** much more likely for this aircraft.
- Pattern Work Flight:** much less likely for this aircraft.
- Personal/Private Destination Flight:** much less likely for this aircraft.
- Aerial Work:** much less likely for this aircraft.
- Emergency/Medical Service Flight:** much less likely for this aircraft.
- Commercial Flight:** less likely for this aircraft.

ADSB Activity Pattern & Signal Quality

When and how often an aircraft flies provides insight into usage and maintenance. We use ADSB pings, conditional on signal strength, to determine which days this aircraft was active.

Flight Activity Calendar



ADSB Signal Quality

Signal Strength: High

Excellent ADSB coverage - highly reliable flight tracking

Note: ADSB signal quality affects the completeness of flight tracking data. Areas with higher signal quality provide more complete flight history records.

Activity Summary:

- Total days with flights: 53
- Total ADSB observations: 138
- Longest period without flying: **4 days** (from Nov 27, 2025 to Dec 01, 2025)

Comparable Aircraft Statistics

How does this aircraft stack up in context to similar aircraft?

- **Total similar aircraft:** 2129
- **Average hours flown last year:** 371.16
- **Typical number of times on market:** 1.78
- **Average current owner tenure:** 7.78 years
- **Typical number of total owners for full verified history:** 2

Avionics Report

Avionic Make/Model	Avionic Retail Price	Avionic Wholesale Price	Price Confidence
BendixKing KMA-26	Not enough Market Data	Not enough Market Data	Weak
BendixKing KX-155A	\$1,880.32	\$1,504.25	Moderate
BendixKing KX-155A	\$1,880.32	\$1,504.25	Moderate
BendixKing KR-87	\$1,047.12	\$837.69	Strong
BendixKing KT-76C	\$732.50	\$586.00	Moderate
BendixKing KLN-94	\$2,595.00	\$2,076.00	Moderate
BendixKing KAP-140	\$3,500.00	\$2,800.00	Weak

Aircraft History Report

Full Timeline

Event Type	Event Time	Event Details
FAA Registration Record	2025-10-26	Registration Recorded in WILSONVILLE, OR
FAA Registration Record	2023-04-01	Registration Recorded in PLAYA DEL REY, CA
FAA Registration Record	2020-11-06	Registration Recorded in PLAYA DEL REY, CA
FAA Registration Record	2017-06-15	Registration Recorded in PLAYA DEL REY, CA
FAA Registration Record	2014-11-17	Registration Recorded in PLAYA DEL REY, CA
FAA Registration Record	2011-11-02	Registration Recorded in PLAYA DEL REY, CA
SDR Record	2004-08-02	Service Difficulty Report filed for aircraft

Comparable Aircraft Avionics Statistics

How does this aircraft's avionics package stack up in context to similar aircraft?

- **Percent of fleet with ADS-B:** 41.59%
- **Percent of fleet with GPS:** 57.19%
- **Percent of fleet with Autopilot:** 62.39%
- **Percent of fleet with Engine Monitor:** 12.54%
- **Typical Avionics Wholesale Value:** \$8,415.78

Detailed Government Record History

FAA Accidents Data

No FAA Accidents on File for this aircraft.

FAA Registrations Data

Event Date	N Number	Serial Number	Aircraft Type	Year	Make	Model	City	Name	State	Country	Zip Code
2025-10-26	[REDACTED]	172S8026	4	1999.0	CESSNA	172S	WILSONVILLE	REGISTRATION PENDING	OR	US	970709799
2023-04-01	[REDACTED]	172S8026	4	1999.0	CESSNA	172S	PLAYA DEL REY	[REDACTED]	CA	US	902937610
2020-11-06	[REDACTED]	172S8026	4	1999.0	CESSNA	172S	PLAYA DEL REY	[REDACTED]	CA	US	902937610
2017-06-15	[REDACTED]	172S8026	4	1999.0	CESSNA	172S	PLAYA DEL REY	[REDACTED]	CA	US	902937610
2014-11-17	[REDACTED]	172S8026		1999.0	CESSNA	172S	PLAYA DEL REY	[REDACTED]	CA	US	902937610
2011-11-02	[REDACTED]	172S8026		1999.0	CESSNA	172S	PLAYA DEL REY	[REDACTED]	CA	US	902937610

NTSB Reports Data

No NTSB Data on File for this aircraft.

Service Difficulty Reports Data

Event Date	N Number	Serial Number	Make	Model	Description
2004-08-02	[REDACTED]	172S8026	CESSNA	172S	DURING AN INSPECTION, FOUND 2 OF THE 3 THROUGH BOLTS SHEARED OFF AT THE THREADS, REPLACED THE STARTER. IF LT UNATTENDED WOULD CAUSE THE BACKPLATE OF THE STARTER TO COME OFF.

Relevant Airworthiness Directives (ADs)

Airworthiness Directives are legally enforceable regulations issued by the FAA to correct unsafe conditions in aircraft. The following ADs have been identified as potentially applicable to this aircraft based on its make, model, and year. Compliance with these ADs is mandatory for continued airworthiness.

⚠ Important Notice

This list represents ADs that may apply to this aircraft type. We have done our best to link the relevant ADs, but you must do your own due diligence to verify:

- The actual compliance status of each AD for this specific aircraft through maintenance logbooks and records
- Whether additional ADs may apply that are not listed here
- Current revision status of each AD
- Some ADs may have already been complied with, while others may require recurring inspections or actions

Summary of Applicable ADs

Total ADs Identified: 37 directives potentially affecting this aircraft

AD Number	Title	Description	FAA Link
98-25-02	Verify top-mounted SKY497 antenna configuration on SKY497 installations and remove noncompliant units	Requires updating the airplane flight manual to verify correct antenna configuration at each power-up and remove any SKY497 installation with an incorrect antenna configuration to address unsafe condition.	Doc Link
98-14-03	Replace resistor network modules in KT 76A ATC transponders with glass-coated modules	Requires replacing two resistor network modules with glass-coated modules to prevent the transmission of misleading encoding altitude information to ATC radar and TCAS.	Doc Link
96-12-22	Inspect oil filter adapter assemblies and apply torque putty as needed	Requires inspecting the oil filter adapter assemblies for leaks and improper installation, replacing defective adapters, and applying torque putty to ensure secure connections and prevent engine oil leaks.	Doc Link
90-06-03 R1	Inspect exhaust heater/muffler for cracks	Inspect the exhaust heater/muffler assembly for cracks within the next 25 hours time-in-service to prevent dangerous carbon monoxide buildup.	Doc Link
79-10-14 R1	Inspect and modify fuel tank venting system	Requires inspection and possible modification of the fuel tank venting system to reduce the risk of fuel leaks or vapor ignition.	Doc Link
79-08-03	Inspect electrical system and perform necessary repairs to prevent electrical failure	Mandates inspection and potential repair of the electrical system to prevent malfunction that could compromise flight safety.	Doc Link
77-02-09	Inspect and service wing flap system to prevent malfunction	Requires inspection and possible replacement of wing flap components to address potential failure affecting flap operation.	Doc Link
74-06-02	Inspect/replace Avcon mufflers to prevent carbon monoxide leakage into the cabin heater	Prior to further flight, inspect and replace Avcon mufflers to prevent carbon monoxide leakage into the cabin heater.	Doc Link
74-04-01	Inspect aft fuselage bulkhead assembly for cracks and plan repairs	Visually inspect aft fuselage bulkhead assembly (P/N 0512157-7) for cracks within 100 hours TIS per SE73-37 to enable repair if cracked.	Doc Link
73-23-07	Replace defective wing attach fittings to prevent spar attachment failure	Within 50 hours TIS after effective date, replace P/N 0523306 wing attach fittings with SK 150-45A to prevent spar attachment failure.	Doc Link
73-17-01	Install placard for auxiliary fuel transfer pump operation	Requires installation of an FAA-approved placard near the auxiliary fuel transfer pump switch to clearly instruct pull to ON and push to OFF for safe operation.	Doc Link
71-22-02	Inspect nose gear fork for cracks; replace if damaged	Requires inspection of the nose gear fork at specified intervals and replacement to prevent nose gear failure due to cracks.	Doc Link
71-18-01	Replace fuel selector valve placard to correct fuel tank capacity information	Within 50 hours TIS after effective date, replace placard on the fuel selector valve with the correct placard per SE 68-12 or FAA-approved equivalent to ensure accurate fuel tank capacities.	Doc Link
69-15-03	Inspect muffler assemblies with Piper muffler installation for cracks	Inspect muffler assemblies with less than 950 hours' TIS as of the effective date for cracks to prevent failure and possible exhaust engine hazards.	Doc Link

AD Number	Title	Description	FAA Link
68-17-04	Inspect and replace pneumatic stall warning system as needed	Requires inspection and testing of the pneumatic stall warning system (PN 0413029-200) and replacement if needed to ensure reliable stall indication.	Doc Link
2013-11-11	Requires inspection of the engine oil pressure system	Requires inspection of the engine oil pressure system and corrective actions to prevent engine failure due to low oil pressure.	Doc Link
2013-03-15	Inspect and modify fuel distribution system on select Cessna 172R/172S	Final rule requires action to correct unsafe fuel distribution system condition in these models to prevent fuel starvation or leakage.	Doc Link
2012-22-01	Inspect and modify the fuel distribution system	Requires inspection and potential modification of the fuel distribution system to address an unsafe condition affecting fuel delivery.	Doc Link
2012-02-02	Address fuel-system safety issue through inspection and modification	Requires inspection and possible modification of the fuel system to prevent loss of fuel supply and potential engine failure.	Doc Link
2011-06-02	Requires inspection and corrective actions for an engine-related safety issue	Final rule mandates engine-related safety corrective actions across multiple variants to mitigate unsafe condition.	Doc Link
2008-26-10	Inspect or replace alternate static air source selector valve	Requires inspection and possible replacement of the alternate static air source selector valve to ensure accurate altitude/airspeed readings and safe operation.	Doc Link
2008-10-02	Inspect and verify part-number identification placard	Requires inspection and verification of the part-number identification placard to ensure correct PN labeling and prevent incorrect parts installation.	Doc Link
2008-05-09	Crew seat safety inspection and modification mandated	Requires inspection and possible modification or replacement of crew seats to prevent unsafe seat behavior and protect occupants.	Doc Link
2008-03-02	Inspect and replace fuel return line assembly to prevent fuel leakage	Requires inspection and possible replacement of the fuel return line assembly to address risk of fuel leakage.	Doc Link
2008-02-18	Inspect and replace pick-up collar support fasteners and nylon screws	Requires inspection of the pick-up collar support and replacement of nylon screws to prevent potential structural failure.	Doc Link
2007-08-03	Inspect and replace flexible fuel hoses as needed	Requires inspection and replacement of flexible fuel hoses to prevent leaks and fire hazards due to hose degradation.	Doc Link
2007-05-10	Inspect/replace steel lock rod/bar in crew seat back cylinder lock assemblies	Requires inspection of the steel lock rod/bar in both crew seat back cylinder lock assemblies and replacement if worn or damaged to prevent seat back lock failure.	Doc Link
2006-17-04	Inspect and replace flexible fuel hoses in the engine compartment	Requires inspection and replacement of flexible fuel hoses located in the engine compartment to prevent fuel leaks and potential fire risk.	Doc Link
2005-13-10	Inspect and replace main electrical power junction box circuit breakers	Requires inspection and potential replacement of main electrical power junction box circuit breakers to prevent electrical faults and possible fire risk.	Doc Link
2005-05-53 R1	Action required on flight control system	Mandates inspection and/or modification of the flight control system to address an unsafe condition that could affect controllability.	Doc Link
2005-01-19	Install Mode S transponders to meet ATC surveillance requirements	Mandates installation or retrofit of Mode S transponders across listed aircraft types to ensure reliable identification by ATC and improve airspace safety.	Doc Link
2004-15-18	Inspect and service autopilot computer system wiring and components	Requires inspection and potential replacement of the autopilot computer to correct an unsafe condition affecting flight control performance.	Doc Link
2003-24-13	Action required on autopilot computer system	Final rule addressing an unsafe condition in the Honeywell KAP 140 autopilot computer system; applies to several small airplanes and is superseded by a later AD.	Doc Link
2001-06-17	Inspect and adjust idle speed and fuel-control mixture	One-time inspection and adjustment of engine idle speed and fuel-control mixture to correct over-rich operation; require addition of engine procedures to the POH/AFM.	Doc Link

AD Number	Title	Description	FAA Link
2000-04-01	Replace oil pressure switch with updated part	Inspect oil pressure switch for P/N 77041 or P/N 83278; replace any 77041 with 83278 to prevent oil loss from diaphragm failure.	Doc Link

Compliance Verification Checklist

When reviewing this aircraft's maintenance records, ensure the following items are verified:

AD Category	Verification Required	Documentation to Review
One-Time ADs	Confirm compliance date and work performed	Logbook entry with mechanic signature, 337 forms if applicable
Recurring ADs	Verify last compliance and next due date/hours	AD compliance record, inspection reports
Equipment-Specific	Confirm affected equipment is installed	Equipment list, avionics inventory
Superseded ADs	Check for revised requirements (R1, R2 suffixes)	Current AD listing, revision history

Pre-Purchase Recommendation

Before finalizing any aircraft purchase, you must do your own homework:

1. Have a qualified A&P mechanic review all AD compliance records
2. Check the FAA's current AD database for the most up-to-date information and any recent additions
3. Verify recurring AD compliance intervals and upcoming due dates
4. Calculate estimated costs for any overdue or upcoming AD compliance
5. Confirm all AD-related modifications have proper 337 forms filed with the FAA
6. Cross-reference this list with the official FAA database as it may not be comprehensive

Note: Non-compliance with applicable ADs renders an aircraft unairworthy and illegal to operate. This list is provided as a starting point only – comprehensive AD research is the responsibility of the purchaser.

Logbook Review

Aircraft Maintenance Records Summary

Overall Maintenance Patterns and Trends

- The aircraft has undergone regular inspections, including annual and progressive inspections, in compliance with FAA regulations.
- Maintenance records indicate a consistent adherence to Airworthiness Directives (ADs) and Service Bulletins (SBs).
- Maintenance activities have included component replacements, system upgrades, and compliance checks.

Major Events

- Accidents:** No accidents reported in the maintenance logs.
- Overhauls:** No complete overhauls documented; however, significant component replacements have occurred.
- Major Repairs:** Notable repairs include:
 - Replacement of the engine in 2001.
 - Replacement of the RH flap in December 2005.
 - Installation of new avionics and components throughout the maintenance history.

AD/SB Compliance Status

- The aircraft has consistently complied with relevant ADs and SBs, including:
 - AD 2002-26-01: Multiple compliance entries noted.
 - AD 2000-04-01, 2000-04-10, 2001-06-17, and others documented throughout the records.
- Service Bulletins have been addressed, including SB00-22-01 and SB04-25-03.

Significant Equipment Installations or Modifications

- Installation of new avionics, including a new compass and various electrical components.
- Upgrades to the trim, pitch, and roll servos as per service bulletins.
- Installation of a new engine in 2001 and various other components throughout the maintenance history.

Overall Aircraft Condition Indicators

- The aircraft has been consistently deemed airworthy following inspections.
- Regular maintenance has included checks of critical systems such as the engine, avionics, and airframe integrity.
- The aircraft's tachometer readings indicate active use, with a total time of approximately 35,695 hours as of the last inspection in 2021.

Notable Gaps or Patterns in Maintenance

- Maintenance records show a gap in detailed entries between 1999 and 2005, with less frequent documentation during that period.
- The logs indicate a transition from a research and development focus to regular commercial operation.
- The aircraft has been removed from the Cessna Phasercard Program in 2007, indicating a shift in maintenance oversight.

This summary reflects the maintenance history of the aircraft based on the provided logbook files, highlighting key facts and compliance status.

Total Pages Processed: 61

OCR Quality: 91.6% confidence (Processed with Google Cloud Vision API)

Logbook Entry Summary

Aircraft Location History

1995-1999: Near Independence, KS
2000-2004: Near Wichita, KS
2005-2009: Near Hawthorne, CA
2010-2014: Near Hawthorne, CA

2015-2019: Near Hawthorne, CA

Entry Counts by Type

Entry Type	Count
Inspection	72
Repair	25
Maintenance	23
Compliance	12
Uncategorized	5

Last Occurrence of Required Checks

Check Type	Last Date
Altimeter Check	May 22, 2015
Annual Inspection	November 16, 2021
ELT	November 16, 2021
Pitot Static Check	May 22, 2015
Transponder Check	May 22, 2015

Next Due Inspections

FAR-required inspections with next due dates. Items past the report date are marked as overdue.

Inspection Type	Last Check Date	Next Due Date	Status	FAR Reference
ELT	November 16, 2021 (3655.8 hrs)	November 16, 2022	Overdue	FAR 91.207
Altimeter	May 22, 2015 (3715.0 hrs)	May 22, 2017	Overdue	FAR 91.411
Transponder	May 22, 2015 (3715.0 hrs)	May 22, 2017	Overdue	FAR 91.413
Pitot Static	May 22, 2015 (3715.0 hrs)	May 22, 2017	Overdue	FAR 91.411
Oil Change	May 22, 2015 (3715.0 hrs)	3765.0 hrs (98.0 hrs remaining)	Current	Manufacturer/Engine Requirements

Last AD Compliance by Unique Number

AD Number	Last Date	Location
2015-19-07	November 16, 2021	[REDACTED].pdf, Page 20
2001-06-17	November 16, 2021	[REDACTED].pdf, Page 20
84-26-02	November 16, 2021	[REDACTED].pdf, Page 20
91-06-17	May 22, 2015	[REDACTED].pdf, Page 17
2012-19-01	October 12, 2012	[REDACTED].pdf, Page 14
2012-03-06	October 12, 2012	[REDACTED].pdf, Page 14
2012-02-02	October 12, 2012	[REDACTED].pdf, Page 14
2011-26-04	October 12, 2012	[REDACTED].pdf, Page 14
93-05-06	October 12, 2012	[REDACTED].pdf, Page 14
2008-26-10	June 27, 2008	[REDACTED].pdf, Page 11
2002-26-01	June 27, 2008	[REDACTED].pdf, Page 11
2007-05-10	August 30, 2007	[REDACTED].pdf, Page 10
2003-24-13	January 15, 2004	[REDACTED].pdf, Page 25
93-02-05	August 07, 2002	[REDACTED].pdf, Page 20
2000-18-53	September 13, 2000	[REDACTED].pdf, Page 10

AD Number	Last Date	Location
2000-04-10	May 06, 2000	[REDACTED].pdf, Page 6
2000-04-01	April 01, 2000	[REDACTED].pdf, Page 6
2000-05-24	March 25, 2000	[REDACTED].pdf, Page 7

Compression Check History

The following table shows all recorded compression and leakdown checks extracted from the logbook entries, ordered by most recent first. This data helps track engine health over time.

May 22, 2015 [3715.0 AFTT] [Compression Test](#)

Overall: Normal

Cyl #1
72/80

Cyl #2
74/80

Cyl #3
78/80

Cyl #4
79/80

Notes: Compression test as follows: 1) 72/80 2) 74/80 3) 78/80 4) 79/80.

October 12, 2012 [3545.3 AFTT] [Compression Test](#)

Overall: Normal

Cyl #1
75/80

Cyl #2
74/80

Cyl #3
78/80

Cyl #4
75/80

Notes: Compression test as follows: 1) 75/80 2) 74/80 3) 78/80 4) 75/80.

Shop: [REDACTED]

June 27, 2008 [3215.4 AFTT] [Compression Test](#)

Overall: Low

Cyl #1
64/80

Cyl #2
68/80

Cyl #3
78/80

Cyl #4
78/80

Notes: Compression test as follows 1) 64/80 2) 68/80 3) 78/80 4) 78/80.

Inspector: [REDACTED]

June 08, 2001 [Compression Test](#)

Overall: Normal

Cyl #1
74/80

Cyl #2
76/80

Cyl #3
78/80

Cyl #4
76/80

Notes: Compression test results: Cyl 1: 74/80, Cyl 2: 76/80, Cyl 3: 78/80, Cyl 4: 76/80

Compression Trend Summary

Cylinder	Readings Count	Average %	Trend
Cyl #1	4	89.1%	↓ Declining
Cyl #2	4	91.2%	↓ Declining
Cyl #3	4	97.5%	→ Stable
Cyl #4	4	96.2%	↑ Improving

Logbook Hotspots & Risk Signals

The following analysis highlights potential areas of concern extracted from the logbook entries. These items may warrant additional inspection or inquiry during the pre-purchase evaluation.

Engine Health: 6

Date	Type	Details
2015-05-22	Compression Events	Compression test as follows: 1) 72/80 2) 74/80 3) 78/80 4) 79/80. Readings: #1: 72/80, #2: 74/80, #3: 78/80, #4: 79/80
2012-10-12	Compression Events	Compression test as follows: 1) 75/80 2) 74/80 3) 78/80 4) 75/80. Readings: #1: 75/80, #2: 74/80, #3: 78/80, #4: 75/80
2008-06-27	Magneto Ignition Events	Removed magneto's routed to Aero Accessones for Slick 500 hour inspections, their w/o # 28899-900. Right magneto p/n 4371s/n 05012618, left magneto pin 4371s/n 05012625 500 hr inspections next due AFTT 3715 both left and right magnetos Timed both magnetos to 25 degrees BTDC.
2008-06-27	Compression Events	Compression test as follows 1) 64/80 2) 68/80 3) 78/80 4) 78/80. Readings: #1: 64/80, #2: 68/80, #3: 78/80, #4: 78/80
2005-11-05	Cylinder Replacements	Removed engine model IO-360-L2A, S/N L-27194-51A, and installed a newly overhauled IO-360-L2A, S/N L-27815-51A.
2001-06-08	Compression Events	Compression test results: Cyl 1: 74/80, Cyl 2: 76/80, Cyl 3: 78/80, Cyl 4: 76/80 Readings: #1: 74/80, #2: 76/80, #3: 78/80, #4: 76/80

Fuel & Exhaust Systems: 4

Date	Type	Details
2015-05-22	Fuel System Events	Removed leaking fuel boost pump p/n 5100-00-1s/n 0268, installed overhauled unit p/n 5100-00-4RX s/n 4939, functional check and no leaks noted.
2015-05-22	Fuel System Events	Right hand forward door post fuel line leaking, replace fuel line assembly with new p/n 0500423-70.
2012-10-12	Exhaust System Events	Installed new muffler p/n K1754001-23, new right front riser p/n 9954100-7, installed new exhaust clamps and hardware as necessary.
2001-04-23	Fuel System Events	Improper fuel flow settings adjusted per AD 2001-06-17.

Avionics: 1

Date	Type	Details
2003-08-28	Avionics Reliability Events	Roll servo was grinding and causing jerky movement. Removed and replaced Roll Servo KS 271C P/N 065-00179-0300 S/N out 2651, S/N in U1178. OPS check good in test flight.

Structural & Corrosion: 5

Date	Type	Details
2019-09-05	Corrosion Mentions	Removed light corrosion on rudder hinge. Location: rudder hinge Severity: minor
2015-05-22	Corrosion Mentions	Clean and treat corrosion as necessary steering rod ends, fuel injector distributor valve, rudder rod ends. Location: steering rod ends, fuel injector distributor valve, rudder rod ends Severity: unspecified
2012-10-12	Suspected Accident Repairs	Nose gear strut rebuild using Cessna Service Kit SK172-1F. Replaced nose tire with new Goodyear F/S II 5.00X5 6 ply tire and new 5:00X5 tube, inspected bearings and races, pack bearings installed wheel assembly.
2007-06-28	Corrosion Mentions	Removed minor corrosion and treated with ACF 50, IAW AC 43.13-1B. Location: L/H and R/H aileron and flap bell cranks Severity: minor
2000-09-15	Suspected Accident Repairs	Cracks in firewall at 3 o'clock and 9 o'clock cowling shock mount bracket positions. Complied with Cessna Service Bulletin 98-53-021 by fabricating stainless steel doublers and installing new shock mount brackets and snubbers.

Other Notable Events: 2

Date	Type	Details
2006-04-21	Other Notable Events	Replaced stall warning horn, P/N: 0713348-1 due to failure. Ops checks completed.
2001-04-23	Other Notable Events	C/W AD 2001-06-17 for improper fuel flow settings. Recurrence to be checked again per AD within the next 25 hrs T.I.S.

Detailed Logbook Entries

The following table provides a comprehensive listing of all logbook entries extracted from the uploaded documents, sorted by most recent first.

Date	Entry Type	Source	Events/ADs	Description
November 16, 2021	Inspection	[REDACTED].pdf, Page 20	ELT Check, Annual Inspection	Annual inspection performed, ELT battery replaced, and various components serviced and replaced, including compliance with multiple ADs.
September 05, 2019	Inspection	[REDACTED].pdf, Page 18	Annual Inspection, ELT Check, Hotspot:corrosion, Corrosion	Annual inspection performed, ELT battery inspected, and various components serviced and replaced.
May 22, 2015	Inspection	[REDACTED].pdf, Page 15	Annual Inspection	The aircraft underwent an inspection and was determined to be in airworthy condition, with a tachometer reading of 19403 and total time of 35695 hours.
May 22, 2015	Inspection	[REDACTED].pdf, Page 16	Pitot Static Check, Transponder Check, Altimeter Check, Annual Inspection, ELT Check, Hotspot:compression, Hotspot:corrosion, Hotspot:fuel system, Compression, Fuel System (2), Corrosion	Performed annual inspection on Cessna 172S, including compression test, magneto timing, oil change, ELT inspection, and various part replacements; found airworthy.
May 22, 2015	Inspection	[REDACTED].pdf, Page 17	Pitot Static Check, Transponder Check, Altimeter Check, Part 43	Altimeter and static system tests required by FAR 91.411 and transponder tests required by FAR 91.413 were performed and found compliant.
December 20, 2013	Repair	[REDACTED].pdf, Page 16	—	Replaced starter motor with part number MHB4016R on aircraft [REDACTED] with tach reading 1447.
October 12, 2012	Inspection	[REDACTED].pdf, Page 14	Pitot Static Check, Transponder Check, Altimeter Check, Annual Inspection, ELT Check, Part 43, Hotspot:compression, Hotspot:accident repair, Hotspot:exhaust system, Compression, Accident Repair, Exhaust	Annual inspection performed on Cessna 172 S, including various ADs and component checks, with maintenance due items noted.
August 06, 2010	Inspection	[REDACTED].pdf, Page 13	Pitot Static Check, Transponder Check, Altimeter Check, Part 43	Altimeter and static systems tests and transponder test performed in accordance with FAR 91.4 and Part 43 Appendices E and F.
August 04, 2010	Inspection	[REDACTED].pdf, Page 13	Annual Inspection, ELT Check	Performed an annual inspection, serviced fuel strainer, replaced left vacuum pump and right main tire, and inspected ELT.
July 05, 2009	Inspection	[REDACTED].pdf, Page 12	Annual Inspection, ELT Check	Annual inspection performed and ELT inspected in accordance with FAR 91.207(d).
June 27, 2008	Maintenance	[REDACTED].pdf, Page 10	—	Performed maintenance including air filter replacement, oil filter replacement, tire pressure check, spark plug cleaning, and database card installation for KLN 94.
June 27, 2008	Inspection	[REDACTED].pdf, Page 11	Annual Inspection, ELT Check, Altimeter Check, Transponder Check, Hotspot:compression, Hotspot:magneto ignition, Compression, Magneto/Ignition	The aircraft underwent an annual inspection, magneto inspections, oil change, and various AD compliances, with several maintenance items due at specified AFTT or dates.
January 24, 2008	Inspection	[REDACTED].pdf, Page 11	Pitot Static Check, Altimeter Check, Part 43	Altimeter and Static Systems Tests were performed as required by FAR 91.411 Part 43 Appendix E, with the altimeter tested to 16,000 feet.

Date	Entry Type	Source	Events/ADs	Description
August 30, 2007	Repair	[REDACTED].pdf, Page 10	–	Installed new starter and complied with AD2007-05-10 by installing Kit MK172-25-10C on Cessna 172 S.
June 28, 2007	Inspection	[REDACTED].pdf, Page 9	Annual Inspection, ELT Check, Part 43, Hotspot:corrosion, Corrosion	Performed an annual inspection and complied with multiple ADs, including AD 84-26-02 and AD 2002-26-01, with no defects noted. ELT inspection completed. Various repairs and replacements were made, including tightening the alternator belt and replacing parts.
June 15, 2007	Compliance	[REDACTED].pdf, Page 9	–	The aircraft was removed from the Cessna Phasecard Program Progressive inspection per FAR 91.409 due to transfer and sale of the aircraft.
June 15, 2007	Repair	[REDACTED].pdf, Page 9	–	Cleaned, inspected, and re-packed RH main wheel bearings, installed new RH main tire, re-sealed LH brake caliper, bled LH brake, and installed new brake linings.
June 04, 2007	Inspection	[REDACTED].pdf, Page 9	–	Complied with AD2002-26-01 by inspecting the Lycoming engine fuel injection lines and installed a new compass correction placard set.
May 17, 2007	Maintenance	[REDACTED].pdf, Page 8	ELT Check	Installed a new ELT battery pack with an expiration date of December 2008 and inspected the ELT in accordance with FAR 91.207.
April 25, 2007	Inspection	[REDACTED].pdf, Page 8	–	Performed a phase 2 progressive inspection in accordance with FAR 91.409.
April 25, 2007	Repair	[REDACTED].pdf, Page 8	–	Installed new flaps, ailerons, elevators, trim tab, rudder, and static wicks; painted and balanced prior to installation.
February 28, 2007	Maintenance	[REDACTED].pdf, Page 8	–	Installed a new beacon light lamp and performed a Phase 1 inspection under the Cessna Phasecard Program, determining the aircraft to be in airworthy condition.
December 19, 2006	Inspection	[REDACTED].pdf, Page 7	Transponder Check, Part 43	The transponder of Cessna 172S with registration [REDACTED] was inspected and complies with FAR 91.413 and FAR 43, Appendix F.
December 19, 2006	Maintenance	[REDACTED].pdf, Page 7	–	Performed maintenance including installation of new cowl shock mounts, main wheel assembly, brake linings, and transponder unit; inspected under Phase 1 of the Cessna Phasecard Program.
November 10, 2006	Inspection	[REDACTED].pdf, Page 7	Annual Inspection	Performed inspection and maintenance including compliance with AD2002-26-01, nose wheel bearing service, relief valve filter installation, fire extinguisher check, and propeller spinner installation as part of the Cessna Phasecard Program Phase 3 (Annual).
October 06, 2006	Inspection	[REDACTED].pdf, Page 6	–	The aircraft underwent inspection and servicing, including compliance with AD2002-26-01, installation of new parts, and a Phase 2 inspection under the Cessna Phasecard Program.
September 01, 2006	Inspection	[REDACTED].pdf, Page 6	–	Installed a new LH door stop and performed a Phase 1 inspection under the Cessna Phasecard Program, determining the aircraft to be in airworthy condition.
August 11, 2006	Repair	[REDACTED].pdf, Page 6	–	Installed new bond strap and tire, cleaned and inspected nose wheel bearings, and approved aircraft for return to service.
July 21, 2006	Maintenance	[REDACTED].pdf, Page 6	–	Complied with AD 2002-26-01, installed new taxi and landing light lamps, cowl shock mounts, cleaned and inspected RH main wheel bearings, installed new RH main tire, and performed Phase 2 inspection under the Cessna Phasecard Program.

Date	Entry Type	Source	Events/ADs	Description
June 29, 2006	Compliance	[REDACTED].pdf, Page 5	–	Complied with AD 84-26-02 by installing a new induction air filter, and performed Phase 1 inspection of the Cessna Phasercard Program, determining the aircraft to be airworthy.
June 29, 2006	Inspection	[REDACTED].pdf, Page 8	–	Complied with AD2002-26-01 by inspecting Lycoming engine fuel injection lines, installed new maplight and pedestal light lamps, and completed Phase 2 inspection of Cessna Phasercard Program.
May 25, 2006	Inspection	[REDACTED].pdf, Page 5	–	Complied with AD 2002-26-01, installed new parts, and performed Phase 2 inspection under the Cessna Phasercard Program, determining the aircraft to be airworthy.
April 21, 2006	Repair	[REDACTED].pdf, Page 5	Hotspot:other Notable Event	Replaced stall warning horn due to failure and completed operational checks, confirming the aircraft is in airworthy condition.
April 14, 2006	Inspection	[REDACTED].pdf, Page 5	–	Performed a Phase 1 Inspection, replaced oil filter and L/H MLG brake pads, and serviced engine with oil and additive.
February 09, 2006	Inspection	[REDACTED].pdf, Page 4	–	Performed a Phase 2 Inspection, replaced oil filter, serviced engine, complied with AD2002-26-01, and replaced R/H MLG tire.
January 19, 2006	Repair	[REDACTED].pdf, Page 4	–	Activated, charged and installed a new aircraft battery and returned the aircraft to service.
January 16, 2006	Repair	[REDACTED].pdf, Page 4	–	Installed a new compass, P/N C660501-0103, and swung it at ICT compass rose with correction cards applied; aircraft returned to service.
January 04, 2006	Repair	[REDACTED].pdf, Page 3	–	Replaced airspeed indicator, roll servo, and NAV relay unit with customer-supplied parts and checked system operations.
December 22, 2005	Maintenance	[REDACTED].pdf, Page 3	–	Installed new parts and serviced the aircraft as part of the Cessna Phasercard Program Phase 1 inspection, determining it to be in airworthy condition.
December 09, 2005	Repair	[REDACTED].pdf, Page 3	–	Installed a new RH flap with new attach hardware and returned the aircraft to service.
November 29, 2005	Inspection	[REDACTED].pdf, Page 2	Annual Inspection ELT Check Maintenance Records (91.417) Part 43	Performed a Phase 3 (Annual) inspection and various AD compliances on Cessna 172S, including replacement of parts and adjustments, and determined airworthy.
November 05, 2005	Other	[REDACTED].pdf, Page 32	–	Aircraft test flown for 2.1 hours by [REDACTED] and found to operate normally; returned to service.
November 05, 2005	Repair	[REDACTED].pdf, Page 32	Hotspot:cylinder replacement Cylinder Work	Engine and various components replaced and installed on Cessna 172S, [REDACTED], with ground runs completed and aircraft returned to service.
November 03, 2005	Other	[REDACTED].pdf, Page 34	–	Logbook #2 closed and Logbook #3 opened with tach reading 247.4 and TTAF 2376.6.
October 05, 2005	Inspection	[REDACTED].pdf, Page 34	–	Performed a Cessna Phase 2 Inspection, engine compression check, complied with AD2002-26-01, and replaced engine cowl shock mounts.
September 16, 2005	Inspection	[REDACTED].pdf, Page 33	Pilot Static Check Transponder Check Altimeter Check Part 43	Altimeter and transponder systems were certified and tested as per FAR 91.411 and FAR 91.413, with work performed by [REDACTED], Inc.
August 29, 2005	Inspection	[REDACTED].pdf, Page 34	–	Performed a Cessna Phase 1 Inspection and complied with Cessna SB05-11-03; installed new pedestal light P/N: GE1820.
August 25, 2005	Inspection	[REDACTED].pdf, Page 33	–	Performed a progressive inspection and reset a popped circuit breaker; no faults found, aircraft deemed airworthy.

Date	Entry Type	Source	Events/ADs	Description
June 28, 2005	Maintenance	[REDACTED].pdf, Page 32	ELT Check	Performed maintenance including installation of new parts, compliance with AD2002-26-01, and ELT inspection and battery replacement.
May 19, 2005	Inspection	[REDACTED].pdf, Page 32	–	Complied with AD2002-26-01 by inspecting engine fuel injection lines, replaced tachometer, and performed Phase 2 inspection under the Cessna Phasercard Program.
March 16, 2005	Inspection	[REDACTED].pdf, Page 29	–	Performed a phase 1 inspection and installed new lamps and brake linings, determining the airframe airworthy as per Cessna Phase 1 criteria.
February 17, 2005	Inspection	[REDACTED].pdf, Page 31	–	Performed fuel quantity indicating system inspection under Cessna Service Bulletin SEB99-18 Kev. I, serviced nose strut, inspected for shimmy, and installed new tire in LH position.
January 24, 2005	Inspection	[REDACTED].pdf, Page 31	–	Performed a Cessna phase 2 inspection and complied with AD2002-26-01, along with various part installations and replacements.
December 03, 2004	Inspection	[REDACTED].pdf, Page 30	–	Performed a Cessna phase 1 inspection and installed various parts including cowl shock mounts, tail nav light bulb, wheel assembly with new tire, aft propeller bulkhead, and spinner.
December 02, 2004	Repair	[REDACTED].pdf, Page 30	–	Installed new aft and forward spinner bulkheads and re-installed propeller with new bolts; aircraft approved for return to service.
November 15, 2004	Maintenance	[REDACTED].pdf, Page 30	–	Lubricated and adjusted flap follow-up indicator assembly, performed autopilot engage/disengage checks, and approved aircraft for return to service.
October 21, 2004	Inspection	[REDACTED].pdf, Page 30	–	Performed a Cessna Phase 3 inspection and complied with AD2002-26-01, installed new filters and beacon lamp, adjusted elevator trim and servo cable tensions, and determined airworthy as per Cessna phasercard Phase 3 inspection criteria.
September 10, 2004	Inspection	[REDACTED].pdf, Page 29	–	Performed a Cessna Phase 2 inspection, complied with AD2002-26-01, and installed new brake linings on LH brake.
September 02, 2004	Compliance	[REDACTED].pdf, Page 29	–	Complied with Service Bulletin SB04-11-02 by updating the POH with new revisions, and the aircraft is approved for return to service.
August 19, 2004	Repair	[REDACTED].pdf, Page 29	–	Performed SB KC140-M1 and IB#491, checked aircraft strapping, removed and reinstalled A/P Computer, system ops check good at [REDACTED], Inc.
August 04, 2004	Inspection	[REDACTED].pdf, Page 27	ELT Check	Performed a phase 1 inspection in accordance with a progressive inspection per FAR 91.409 (D) and tested ELT in accordance with FAR 91.207, with all findings satisfactory.
August 04, 2004	Compliance	[REDACTED].pdf, Page 28	–	Complied with Cessna Service Bulletin SB04-25-03 by inspecting the rear seat and installing new AN6-15A bolts, approving the aircraft for return to service.
July 01, 2004	Inspection	[REDACTED].pdf, Page 28	Annual Inspection	Performed a Cessna Phase 1 inspection and complied with AD 84-26-02 by installing a new induction air filter and fuel filler capacity placards.
June 16, 2004	Inspection	[REDACTED].pdf, Page 28	Annual Inspection	Performed a Cessna phase 2 inspection, engine compression check, installed a serviceable starter, complied with AD2002-26-01, and replaced L/H steering boot.
May 24, 2004	Repair	[REDACTED].pdf, Page 27	–	Checked engine for oil leak and installed a new EGT Probe P/N: MJ500k, returned to service.
April 01, 2004	Inspection	[REDACTED].pdf, Page 27	–	Performed a Cessna Phase 2 inspection, complied with AD2002-26-01 and Cessna SB99-71-02, and

Date	Entry Type	Source	Events/ADs	Description
				reinstalled original tach. shaft.
March 10, 2004	Maintenance	[REDACTED].pdf, Page 26	–	Performed maintenance on co-pilot's yoke, dressed prop blades, installed new avionics switch and tachometer shaft, resealed nose strut, and returned aircraft to service.
February 25, 2004	Maintenance	[REDACTED].pdf, Page 26	–	Installed new push-to-talk service's lock control assembly on co-pilot's seat and returned the aircraft to service.
February 06, 2004	Maintenance	[REDACTED].pdf, Page 26	–	Performed maintenance on RIH main wheel bearings and installed new parts, inspected aircraft in accordance with a Cessna inspection.
January 15, 2004	Maintenance	[REDACTED].pdf, Page 25	Pitot Static Check Altimeter Check Annual Inspection Part 43	Performed maintenance including phase inspection, compliance with AD 2003-24-13, and installation of new parts on Cessna 172S, [REDACTED].
November 03, 2003	Inspection	[REDACTED].pdf, Page 25	–	The aircraft underwent a Cessna Aircraft Co. Phase 1 inspection and was determined to be in airworthy condition.
October 31, 2003	Compliance	[REDACTED].pdf, Page 25	–	Cessna Service Bulletin \$B03-1104 was complied with by inserting revisions into the pilot's checklist and operating handbook, and the aircraft was returned to service.
October 03, 2003	Inspection	[REDACTED].pdf, Page 24	–	Performed a Cessna Phase 3 inspection and complied with AD2002-26-01 and AD84-26-02, along with various part installations and checks.
September 10, 2003	Inspection	[REDACTED].pdf, Page 24	Pitot Static Check Transponder Check Altimeter Check Part 43	Performed IFR certification and complied with FAR 91.217B, FAR 91.411, FAR 91.413, and Part 43 regulations, approving the aircraft for return to service.
August 28, 2003	Repair	[REDACTED].pdf, Page 24	Hotspot:avionics Avionics Issue	Troubleshoot and replaced the Roll Servo on the autopilot due to grinding and jerky movement, with successful operational check in test flight.
August 22, 2003	Repair	[REDACTED].pdf, Page 23	–	Disabled and placarded autopilot, installed a new ProLepku and beacon lamp, and returned the aircraft to service.
August 14, 2003	Inspection	[REDACTED].pdf, Page 22	–	Performed a Phase 2 inspection and various part replacements on the aircraft, including a gyro unit and rear seat restraint rollers, at [REDACTED] in Wichita, KS.
June 06, 2003	Inspection	[REDACTED].pdf, Page 22	–	Performed a phase 1 inspection in accordance with a progressive inspection per FAR 91.409, replaced bulb and cowl shock mounts, and found the aircraft in airworthy condition.
March 28, 2003	Inspection	[REDACTED].pdf, Page 22	–	Performed a phase 2 inspection and various maintenance tasks on the aircraft, including compliance with AD 2003, engine work, and replacement of elevator injectors and brake linings.
November 15, 2002	Inspection	[REDACTED].pdf, Page 21	–	Replaced vacuum gyro filter and elevator tips, and performed a Cessna Phase 1 inspection, certifying the airframe as airworthy.
August 07, 2002	Inspection	[REDACTED].pdf, Page 20	ELT Check Form 337	Performed a Cessna Phase 2 inspection, complied with multiple ADs, installed new parts, and noted ELT battery expiration.
March 01, 2002	Inspection	[REDACTED].pdf, Page 19	Annual Inspection	Performed a phase 21 and phase 2 inspection in accordance with a progressive inspection per FAR 91.409, replaced various components, and returned the aircraft to service.
October 30, 2001	Repair	[REDACTED].pdf, Page 18	–	Replaced various lights and installed a new upper DIL cooler hose on aircraft [REDACTED].

Date	Entry Type	Source	Events/ADs	Description
September 12, 2001	Inspection	[REDACTED].pdf, Page 18	Pilot Static Check Transponder Check Altimeter Check Part 43	The altimeter and static systems tests required by FAR 91.411 and the transponder inspection required by FAR 91.413 were performed by [REDACTED], Inc.
September 05, 2001	Repair	[REDACTED].pdf, Page 17	Special Flight Auth (91.715)	Installed engine IO360L2A s/n L-27194-51A after repair and inspected aircraft for a special flight permit.
June 28, 2001	Repair	[REDACTED].pdf, Page 17	–	Replaced Induction Air Filter P/N P198281 as per AD84-26-02 and returned airframe to service.
June 26, 2001	Maintenance	[REDACTED].pdf, Page 16	–	Replaced EGT Probe, pilot's seat belt, and bench seat belts; serviced nose strut and tightened sunvisor set screws.
June 26, 2001	Maintenance	[REDACTED].pdf, Page 15	–	Propeller removed and aft spinner bulkhead replaced; aircraft inspected under Cessna PHASE 1 Inspection and returned to service.
June 26, 2001	Inspection	[REDACTED].pdf, Page 17	–	Performed a phase 3 inspection in accordance with a progressive inspection per FAR 91.409 (O).
June 26, 2001	Repair	[REDACTED].pdf, Page 17	–	Replaced various components including gyro inlet air filter, vacuum relief valve screen, landing light, cowl shock mount, nose tire, nose wheel fairing, and fuel quantity transmitters; calibrated and checked fuel system.
June 08, 2001	Repair	[REDACTED].pdf, Page 16	–	Complied with MDR SE50 improper fuel cell sealant by removing excessive sealant from inboard lower stringers in right hand wing and pressure checked wing.
June 08, 2001	Inspection	[REDACTED].pdf, Page 17	ELT Check Hotspot:compression Compression	Inspected and tested ELT in accordance with FAR 91.207 and found all satisfactory.
May 16, 2001	Inspection	[REDACTED].pdf, Page 14	ELT Check	Performed a phase 2 progressive inspection and replaced several parts including the gyro filter, brake pads, main tires, and ELT battery.
April 23, 2001	Compliance	[REDACTED].pdf, Page 14	Hotspot:fuel system Hotspot:other Fuel System Notable Event	Compliance with AD 2001-06-17 for improper fuel flow settings and POH update, with recurrence check due within 25 hours T.I.S.
March 27, 2001	Compliance	[REDACTED].pdf, Page 13	–	Cessna Service Bulletin 5801-11-02 was complied with by incorporating revisions into the Pilot's Operating Handbook and PROTS checklist, and the aircraft was returned to service.
March 21, 2001	Maintenance	[REDACTED].pdf, Page 13	–	Performed maintenance including replacement of throttle and mixture control cables, incorporation of service bulletin SB01-11-01, and phase 1 inspection, returning the aircraft to service in airworthy condition.
January 28, 2001	Maintenance	[REDACTED].pdf, Page 12	–	Performed a phase 2 inspection and replaced parts including a new propeller spinner and avionics, returned aircraft to service.
October 10, 2000	Inspection	[REDACTED].pdf, Page 11	–	The entry describes a Phase 1 and Phase 2 inspection performed on a Cessna aircraft, including the installation of new parts and approval for return to service.
September 22, 2000	Maintenance	[REDACTED].pdf, Page 11	–	Removed and replaced left and right main tires, inspected brake and bearing assemblies, and approved aircraft for return to service.
September 15, 2000	Repair	[REDACTED].pdf, Page 10	Hotspot:accident repair Accident Repair	Repaired cracks in firewall by complying with Cessna Service Bulletin 98-53-02r1, installed new parts, and approved aircraft for return to service.
September 13, 2000	Repair	[REDACTED].pdf, Page 10	–	Replaced CM3902-8 trim with M7702-1000 trim on door panels and noted AD 2000-18-53 compliance.
September 04, 2000	Inspection	[REDACTED].pdf, Page 9	–	The airframe underwent a Cessna Phase Card Inspection Phase 1 and was approved for return to service with a tachometer reading of 481.0 hours.

Date	Entry Type	Source	Events/ADs	Description
July 28, 2000	Inspection	[REDACTED].pdf, Page 9	–	Performed a Cessna Phase 3 inspection and replaced vacuum pump regulator, aircraft found airworthy and returned to service.
July 15, 2000	Inspection	[REDACTED].pdf, Page 8	–	Replaced right-hand navigation light bulb and performed a Cessna Phase Card Inspection Phase 1.
May 17, 2000	Inspection	[REDACTED].pdf, Page 8	–	The airframe with a total time of 44773 hours was inspected and serviced, and a Hanlar Cessna Phaselard Phase 2 Airvatty was removed.
May 06, 2000	Compliance	[REDACTED].pdf, Page 6	–	Compliance with AD 2000-04-10 for Hoffman propeller Co. is noted.
April 01, 2000	Compliance	[REDACTED].pdf, Page 6	–	Compliance with AD 2000-04-01 and Cessna SB00-79-01, with a new oil pressure switch installed.
March 25, 2000	Inspection	[REDACTED].pdf, Page 7	–	The airframe was inspected according to the Cessna Phaselard Inspection Program Phase 1 and found to be airworthy, with compliance to AD 2000-05-24 and Honeywell service bulletins noted.
March 16, 2000	Inspection	[REDACTED].pdf, Page 5	–	Performed Phase 2 inspection on airframe with Cessna Phaselard procedure and determined airframe as airworthy.
March 01, 2000	Inspection	[REDACTED].pdf, Page 4	–	Phase 2 inspection performed with replacement of parts and determination of airworthiness.
February 21, 2000	Maintenance	[REDACTED].pdf, Page 7	–	Trim, pitch, and roll servos were removed, inspected, reinstalled, and upgraded per Cessna SB00-22-01, and the aircraft was test flown and returned to service.
February 21, 2000	Maintenance	[REDACTED].pdf, Page 6	–	Complied with Honeywell service circuit break install and Cessna Service Bulletin SB00-79-01 by replacing a low pressure switch and performing operational checks.
February 04, 2000	Other	[REDACTED].pdf, Page 6	–	Logbook entry with tachometer reading of 289.7 and AFTT of 484.0.
February 04, 2000	Maintenance	[REDACTED].pdf, Page 6	–	Cleaned and re-packed nose and right main wheel bearings, installed new nose and right main tire, and new right brake linings, inspected airframe IAW Cessna Phaselard Inspection Program, Phase 2.
December 23, 1999	Inspection	[REDACTED].pdf, Page 5	–	The airframe was inspected according to a Cessna Josal Hinden Phaselard inspection program phase 1 inspection and found to be in airworthy condition.
December 23, 1999	Inspection	[REDACTED].pdf, Page 6	–	The airframe was inspected in accordance with a 50-hour inspection and found to be in an airworthy condition.
September 03, 1999	Inspection	[REDACTED].pdf, Page 4	ELT Check	ELT replaced and tested per FAR 91.207, and airframe inspected under Cessna Phaselard Inspection Program Phase 1.
September 03, 1999	Repair	[REDACTED].pdf, Page 5	–	Replaced starter with serial number 85002421 with a new starter serial number 85013716 and performed operational check.
September 01, 1999	Inspection	[REDACTED].pdf, Page 5	Transponder Check Part 43	The aircraft's transponder and altitude encoder have been inspected and comply with FAR 91.413 and FAR 43, Appendix F.
September 01, 1999	Inspection	[REDACTED].pdf, Page 5	Pitot Static Check Altimeter Check Part 43	The Altimeter and Static systems tests required by FAR 91.411/Far43. Appendix E were performed and certified by [REDACTED], Inc.
July 27, 1999	Inspection	[REDACTED].pdf, Page 4	–	The aircraft has been put on a Cessna Phaselard inspection program per FAR 96.1995 requirements with a tach reading of 43.2 hours.
July 17, 1999	Maintenance	[REDACTED].pdf, Page 7	–	Performed static system leak check per Cessna maintenance manual; aircraft returned to service and logbook closed out.

Date	Entry Type	Source	Events/ADs	Description
July 12, 1999	Inspection	[REDACTED].pdf, Page 3	Annual Inspection, ELT Check	Performed 200-hour inspection, replaced various filters, checked ELT, and certified aircraft airworthy with annual inspection.
June 10, 1999	Inspection	[REDACTED].pdf, Page 3	Pitot Static Check, Transponder Check, Altimeter Check	The aircraft underwent inspection and compliance checks, including transponder and altimeter tests, and was returned to service.
February 03, 1999	Inspection	[REDACTED].pdf, Page 5	—	The aircraft was inspected and found to be in condition for various compliance and research flights per FAR 21.191, with parts replaced including a turn coordinator, tachometer, altimeter, and flight computer.
September 14, 1998	Inspection	[REDACTED].pdf, Page 4	—	The Cessna Model 172 No. 80222 was inspected and found to be in airworthy condition as per Cossida Condition Inspection Report.
September 14, 1998	Maintenance	[REDACTED].pdf, Page 6	Transponder Check	Maintenance performed including replacement of various components and compliance with FAR regulations, with ELT battery expiration noted for January 2000.
May 18, 1998	Compliance	[REDACTED].pdf, Page 3	Special Flight Auth (91.715)	The aircraft was checked and found acceptable for operation per FAR 21.191 in various categories, and a special airworthiness certificate was issued. A system was replaced with a new system PN 9954100-1.
December 22, 1997	Compliance	[REDACTED].pdf, Page 2	—	The aircraft was checked and found acceptable for operation under FAR 21.191 in various categories, with a special airworthiness certificate issued on 12-18-97, and tachometer and alternator replacements performed.
October 30, 1997	Compliance	[REDACTED].pdf, Page 2	—	The aircraft was checked and found acceptable for operation under FAR 21.191(a) in the Research and Development Category, and a special airworthiness certificate was issued.
Date not available	Repair	[REDACTED].pdf, Page 2	—	Engineering Order 172-0186 complied with, upgrading aircraft configuration from 172R to 172S with several components replaced and verified per the order.
Date not available	Other	[REDACTED].pdf, Page 2	—	Logbook entry records tachometer and Hobbs time readings.
Date not available	Other	[REDACTED].pdf, Page 2	—	Logbook entry records a total tach time of 199.0 hours and Hobbs time of 217.5 hours.
Date not available	Inspection	[REDACTED].pdf, Page 3	—	The aircraft was checked and found acceptable for operation per FAR 21.191 in the Market Survey Category, with parts replaced including ACU PIN AC2101 S/N 784910.
Date not available	Inspection	[REDACTED].pdf, Page 4	Special Flight Auth (91.715)	The aircraft was inspected and found acceptable for operation per FAR 21.191 in the Research and Development, Show Compliance, and Market Survey Category, with a special airworthiness certificate issued on 01-20-99.
Date not available	Inspection	[REDACTED].pdf, Page 3	100hr Inspection	The aircraft underwent a 100-hour inspection as per Cessna Wall 134 9 Manual and was found to be in serviceable condition.
Date not available	Maintenance	[REDACTED].pdf, Page 1	—	The entry is a maintenance record for a Cessna aircraft with registration number 40 [REDACTED] and serial number 17280222.

Appendix A: How Accurate are These Models?

The Windsock Valuation Report leverages state of the art machine learning techniques, advanced AI-aided data processing pipelines, and years of research and development to provide the most accurate fully automated valuation guide possible. Our valuations are the result of many layers of analysis, hundreds of millions of price estimates, and many billions of datapoints that jointly construct an environment for principled, automated reasoning about the value of nearly any aircraft configuration. Because of that upfront investment, we're able to provide users with faster, better, and cheaper results that provide deeper insight into the value of their aircraft.

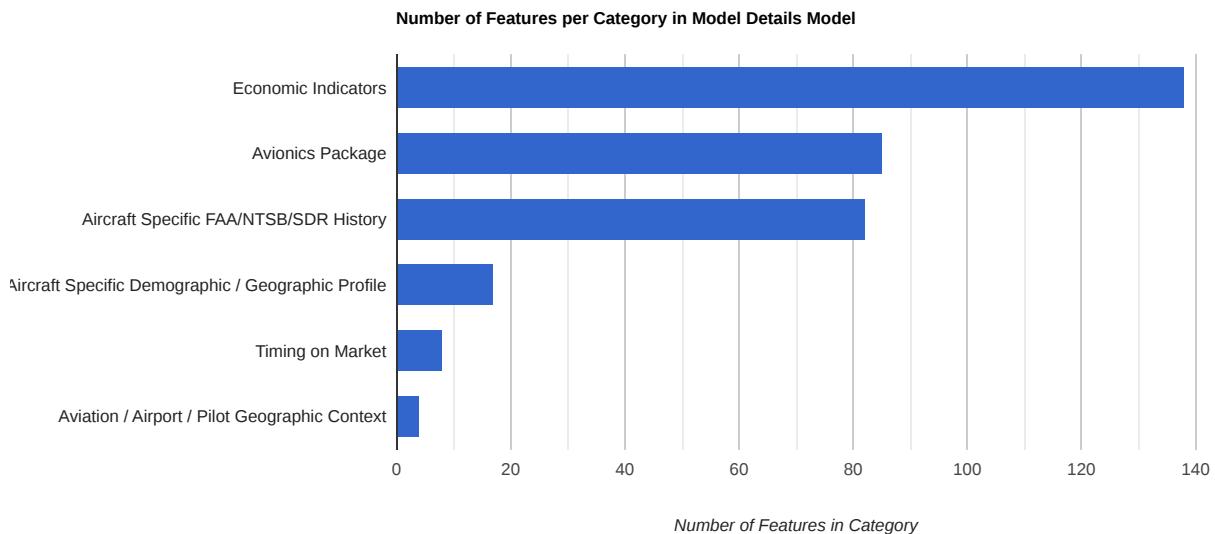
Below, we provide a basic overview of our model accuracy, as compared to the historically observed prices of aircraft since our model started analyzing data. As a brief overview, we provide the basic breakdown of how many aircraft of several typical categories fall within certain bounds in terms of the difference between what our model predicts, and what the actual price is. As a shorthand, our model is about as accurate as [Zillow's Zestimate in the off-market city-level Pittsburgh and state-level Maine markets](#).

Model Details

Aircraft Type	Within 5% of Price	Within 10% of Price	Within 20% of Price	Within 50% of Price	Median Difference
All Aircraft	24.39%	43.94%	69.13%	92.54%	11.92%
Single Engine Piston	26.46%	47.03%	72.42%	94.18%	10.88%
Multi Engine Piston	18.75%	36.18%	61.78%	91.42%	14.84%
Piston Helicopters	17.22%	33.45%	58.59%	87.71%	16.55%
Jets	23.54%	43.01%	67.99%	90.07%	12.30%
Turboprops	21.53%	39.92%	64.14%	90.89%	13.40%
Turbine Helicopters	20.75%	36.96%	63.08%	87.65%	14.66%

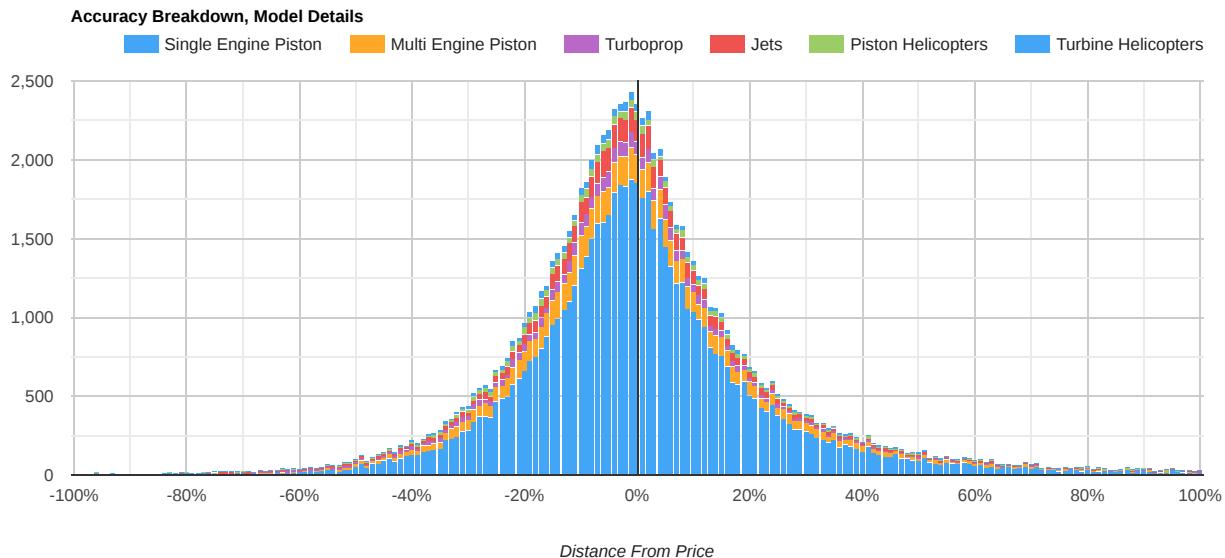
Appendix B: What data points go into a Windsock value?

Our models leverage thousands of datapoints to provide you with the most accurate accounting of aircraft value. We then subject those estimates to a series of tests, controls, and re-assessments to ensure a degree of reliability, comparability, and ultimately, dependability. While our full modeling approach is proprietary, below is a brief breakdown of the basic categories of features we review, and the basic count of how many datapoints fall into each category.



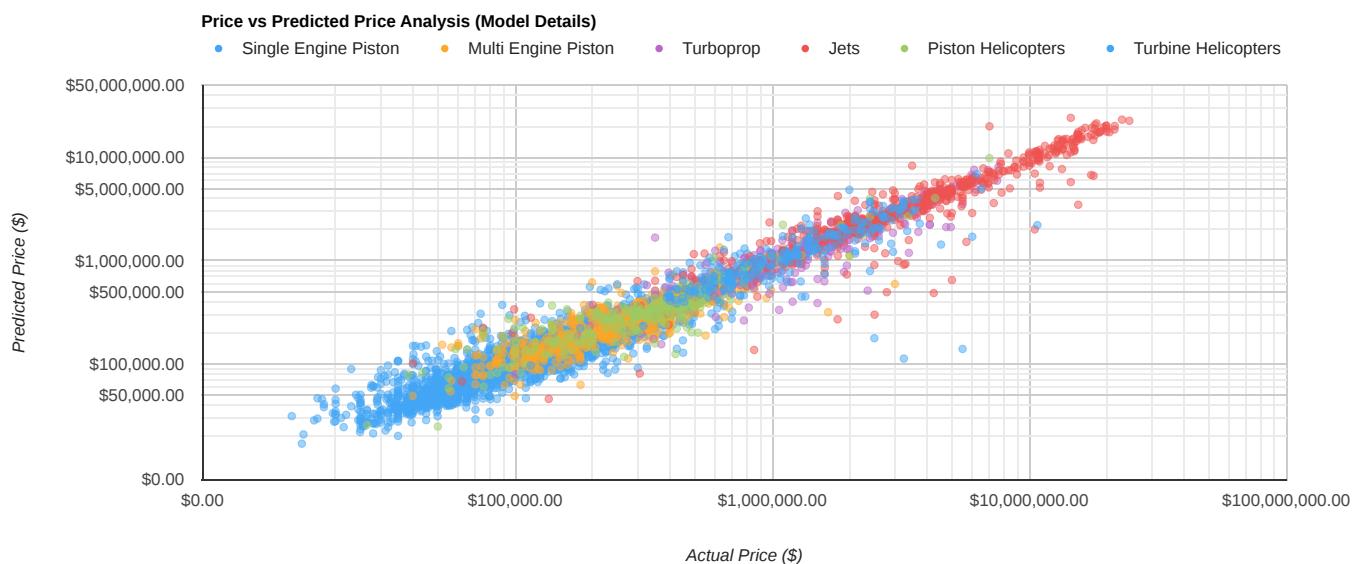
Appendix C: How Far from List Price are These Models?

In contrast to the table view, we provide below a visual representation of the distance between Windsock values and actual aircraft prices. As can be seen, the overwhelming majority of aircraft are typically priced within a reasonable margin of negotiation, while a small number will fall out of that. In our experience, that long tail is a mix of genuine model error, mislabeled market data that cannot be easily resolved, genuinely mispriced aircraft, or some mix of the three.



Appendix D: How Accurate are these models across aircraft categories?

Below is a visual representation of how accurate our model is across a broad range of aircraft values, for a broad range of aircraft categories. As can be seen, the dominant pattern is a relatively high degree of agreement between what our models predict and what sellers assert – we believe that the true value is somewhere in between, and we continue to close in on that every day. **Overall, our models predict about 90% of the observed variation in pricing.**



Appendix E: What is model confidence and what is a Windsock value range?

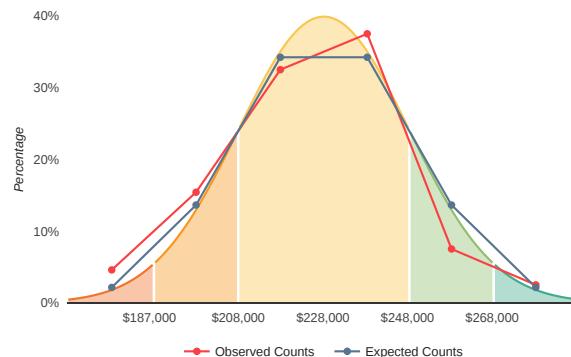
Traditional aircraft valuations typically provide a singular price - we think the market is a little more complicated. To reflect that, **we provide a Windsock value range and a confidence score**. The Windsock value range chart represents our best estimate on the universe and limits of possible good-faith prices. This range is based on our AI model's introspection upon itself, measurement on internal error, and identification of the range of possible fair values based on how much it knows about the market. In imperfect cases, our AI model is less certain about a particular aircraft, and widens the range to accommodate. As the model becomes more certain, the model narrows in on an increasingly accurate picture of the value range.

Inherently, there will always be some range of fair prices - after all, a good-faith buyer and seller could come up with two numbers that aren't identical, but are relatively in the same ballpark - and in fact, that is often the case, and both parties are "right" to some extent. **Ultimately, our Windsock value range aims to reflect that possible universe of good faith prices and the limits of what they may be.**

How useful is our Windsock value and range, though? That's why we include a **confidence score**, a measure that helps quickly determine how much weight to put in our Windsock value report. Without getting too much into the weeds, we calculate our confidence score by selecting a handful of similar aircraft, reviewing how accurately we reported on their price, and use that to determine the likelihood this report is accurate in turn.

For those looking to get into the weeds, we measure our **model calibration** by looking at the mean (the Windsock value) and standard deviation (the individual unit distance of our Windsock value range) of our estimate, and determine how often similar aircraft are within discrete standard-deviation-units away from the mean in either direction. Under normal statistical assumptions, ≈68% of price should be within one standard deviation, 95% within two standard deviations, and 99% within three standard deviations.

We review our carefully-selected similar aircraft, and determine how closely they historically align with "ideal model uncertainty" ranges. The closer they fall in that ideal alignment, the higher our confidence that this aircraft will also fall in that alignment. In this chart, you can see a brief visual representation of this methodology overlaid on the Windsock value range chart, where we count up how many similar aircraft we observed in each bin versus how many we expected in each bin. Finally, we then compress that alignment into a single numeric representation. In short, **our confidence score is our estimate of how likely this aircraft is to fall into statistical alignment with model expectations.**



Appendix F: Terms of Use and Limitations

Purpose and Intended Use

This Windsock Value Report ("Report") is provided as an informational tool to assist users in understanding current market conditions and estimated values for the subject aircraft. This Report is intended for:

- General market guidance for buyers and sellers
- Insurance valuation reference
- Financial planning purposes
- Pre-purchase research and negotiation support
- Fleet management decisions

Not a Certified Appraisal

IMPORTANT NOTICE: This Report is NOT a certified appraisal under the Uniform Standards of Professional Appraisal Practice (USPAP). It should not be relied upon as a substitute for a certified appraisal where such appraisal is required by law, regulation, or institutional policy, including but not limited to:

- Lending and financing decisions requiring USPAP-compliant appraisals
- Legal proceedings requiring expert valuation testimony
- Tax assessment or IRS reporting requiring certified appraisals
- Insurance claim settlements requiring formal appraisals
- Estate valuations for probate purposes

Methodology and Data Sources

The Windsock value presented in this Report is generated through proprietary machine learning algorithms that analyze:

- Historical transaction data from multiple sources
- Current market listings and asking prices
- Aircraft-specific characteristics and equipment
- Market timing and economic indicators
- Geographic and demographic factors

While our models achieve high accuracy rates (as detailed in Appendix A), all valuations are estimates subject to market volatility and individual transaction variables.

Limitations of Liability

Limitation	Description
No Physical Inspection	This Report is based on available data and does not include a physical inspection of the aircraft. Actual condition may vary significantly from assumed condition.
Data Accuracy	While we strive for accuracy, we cannot guarantee the completeness or accuracy of third-party data sources, including FAA records, accident reports, or maintenance history.
Market Volatility	Aircraft values can change rapidly due to market conditions, regulatory changes, airworthiness directives, or other factors not reflected in this Report.
No Warranty	This Report is provided "as is" without any warranty, express or implied, including warranties of merchantability or fitness for a particular purpose.
Maximum Liability	In no event shall Windsock, AOPA, or their affiliates be liable for any amount exceeding the fee paid for this Report.

Effective Date and Validity Period

Effective Date	This Report reflects market conditions as of the date shown on page 1
Validity Period	Market estimates are most reliable within 30 days of the effective date
Updates	Market conditions change; users should obtain updated reports for transactions occurring more than 30 days after the effective date

Appendix F: Terms of Use and Limitations (Continued)

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- Review all logbooks and maintenance records
- Obtain title searches and lien reports
- Consult with aviation attorneys for purchase agreements
- Obtain certified appraisals when required by lenders or regulations

Regulatory Compliance

This Report does not constitute:

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