windsock

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

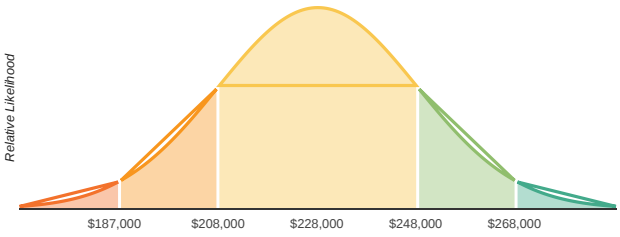
Windsock Value: $228,175.00

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% ± 6.74%
- **Typical price adjustment for entire market:** -3.83% ± 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

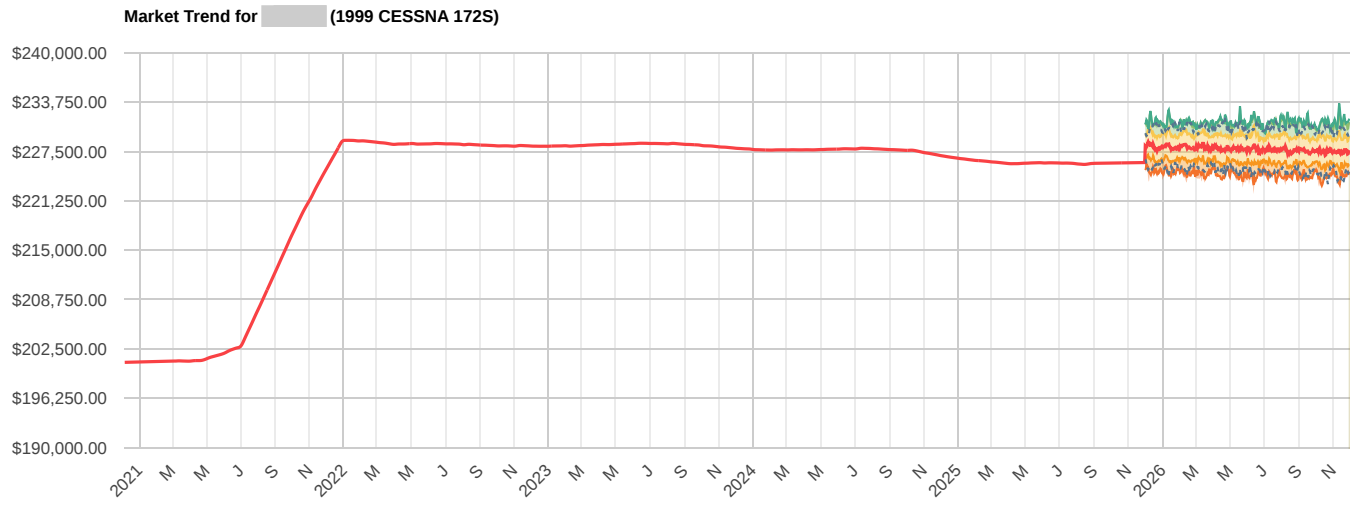
Itemized Breakdown Impact Comparison

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



Aircraft Intel

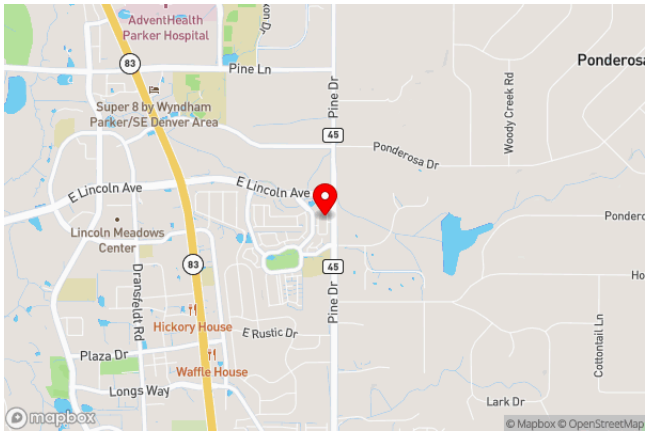
An in-depth review of this aircraft's history, including registrations, previous market appearances and value assessments, and accidents

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

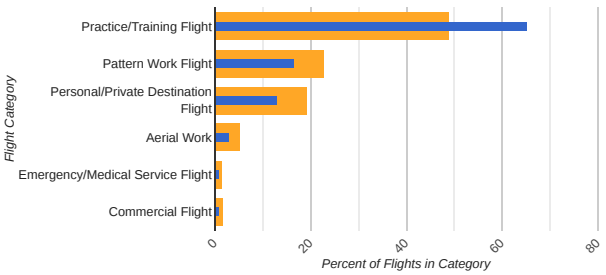
Verified Owner History Since 2011-11-02

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

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

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

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.

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.

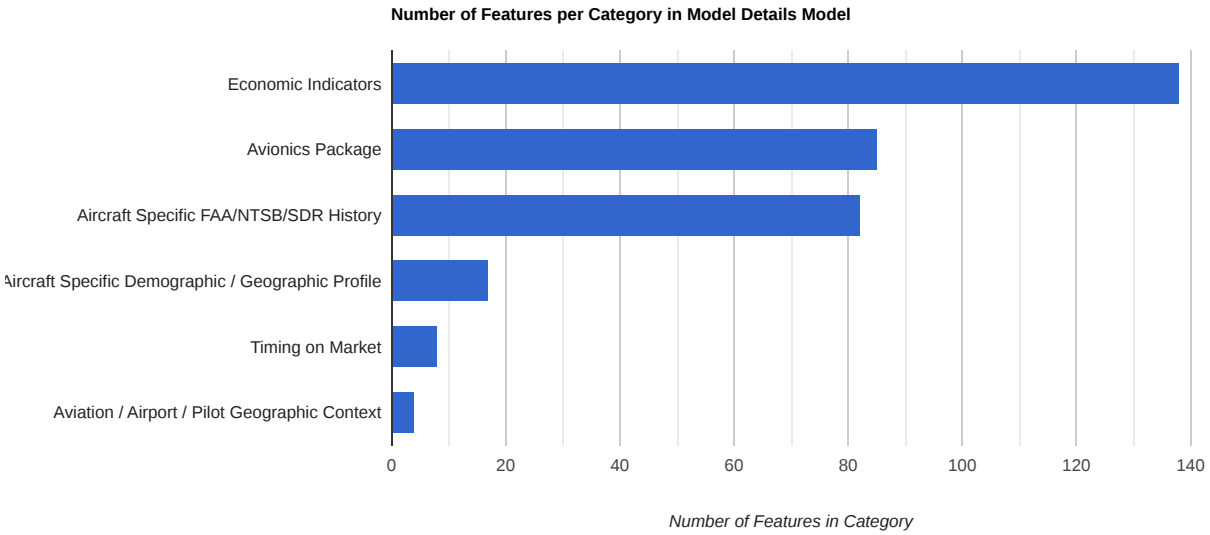
Below, we provide a basic overview of our model accuracy, as compared to the historically observed prices of aircraft since our model started analyzing data. As a brief overview, we provide the basic breakdown of how many aircraft of several typical categories fall within certain bounds in terms of the 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%**

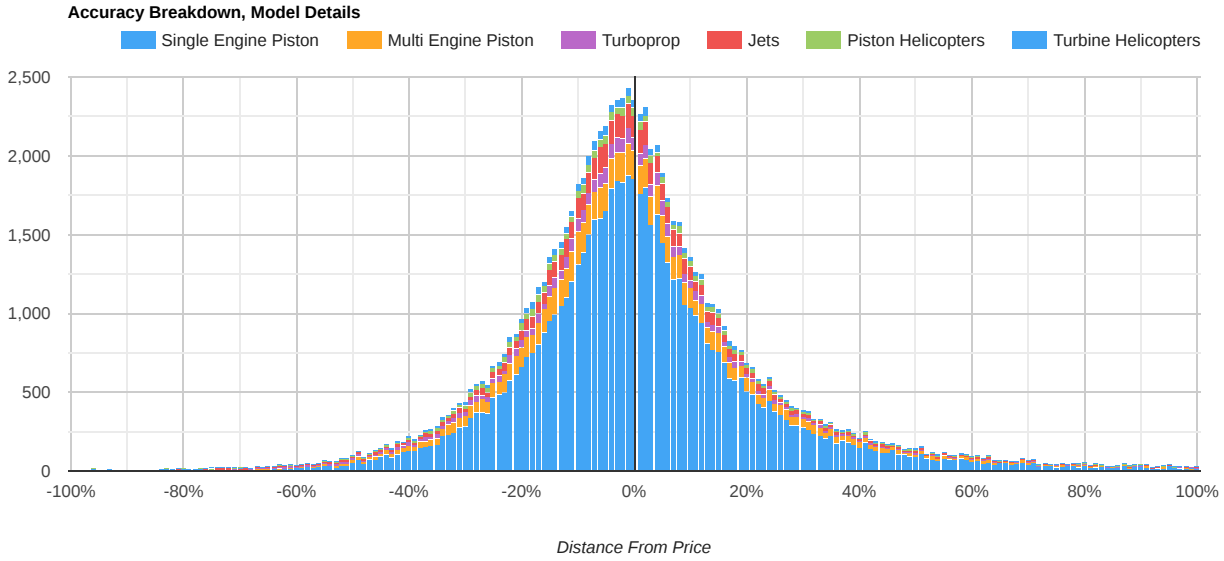
Appendix B: What data points go into a Windsock value?

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.



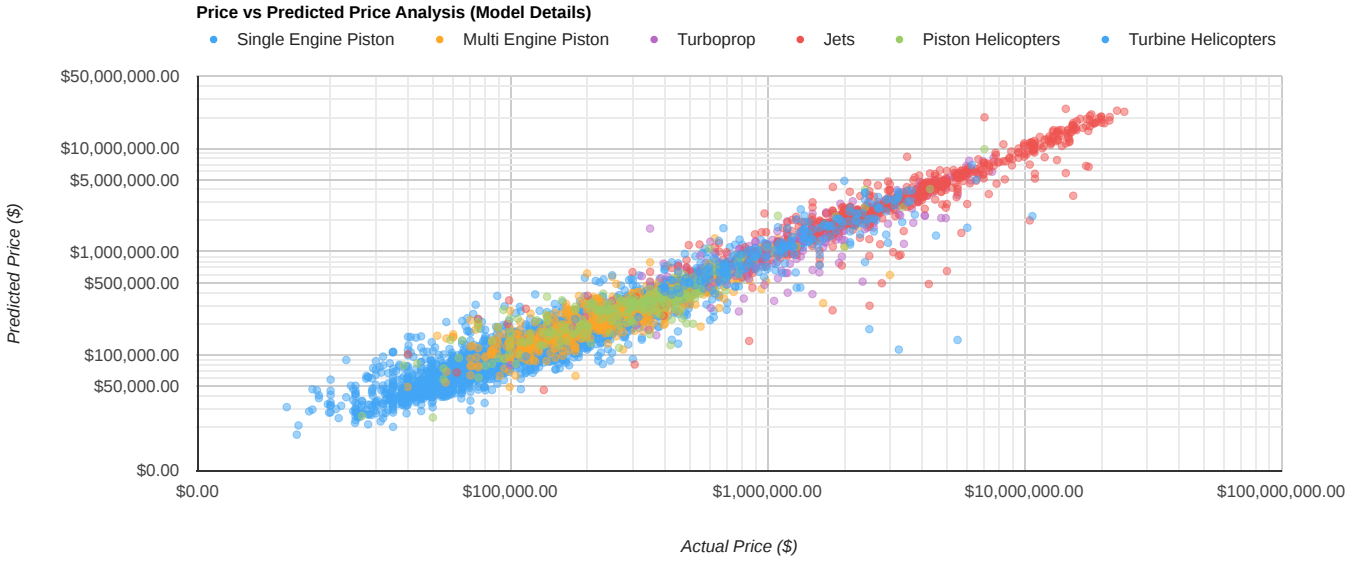
Appendix C: How Far from List Price are These Models?

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.



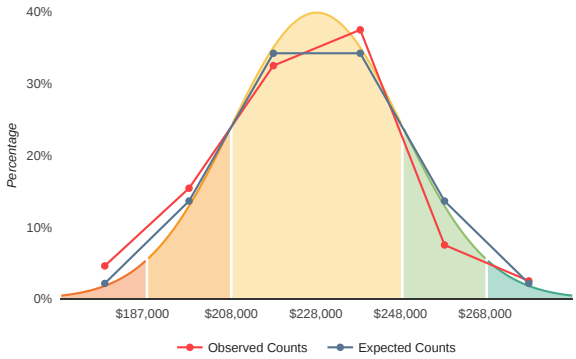
Appendix D: How Accurate are these models across aircraft categories?

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 aicraft, 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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- Resold or redistributed for commercial purposes
- Modified or excerpted without maintaining full context
- Used to create derivative works or competing valuation services
- Presented as a USPAP-compliant appraisal

Professional Advice Disclaimer

Users are advised to:

- Conduct thorough pre-purchase inspections by qualified mechanics
- 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:

- Investment advice under securities regulations
- Tax advice under IRS regulations
- Legal advice regarding aircraft transactions
- Airworthiness determination under FAA regulations

Data Privacy and Security

Information provided in this Report is compiled from publicly available sources and proprietary databases. Personal information about aircraft owners is obtained from public FAA records. Users must comply with all applicable privacy laws when using this information.

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