



# Windsock Value Report for N5464V (1975 CESSNA T210L)

## Report Summary

Executive Brief for this Windsock Value Report

### About the CESSNA T210L

The Cessna T210L is a notable model in the line of general aviation aircraft produced by Cessna, an iconic name in aviation. The T210L is a part of the Cessna 210 series, which has a profound legacy dating back to its introduction in 1957. The series underwent various upgrades, with the T210L variant hitting the market in the early 1970s. Produced from 1972 to 1976, the T210L is recognized for its contributions to personal and business aviation, as well as small-scale commercial operations.

The primary motivation behind producing the T210L, and the 210 series in general, was to offer a high-performance single-engine aircraft that could cater to both private owners and small commercial operators. This need arose from a growing market for versatile, reliable, and speedy general aviation aircraft during the mid-20th century. With the burgeoning demand for faster travel with higher payload capacities, the development of the T210L aimed to address these requirements.

The T210L variant stands out due to several enhancements over its predecessors. Notably, the "T" in T210L denotes turbocharging, which significantly improves the aircraft's performance, particularly in climbing to higher altitudes more efficiently. Turbocharging was a significant leap forward, enabling the aircraft to perform admirably in various flying conditions, including hot and high-altitude environments. The T210L features a retractable landing gear, contributing to reduced drag and higher cruising speeds. It is powered by a Continental TSIO-520-H engine, offering robust and reliable power output.

This model serves a niche that values both speed and capacity. It accommodates up to six passengers, making it suitable for family trips, corporate travel, and air taxi services. The T210L's design emphasizes comfort and utility, with a well-appointed cabin and substantial baggage capacity.

In summary, the Cessna T210L signifies a blend of performance, comfort, and reliability, embodying the Cessna tradition of innovation and customer-focused design in general aviation.

### Windsock Value Summary

- **Windsock Base Value:** \$274,833.00
- **User Adjustments:** -\$16,500.00
- **Total with Adjustments:** \$258,333.00
- **Windsock Value Likely Range:** \$250,047.00 - \$299,620.00
- **Confidence Rating:** High
- **Wholesale Avionics Value:** \$22,232.80
- **Effective Avionics Package Value:** \$247.00
- **Value Change last 12 months:** +14.57%
- **Year-Out Forecast Value:** -0.08%

### Aircraft Specs

- Serial Number: 21060955
- Year: 1975
- AFTT: 4130
- SMOH: 91
- Interior Rating: 8/10
- Exterior Rating: 8/10

### Performance Specs

- Max Seats 6
- Max Take-Off Weight (P) 4000 lbs
- Cruise 170 kts
- Range 900 nm
- Take-Off Run 1100 ft
- Landing Roll 765 ft
- Wing Span 36 ft 9 in
- Length 28 ft 0 in
- Height 9 ft 6 in
- Take-Off Run (50 ft) 1625 ft

**Windsock Base Value: \$274,833.00**

**User Adjustments: -\$16,500.00**

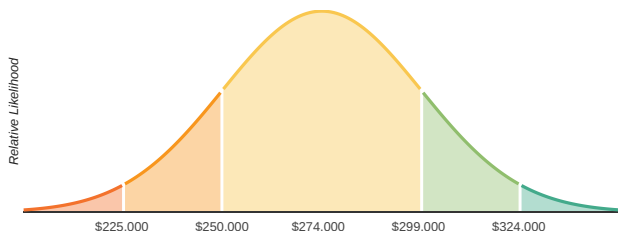
**Total with Adjustments: \$258,333.00**

**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:** -3.51% ± 6.56%
- **Typical price adjustment for entire market:** -3.82% ± 6.89%
- **Typical price adjustment assessment:** Sellers are not significantly differently likely to be optimistic when re-pricing similar aircraft
- **Typical days on market for similar aircraft:** 22.23 ± 31.04 days
- **Typical days on market for entire market:** 27.63 ± 39.26 days
- **Typical days on market assessment:** Sellers are much 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.

<b>Avionics Configuration:</b> -\$151.82
<b>Aircraft Capabilities:</b> +\$5,174.23
<b>Airframe time:</b> -\$4,158.91
<b>Aircraft History:</b> +\$1,316.83
<b>Engine Time:</b> +\$437.62
<b>Market Timing:</b> +\$8,571.48
<b>Interior Quality:</b> +\$2,030.32
<b>Exterior Quality:</b> +\$1,760.62
<b>Geographic Location:</b> -\$862.30

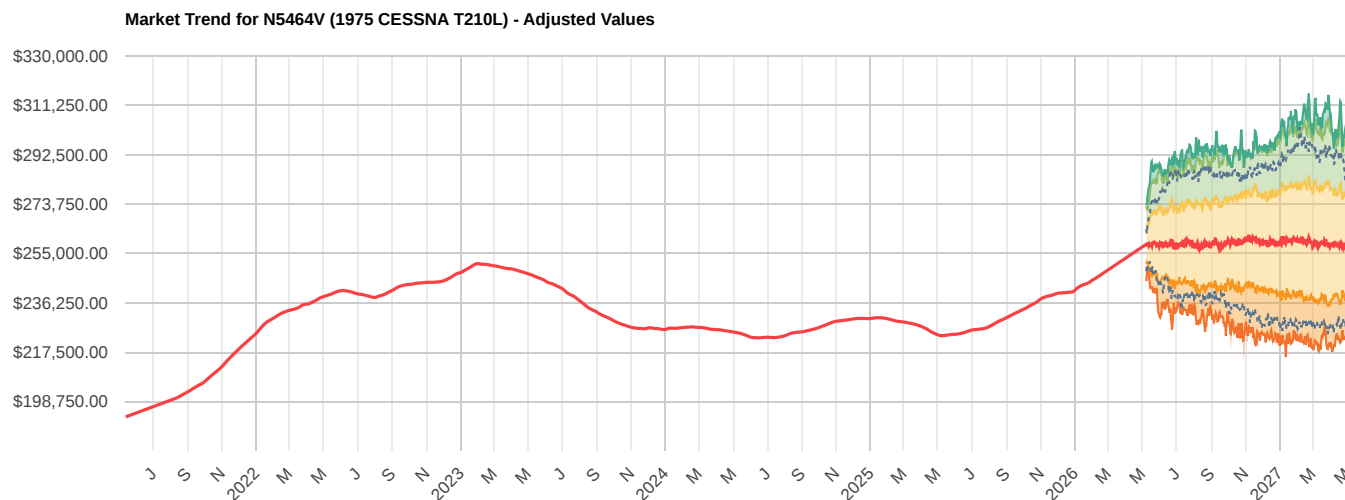
### Itemized Breakdown Impact Comparison

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.

<b>Avionics Configuration:</b> -0.62% (+0.72% for similar aircraft)
<b>Aircraft Capabilities:</b> +21.15% (+2.56% for similar aircraft)
<b>Airframe time:</b> -17.0% (0.0% for similar aircraft)
<b>Aircraft History:</b> +5.38% (-0.82% for similar aircraft)
<b>Engine Time:</b> +1.79% (+1.84% for similar aircraft)
<b>Market Timing:</b> +35.04% (+1.78% for similar aircraft)
<b>Interior Quality:</b> +8.3% (-0.34% for similar aircraft)
<b>Exterior Quality:</b> +7.2% (-0.58% for similar aircraft)
<b>Geographic Location:</b> -3.52% (+0.07% for similar aircraft)

### Price Trend & Forecast

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



### Value Adjustments

The following adjustments have been applied to the base aircraft value:

#### STCs & Modifications

STC Number	Description	Value Impact
SA00426WI	McCaughey D3A34C402 three-blade propeller installation	-\$16,000.00

### Custom Modifications

Description	Value Impact
AS30 interior spray	+\$1,750.00
Reupholster bench seat	-\$2,250.00

**Total Adjustments:**

**-\$16,500.00**

**Adjusted Aircraft Value:**

**\$258,333.00**

### Comparable Sold Aircraft Profile

What did a typical recently-sold similar aircraft look like? We provide a snapshot of the basic stats of similar aircraft that have successfully sold recently.

- **Average Avionics Wholesale Value:** \$17,649.78
- **Average Year:** 1976
- **Average AFTT:** 4175.0
- **Average SMOH:** 511.0
- **Average Interior Rating:** 4.62/10
- **Average Exterior Rating:** 4.01/10

### Comparable Sold Aircraft Market Performance

What did it take to sell similar aircraft? Here's a look at the most similar aircraft that have sold on the market, and how they fared.

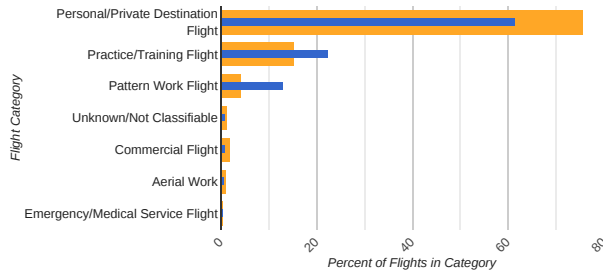
- **Average List Price:** \$259,245.58
- **Average Windsack Value Price:** \$211,045.52 (22.84% lower)
- **Average Price Changes per aircraft:** 3.2
- **Typical Price Change Percent:** -1.96%
- **Typical Final Price Difference:** -3.26%
- **Largest Final Price Difference:** -19.69%
- **Typical Days on Market:** 23.48 Days

### 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

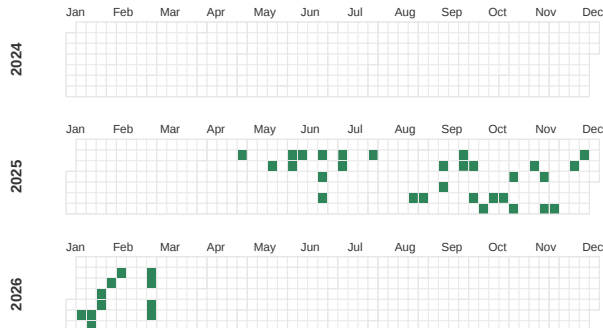
How much more or less likely is this aircraft to be used for each of the tracked flight categories?

- **Personal/Private Destination Flight:** much less likely for this aircraft.
- **Practice/Training Flight:** slightly more likely for this aircraft.
- **Pattern Work Flight:** more likely for this aircraft.
- **Unknown/Not Classifiable:** less likely for this aircraft.
- **Commercial Flight:** much less likely for this aircraft.
- **Aerial Work:** much less likely for this aircraft.
- **Emergency/Medical Service Flight:** equally likely for this aircraft.

### ADSB Activity Pattern & Signal Quality

When and how often an aircraft files 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: **Medium**  
 Good ADSB coverage - reliable flight tracking with occasional gaps

**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: 41
- Total ADSB observations: 55
- Longest period without flying: **32 days** (from Jul 28, 2025 to Aug 29, 2025)

## Comparable Aircraft Statistics

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

- **Total similar aircraft:** 431
- **Average hours flown last year:** 4.47
- **Typical number of times on market:** 1.75
- **Average current owner tenure:** 8.57 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:** 78.57%
- **Percent of fleet with GPS:** 74.6%
- **Percent of fleet with Autopilot:** 58.73%
- **Percent of fleet with Engine Monitor:** 53.17%
- **Typical Avionics Wholesale Value:** \$14,257.08

## Avionics Report

Avionic Make/Model	Avionic Retail Price	Avionic Wholesale Price	Price Confidence
Garmin G5	\$3,302.99	\$2,642.39	Strong
Garmin G5	\$3,302.99	\$2,642.39	Strong
uAvionix AV-30-C	\$2,108.50	\$1,686.80	Moderate
uAvionix AV-30-C	\$2,108.50	\$1,686.80	Moderate
Electronics Intl. MVP-50P	\$7,292.62	\$5,834.09	Strong
Avidyne IFD-550	Not enough Market Data	Not enough Market Data	Weak
Garmin GNC-255A	\$3,177.00	\$2,541.60	Moderate
Appareo Stratus ESG	\$3,689.40	\$2,951.52	Strong
Avidyne AMX240	\$2,809.00	\$2,247.20	Weak

## Aircraft History Report

### Full Timeline

Event Type	Event Time	Event Details
FAA Registration Record	2023-05-13	Registration Recorded in TUCSON, AZ
FAA Registration Record	2022-11-02	Registration Recorded in TUCSON, AZ
FAA Registration Record	2021-06-24	Registration Recorded in SOLDOTNA, AK
FAA Registration Record	2021-03-18	Registration Recorded in SOLDOTNA, AK
FAA Registration Record	2019-07-24	Registration Recorded in LEWISVILLE, NC
FAA Registration Record	2018-08-18	Registration Recorded in LEWISVILLE, NC
FAA Registration Record	2014-05-25	Registration Recorded in CONCORD, GA
FAA Registration Record	2011-10-18	Registration Recorded in CONCORD, GA
FAA Accident Record	1985-08-03	Unknown Accident Recorded in KALAMAZOO, MI

## Detailed Government Record History

### FAA Accidents Data

Event Date	N Number	Make	Model	City	State	Damage Level	Description
1985-08-03	5464V	CESSNA	T210L	KALAMAZOO	MI	Unknown	ENGINE QUIT AFTER LANDING, UNABLE TO RESTART. DISCOVERED ONLY EIGHT GALLONS OF FUEL REMAINED.

### FAA Registrations Data

Event Date	N Number	Serial Number	Aircraft Type	Year	Make	Model	City	Name	State	Country	Zip Code
2023-05-13	5464V	21060955	4	1975.0	CESSNA	T210L	TUCSON	LIVINGOOD RICHARD A	AZ	US	857186865
2022-11-02	5464V	21060955	4	1975.0	CESSNA	T210L	TUCSON	SALE REPORTED	AZ	US	857186865
2021-06-24	5464V	21060955	4	1975.0	CESSNA	T210L	SOLDOTNA	MISSIONARY AVIATION REPAIR CENTER	AK	US	996698255
2021-03-18	5464V	21060955	4	1975.0	CESSNA	T210L	SOLDOTNA	SALE REPORTED	AK	US	996698255
2019-07-24	5464V	21060955	4	1975.0	CESSNA	T210L	LEWISVILLE	CARMICHAEL NATHAN L	NC	US	270239621
2018-08-18	5464V	21060955	4	1975.0	CESSNA	T210L	LEWISVILLE	SALE REPORTED	NC	US	270239621
2014-05-25	5464V	21060955		1975.0	CESSNA	T210L	CONCORD	ASSOCIATION OF BAPTISTS FOR WORLD EVANGELISM INC	GA	US	302063241
2011-10-18	5464V	21060955		1975.0	CESSNA	T210L	CONCORD	ASSOCIATION OF BAPTISTS FOR WORLD EVANGELISM INC	GA	US	302063241

### NTSB Reports Data

No NTSB Data on File for this aircraft.

### Service Difficulty Reports Data

No Service Difficulty Reports on File for this aircraft.

## 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
98-21-21 R1	Incorporate approved modification to keep electric inflatable door seal systems active	Requires installing a manufacturer-approved modification to allow electric inflatable door seals to remain in service, mitigating safety risk from de-activating the system.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
94-12-08	Flight manual revision to reflect updated fuel system procedures	Requires updating the flight manual to reflect revised fuel gauge and fuel system procedures; retains prior checks to ensure accurate fuel management and safe operation.	<a href="#">Doc Link</a>
93-13-09	Inspect air induction hose within 50 hours of operation	Requires inspection of the air induction hose within the next 50 hours TIS after the effective date to prevent hose failure and potential engine performance loss.	<a href="#">Doc Link</a>
88-25-04	Inspect and service magnetos to prevent moisture contamination	Within 50 hours TIS after the effective date, perform the mandated actions to prevent magneto moisture contamination, which could cause dual magneto failure, engine stoppage, and forced landing.	<a href="#">Doc Link</a>
88-22-07	Inspect engine-compartment Aeroquip AE701 hose assemblies	Inspect exterior Aeroquip AE701 hose assemblies in the engine compartment to prevent power loss or fire.	<a href="#">Doc Link</a>
87-20-03 R2	Inspect and service seat tracks on a wide range of Cessna models	Requires inspection of seat tracks due to potential wear/looseness that could affect pilot seating; action specifics are in the original AD.	<a href="#">Doc Link</a>
86-24-07	Install or Verify Engine Controls	Requires installation or verification of engine controls to correct an unsafe condition identified for the affected models.	<a href="#">Doc Link</a>
86-19-11	Remediate contaminated fuel condition in affected light aircraft	Requires inspection for contaminated fuel and corrective action to prevent engine failure or power loss due to contaminated fuel.	<a href="#">Doc Link</a>
85-02-07	Inspect fuel selector mechanism for potential malfunction	Requires inspection of the fuel selector to prevent unintended fuel flow interruption and related safety risk.	<a href="#">Doc Link</a>
84-10-01 R1	Inspect and service bladder-type fuel cells in selected light airplanes	Requires inspection and possible replacement of bladder-type fuel cells to prevent fuel leaks or ruptures due to aging, enhancing overall fuel system safety.	<a href="#">Doc Link</a>
82-06-10	Requires inspection or replacement of the vacuum pump to prevent attitude indicator failure	Inspect and replace the single vacuum pump (442CW-8) to prevent loss of vacuum-driven attitude indicators.	<a href="#">Doc Link</a>
80-21-03	Prevent loss of roll axis control in autopilot-equipped aircraft	Requires actions to prevent loss of roll axis control in autopilot-equipped configurations with a right outboard wing servo, to mitigate potential loss of airplane roll control.	<a href="#">Doc Link</a>
80-07-01	Oil pressure issue requires action on specific Cessna 206/207/210 series	Requires compliance to address an oil pressure condition in TU206, TP206, T207, and T210 series airplanes; exact actions are specified in the AD.	<a href="#">Doc Link</a>
79-25-07	Inspect and repair the alternator grounding circuit	Requires inspection and possible repair of the alternator grounding to prevent electrical faults and potential loss of electrical power.	<a href="#">Doc Link</a>

AD Number	Title	Description	FAA Link
79-19-06	Compliance required for fuel flow indicating system installed per STC SA3835WE	Within 25 hours TIS or 30 days, ensure compliance for the Symbolic Displays fuel flow indicating system installed per STC SA3835WE to prevent fuel leak.	<a href="#">Doc Link</a>
79-15-01	Inspect fuel flow distribution and correct imbalance	Requires inspection of fuel flow distribution across listed Cessna models to correct imbalance and prevent fuel starvation or engine failure.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
78-07-01	Prevent engine oil pump failure due to turbocharger contamination	Within 25 hours TIS, perform action to prevent engine oil pump failure due to contamination by turbocharger thrust bearing anti-rotation pins and turbocharger shaft failure.	<a href="#">Doc Link</a>
77-16-05	Corrective action required to prevent fuel selector valve malfunction	Within the next 25 hours TIS, address potential malfunction of fuel selector valves P/N C291503-0101 or 1216100-1 by following the required corrective steps.	<a href="#">Doc Link</a>
77-12-08	Inspect external electrical ground power receptacle installation on affected Cessna models	Requires inspection of the external electrical ground power receptacle and wiring to prevent unsafe grounding or electrical faults.	<a href="#">Doc Link</a>
76-04-03	Inspect ARC PA-500A actuators in autopilot and yaw damper installations	Requires inspection (and potential replacement) of ARC PA-500A actuators installed in autopilots and yaw dampers on specified models due to an unsafe condition.	<a href="#">Doc Link</a>
74-13-06	Inspect and replace wheel flange attaching bolts on specified main wheel assemblies	Mandates inspection and potential replacement of wheel flange attaching bolts on specific main wheel assemblies to prevent wheel failure.	<a href="#">Doc Link</a>
72-07-09	Inspect fin and rudder fasteners for cracks and loosening on listed Cessna airplanes	Requires inspection and repair of cracks and loose bolts in the fin and rudder to maintain structural integrity and prevent loss of control.	<a href="#">Doc Link</a>
71-09-07 R1	Prevent cabin exhaust gases from entering	Within 25 hours TIS after effective date, perform the mandated action to prevent exhaust gases from entering the cabin.	<a href="#">Doc Link</a>
69-08-11	Modify fuel boost pump to prevent engine power loss	Requires modification of the fuel boost pump to prevent complete loss of engine power when the boost pump is used.	<a href="#">Doc Link</a>
2012-10-52	Inspect and replace turbocharger assemblies on listed Cessna models	Requires inspection and possible replacement of turbochargers to prevent failure that could cause engine damage or reduced power.	<a href="#">Doc Link</a>
2012-10-04	Inspect and address wing structure issue on affected light aircraft	Requires inspection and corrective action on wing components to prevent structural failure and unsafe operation.	<a href="#">Doc Link</a>
2011-10-09	Inspect seat rails and roller housings for wear; replace as needed.	Inspections of seat rails and roller housings are required to detect wear or damage and replace components as needed to prevent seat failure.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
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.	<a href="#">Doc Link</a>
2002-26-03	Inspection and replacement of Brackett single screen air filter	Final rule requiring inspection/replacement of the Brackett single screen air filter on listed Cessna models to prevent compromised engine air filtration.	<a href="#">Doc Link</a>
2002-07-01	Inspect and reinforce horizontal stabilizer attachment brackets	Requires inspection and reinforcement of the horizontal stabilizer attachment brackets to prevent structural failure and loss of control.	<a href="#">Doc Link</a>

AD Number	Title	Description	FAA Link
2000-06-01	Verify standpipe length in fuel strainer assemblies and replace improper units	Measure the visible standpipe length in the top of the fuel strainer and replace any assembly with an incorrect length to prevent fuel-system issues.	<a href="#">Doc Link</a>

## 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.

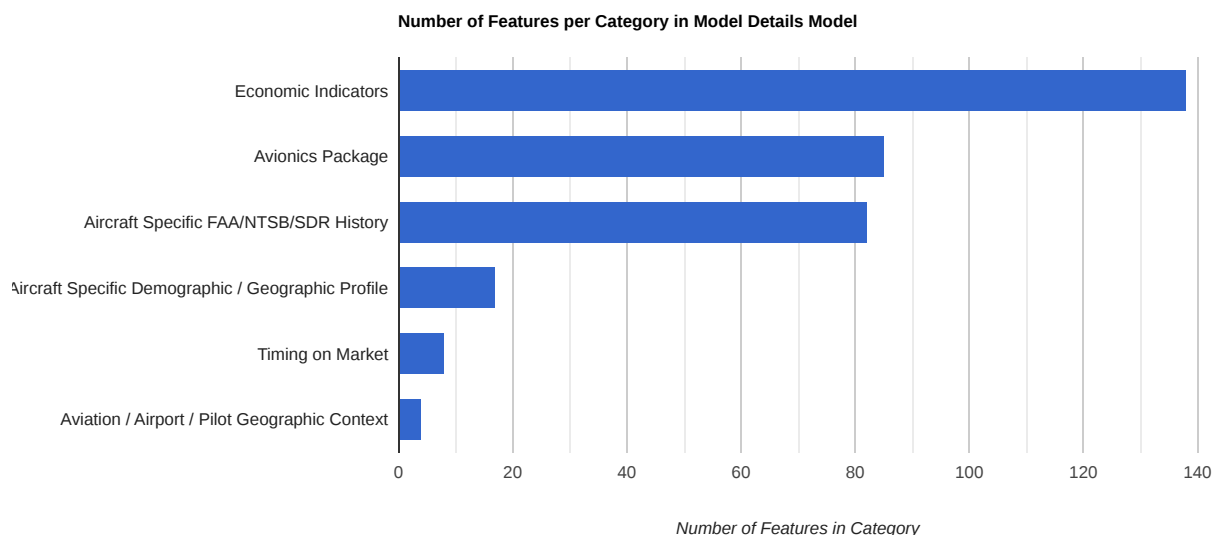
Below, we provide a basic overview of our model accuracy, as compared to the historically observed prices of aircraft since our model started analyzing data. As a brief overview, we provide the basic breakdown of how many aircraft of several typical categories fall within certain bounds in terms of the 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
<b>All Aircraft</b>	<b>24.04%</b>	<b>43.60%</b>	<b>68.82%</b>	<b>92.45%</b>	<b>12.05%</b>
Single Engine Piston	25.93%	46.67%	72.19%	94.19%	10.99%
Multi Engine Piston	18.74%	35.94%	61.79%	91.39%	14.79%
Piston Helicopters	17.04%	32.47%	58.81%	88.09%	16.27%
Jets	23.22%	42.35%	67.39%	90.58%	12.45%
Turboprops	22.52%	40.63%	65.20%	90.75%	13.11%
Turbine Helicopters	18.73%	36.10%	61.78%	88.46%	15.04%

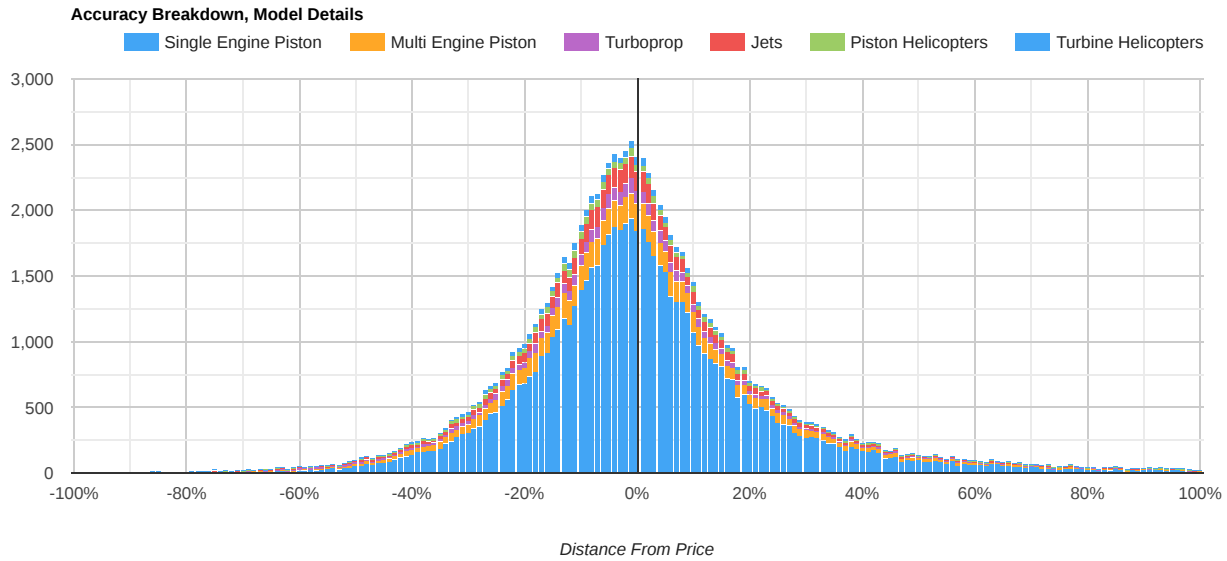
## Appendix B: What data points go into a Windsock value?

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.



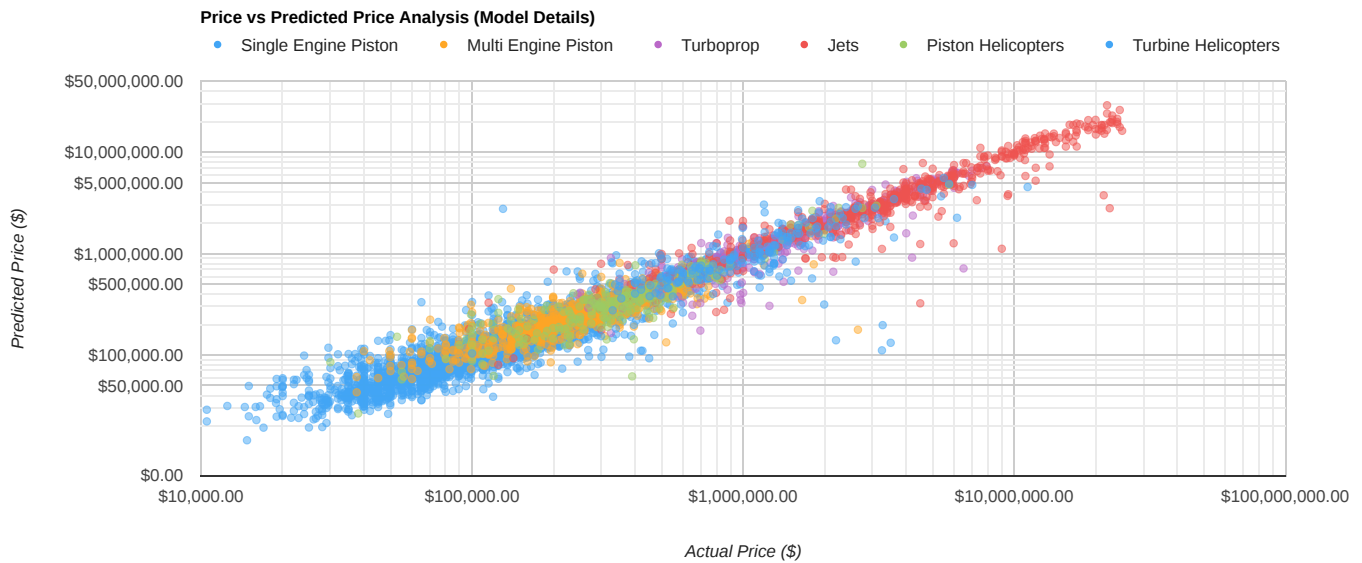
## Appendix C: How Far from List Price are These Models?

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 Windssock value range?

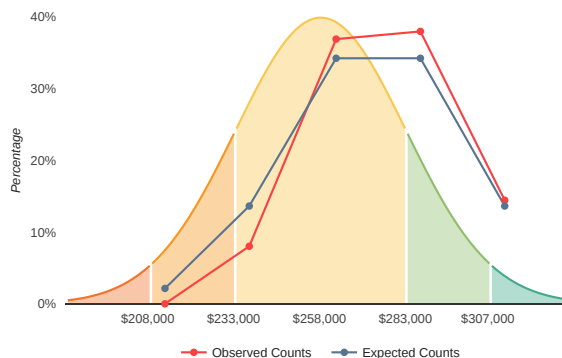
Traditional aircraft valuations typically provide a singular price - we think the market is a little more complicated. To reflect that, **we provide a Windssock value range and a confidence score**. The Windssock value range chart represents our best estimate on the universe and limits of possible good-faith 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 Windssock value range aims to reflect that possible universe of good faith prices and the limits of what they may be.**

How useful is our Windssock 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 Windssock 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 Windssock value) and standard deviation (the individual unit distance of our Windssock 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 Windssock 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
<b>No Physical Inspection</b>	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.
<b>Data Accuracy</b>	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.
<b>Market Volatility</b>	Aircraft values can change rapidly due to market conditions, regulatory changes, airworthiness directives, or other factors not reflected in this Report.
<b>No Warranty</b>	This Report is provided "as is" without any warranty, express or implied, including warranties of merchantability or fitness for a particular purpose.
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### Effective Date and Validity Period

<b>Effective Date</b>	This Report reflects market conditions as of the date shown on page 1
<b>Validity Period</b>	Market estimates are most reliable within 30 days of the effective date
<b>Updates</b>	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

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**Note:** User-specified adjustments are applied as direct value additions or subtractions to the base Windsock valuation. While STC information is sourced from FAA records, the value impact of modifications is determined by the user and should be verified with a qualified appraiser or A&P mechanic.

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