Windsock Value Report for N14YU (1992 Unknown make/model)

Report Summary

Executive Brief for this Windsock Value Report

Windsock Value Summary

- **Windsock Base Value:** $203,233.00
- **User Adjustments:** +$20,000.00
- **Total with Adjustments:** $223,233.00
- **Windsock Value Likely Range:** $177,722.00 - $228,745.00
- **Confidence Rating:** High
- **Wholesale Avionics Value:** $26,776.94
- **Effective Avionics Package Value:** $35,399.00
- **Value Change last 12 months:** -4.71%
- **Year-Out Forecast Value:** +12.24%

Aircraft Specs

- Serial Number: 10135
- Year: 1992
- AFTT: 2400
- SMOH 1: 2000
- SMOH 2: 400
- Interior Rating: 10/10
- Exterior Rating: 9/10

Performance Specs

Not Available

Windsock Base Value: $203,233.00

User Adjustments: +$20,000.00

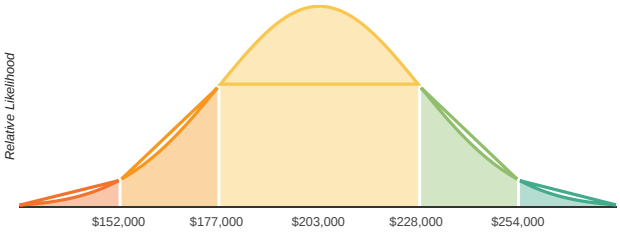
Total with Adjustments: $223,233.00

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?

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: +$200,959.96
Avionics Configuration: +$35,778.70
Aircraft Capabilities: +$20,266.73
Airframe Time: +$0.13
Aircraft History: -$344.03
Engine Time: +$4.29
Market Timing: -$3,933.71
Interior Quality: -$7,527.57
Exterior Quality: -$4,216.09
Geographic Location: -$1,258.61

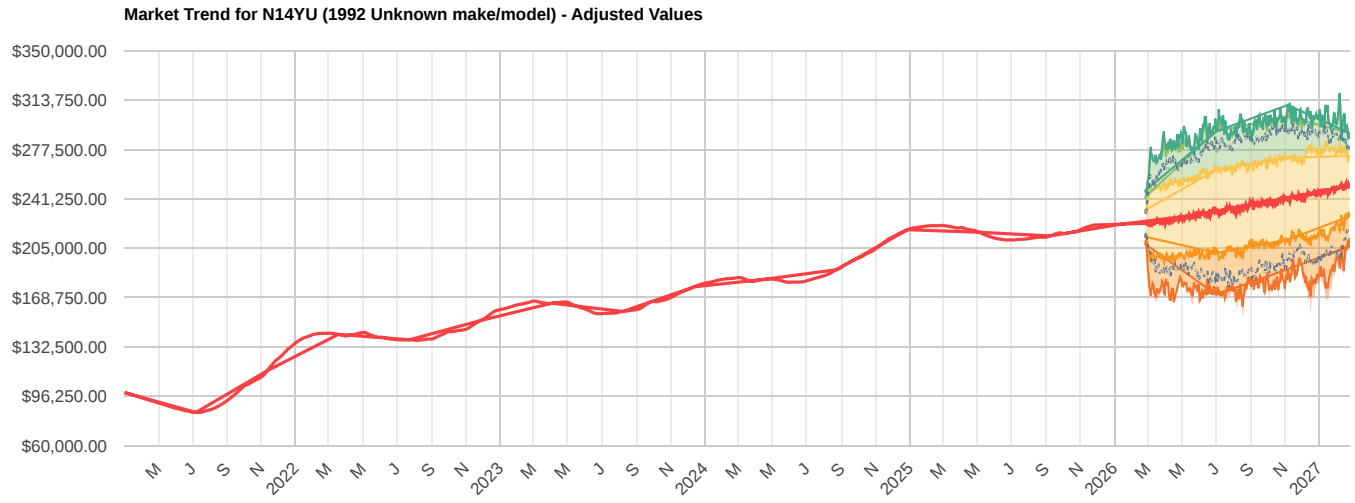
Itemized Breakdown Impact Comparison

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: +83.83% (+81.38% for similar aircraft)
Avionics Configuration: +14.92% (+14.01% for similar aircraft)
Aircraft Capabilities: +8.45% (+9.33% for similar aircraft)
Airframe Time: 0.0% (0.0% for similar aircraft)
Aircraft History: -0.14% (+0.08% for similar aircraft)
Engine Time: 0.0% (0.0% for similar aircraft)
Market Timing: -1.64% (-1.56% for similar aircraft)
Interior Quality: -3.14% (-2.1% for similar aircraft)
Exterior Quality: -1.76% (-0.93% for similar aircraft)
Geographic Location: -0.53% (-0.22% 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
SA01658NY	Three-blade electrically controlled propeller installation	+$12,000.00
SE03309CH	Engine preheat kit installation (115-volt or 230-volt)	+$2,000.00
SA02871AT	Tuned exhaust system installation	+$6,000.00

Total Adjustments:
+$20,000.00

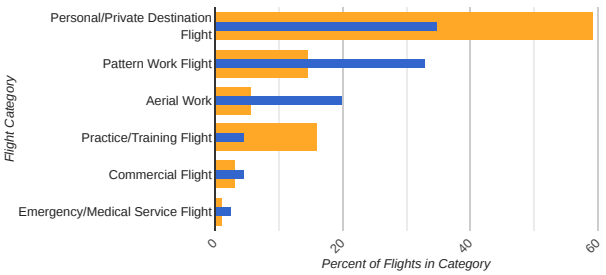
Adjusted Aircraft Value:
$223,233.00

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

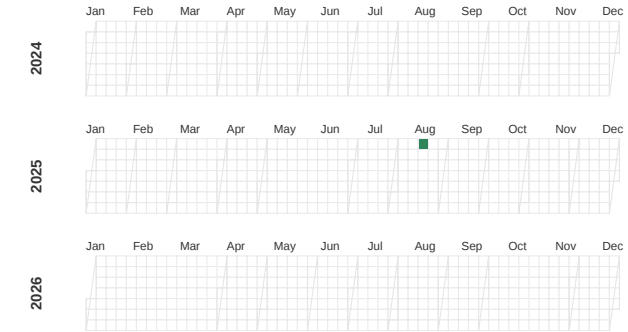
How much more or less likely is this aircraft to be used for each of the tracked flight categories?

- **Personal/Private Destination Flight:** likely for this aircraft.
- **Pattern Work Flight:** likely for this aircraft.
- **Aerial Work:** likely for this aircraft.
- **Practice/Training Flight:** likely for this aircraft.
- **Commercial Flight:** likely for this aircraft.
- **Emergency/Medical Service Flight:** 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: 1
- Total ADSB observations: 1

Comparable Aircraft Statistics

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

- **Total similar aircraft:** 28203
- **Average hours flown last year:** 0.0
- **Typical number of times on market:** 1.55
- **Average current owner tenure:** 6.05 years

Comparable Aircraft Avionics Statistics

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

- **Percent of fleet with ADS-B:** 25.39%
- **Percent of fleet with GPS:** 33.15%
- **Percent of fleet with Autopilot:** 15.37%
- **Percent of fleet with Engine Monitor:** 12.06%

- **Typical number of total owners for full verified history:** 1
- **Typical Avionics Wholesale Value:** $760.15

Avionics Report

Avionic Make/Model	Avionic Retail Price	Avionic Wholesale Price	Price Confidence
Garmin GTN-750	$13,272.50	$10,618.00	Moderate
Aspen Avionics EFD1000 MFD	$5,631.67	$4,505.33	Moderate
Garmin Flight Stream 210	$775.00	$620.00	Weak
Garmin GTR-225	$2,231.67	$1,785.33	Moderate
BendixKing KN-64	$1,032.82	$826.26	Strong
Genesys Aerosystems S-TEC 60	Not enough Market Data	Not enough Market Data	Weak
Genesys Aerosystems S-TEC 360	$2,343.00	$1,874.40	Moderate
BendixKing KR-87	$1,047.12	$837.69	Strong
BF Goodrich WX-1000E	$275.00	$220.00	Moderate
J.P. Instruments EDM-900	$4,855.60	$3,884.48	Moderate
Garmin GTX-330ES	$2,006.80	$1,605.44	Moderate

Aircraft History Report

Full Timeline

Event Type	Event Time	Event Details
FAA Registration Record	2023-07-21	Registration Recorded in CARSON CITY, NV
FAA Registration Record	2021-12-20	Registration Recorded in CARSON CITY, NV
FAA Registration Record	2018-12-03	Registration Recorded in CARSON CITY, NV
FAA Registration Record	2016-03-25	Registration Recorded in CARSON CITY, NV

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
2023-07-21	14YU	10135	4	1992.0	GULFSTREAM AEROSPACE CORP	AG-5B	CARSON CITY	INTERNATIONAL AIR SERVICES INC TRUSTEE	NV	US	897015239
2021-12-20	14YU	10135	4	1992.0	GULFSTREAM AEROSPACE CORP	AG-5B	CARSON CITY	INTERNATIONAL AIR SERVICES INC TRUSTEE	NV	US	897015239
2018-12-03	14YU	10135	4	1992.0	GULFSTREAM AEROSPACE CORP	AG-5B	CARSON CITY	INTERNATIONAL AIR SERVICES INC TRUSTEE	NV	US	897015239
2016-03-25	14YU	10135	4	1992.0	GULFSTREAM AEROSPACE CORP	AG-5B	CARSON CITY	INTERNATIONAL AIR SERVICES INC TRUSTEE	NV	US	897015239

NTSB Reports Data

No NTSB Data on File for this aircraft.

Service Difficulty Reports Data

No Service Difficulty Reports on File for this aircraft.

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.

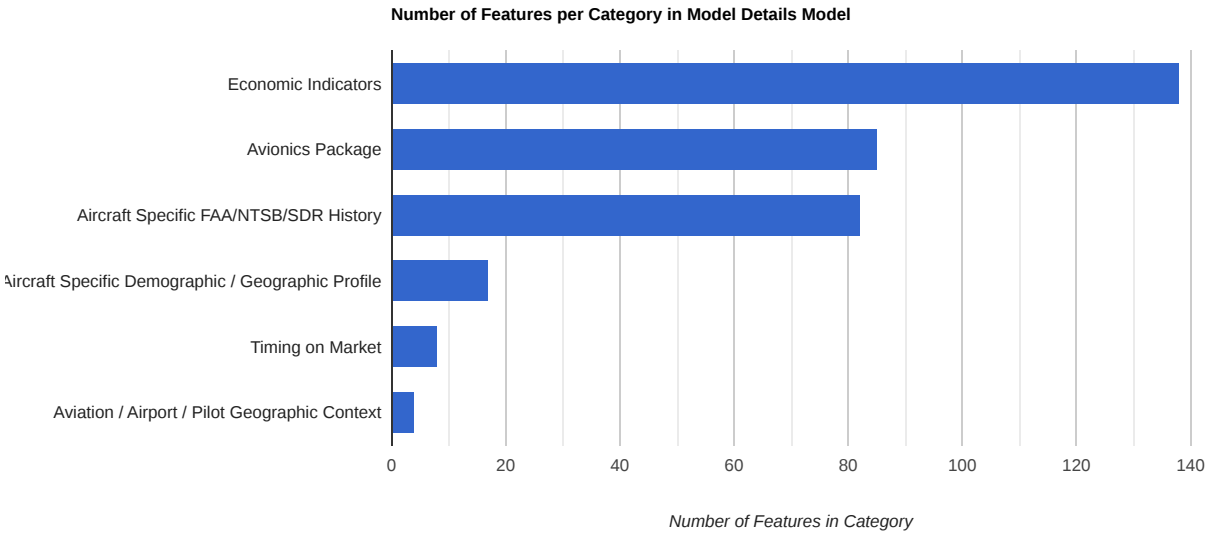
Below, we provide a basic overview of our model accuracy, as compared to the historically observed prices of aircraft since our model started analyzing data. As a brief overview, we provide the basic breakdown of how many aircraft of several typical categories fall within certain bounds in terms of the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

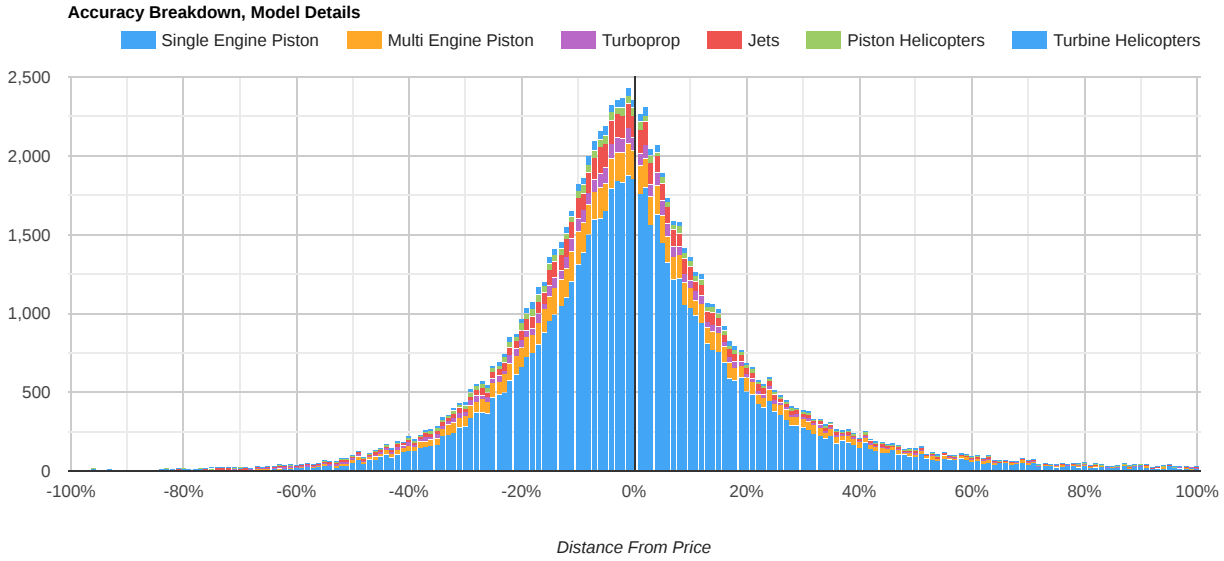
Appendix B: What data points go into a Windsock value?

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.



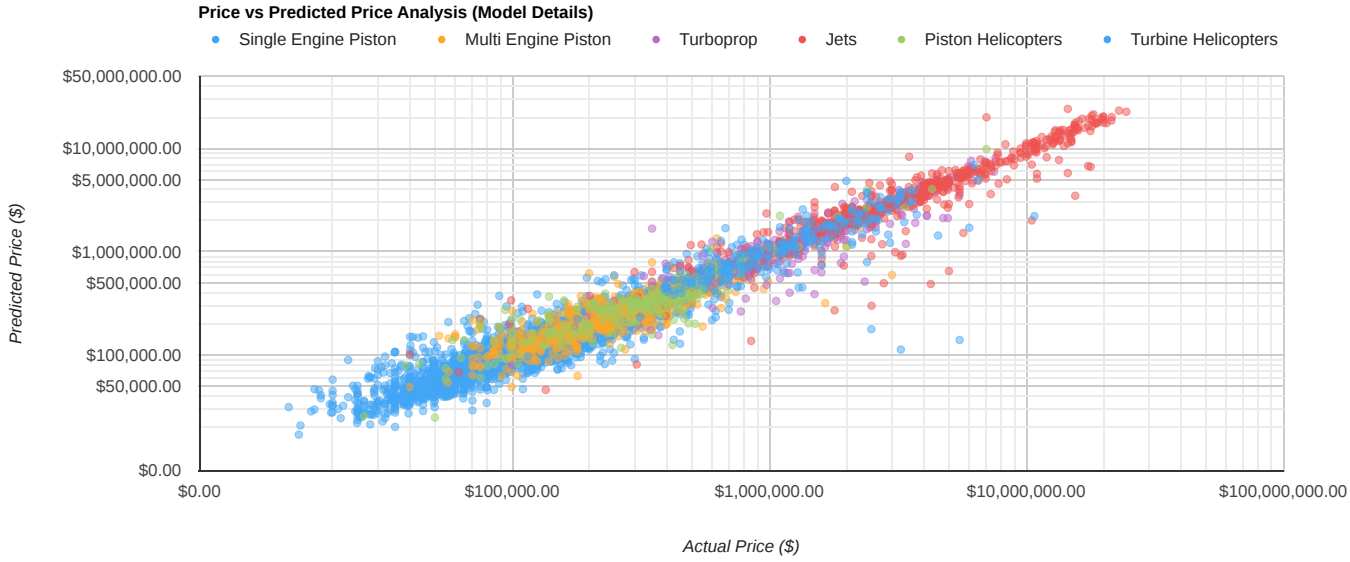
Appendix C: How Far from List Price are These Models?

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.



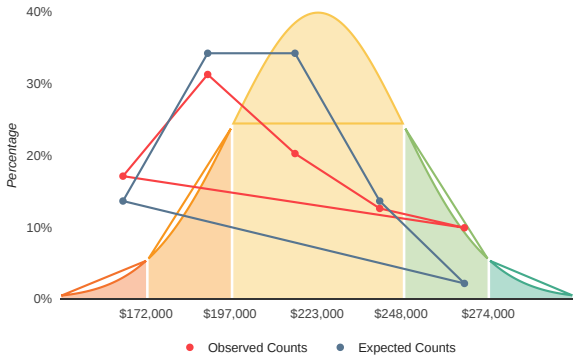
Appendix D: How Accurate are these models across aircraft categories?

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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- Review all logbooks and maintenance records
- Obtain title searches and lien reports
- Consult with aviation attorneys for purchase agreements
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This report includes positive value adjustments totaling $20,000.00 as specified by the user. These adjustments represent 3 STC modifications . All charts and values in this report reflect the adjusted totals unless otherwise noted.

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.

Contact Information

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