



INSURANCE SUPPORT PACKAGE

OVERALL: ATTENTION REQUIRED

Per-slope evidence package for adjuster review · single-family residence · capture date withheld

SAMPLE REPORT — PLEASE READ. This is a genuine MW AIRLIFT™ deliverable, reissued as a sample. Every photograph, observation and finding is real and untouched — this is exactly what a client receives. The client name, street address and work-order reference have been withheld, and the verification code on the final page has been deactivated for publication. Delivered client reports are confidential and are never published.

Prepared for	Adjuster review — evidence package	Service	Per-slope loss documentation
Property	Single-family residence · address withheld	Report ID	MWA-SMP-0006
Structure	Hip-and-gable roof, architectural asphalt shingle	Loss type	Wind — cause not determined here
Scope	4 planes, ridge, valleys, perimeter, soft metal	Delivered	Same day — 4 h 06 min from wheels down

Executive summary

This package documents the visible condition of each roof plane separately, so every observation can be located on the building without reference to the photographer. Planes are numbered P1 to P4 from the address side, matching the roof-plane map at Fig. 1, and every frame in the evidence set is captioned with the plane it belongs to. Each plane was captured at matched altitude and heading, in plan and in oblique, plus close frames where marking was present. On this property, missing shingles with exposed underlayment were recorded on the upper ridge of the front plane, with the surrounding field intact and no impact bruising anywhere on the elevation. Cause, date of loss, repair scope and coverage are the adjuster's to determine; this package is built to make that determination easier rather than to anticipate it.

What this package contains

A delivered package contains, per roof plane: one plan frame flown directly overhead, one oblique frame flown at matched altitude and heading, and close frames wherever marking or damage is present — so any two planes can be compared like for like. **Plus, once per property:** a roof-plane map fixing the P1–P4 numbering to the building, perimeter coverage of drip edge, gutter, rake and fascia, separate soft-metal frames, and a full-property orientation frame. Typical volume is 45 to 70 frames. Every frame carries its capture time and GPS position, and the whole set is sealed into one manifest the carrier can verify independently. The diagrams in this sample are reference sketches showing how observations are located and labelled. A delivered report carries the annotated aerial frames themselves in the same positions.

ACCURACY & INTENDED USE

This report is produced from small-UAS aerial imagery and records the **visible, accessible condition of the roof surfaces at the time of flight**. It is provided for documentation, maintenance planning, and decision support. **This deliverable is not an engineering, structural, or code certification** and is not a warranty or estimate of remaining service life. It does not assess anything beneath the roof covering — decking, underlayment, fasteners below capture resolution, flashing concealed by material, interior, or obstructed areas — and it does not establish the cause, age, or full extent of any condition. Findings are observations, not determinations. **Cause and date of loss are expressly not determined in this package**. Plane numbering follows the convention Front / Right / Rear / Left, defined while facing the address side: P1 Front (South), P2 Right (East), P3 Rear (North), P4 Left (West).

HOW FINDINGS ARE TIERED

Every image from the flight is reviewed in sequence — full perimeter, then each plane or elevation, then targeted close-ups of any area flagged during the flight. Observations are tiered by what is visible in the imagery.

HIGH — active damage visible: missing material, exposed underlayment or decking, evidence of water intrusion.

MEDIUM — wear warranting attention: lifted or curling edges, granule loss, flashing separation.

LOW — cosmetic observations: staining, debris, organic growth.

The overall assessment is governed by the most significant tier observed. Findings at MEDIUM or above include a referral to a licensed professional.

Findings — visible, accessible conditions at time of flight

LOCATION	OBSERVATION	SEVERITY
P1 — front (south), upper ridge	Approximately 10 shingles missing with underlayment exposed across the affected courses. Surrounding field intact; no impact bruising observed on this plane (Figs. 2–4)	HIGH
P3 — rear (north), valley transition	Localized surface discoloration near the valley; cause and depth of any material change not determinable at this resolution (Fig. 6)	LOW
P2 and P4 — right and left	Captured at matched altitude and heading for comparison against P1. Uniform shingle field; no missing material observed (Fig. 5)	LOW
Perimeter and soft metal	Drip edge, gutter, rake, fascia and vent cluster captured separately; vents seated, no displacement observed (Fig. 7)	LOW

Severity reflects urgency of closer inspection — LOW monitor · MEDIUM attention · HIGH priority. It is not a determination of cause, age or extent.

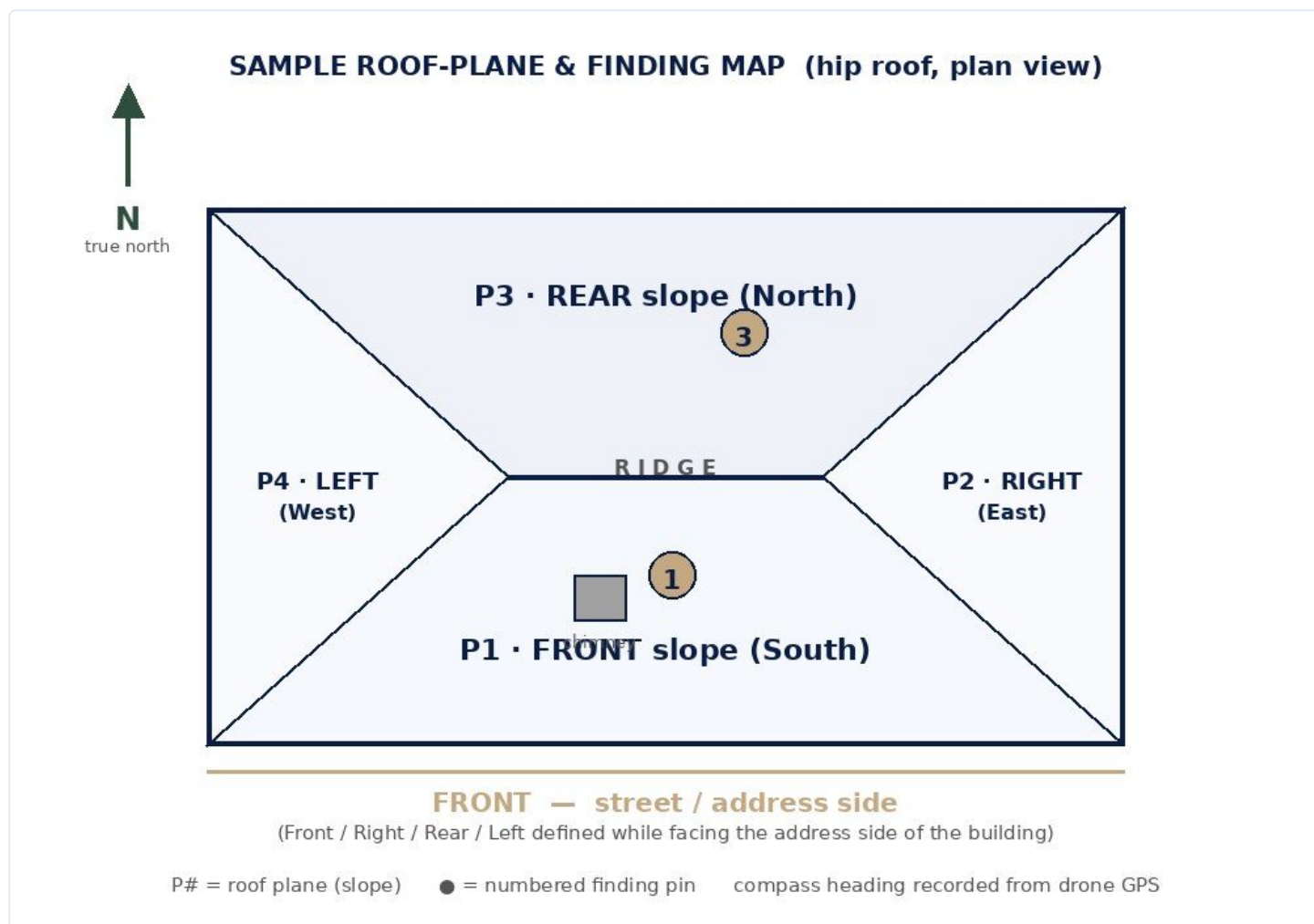


Fig. 1 — Roof-plane map. Planes numbered P1 to P4 from the address side — the reference every other frame is captioned against.



Fig. 2 — P1 front plane in context. Affected area sits immediately below the ridge; surrounding field, vents and ridge line intact.



Fig. 3 — P1 — missing shingles along the upper ridge, underlayment exposed across the affected courses.



Fig. 4 — P1 — the same finding from the opposing approach. Two angles on one defect.

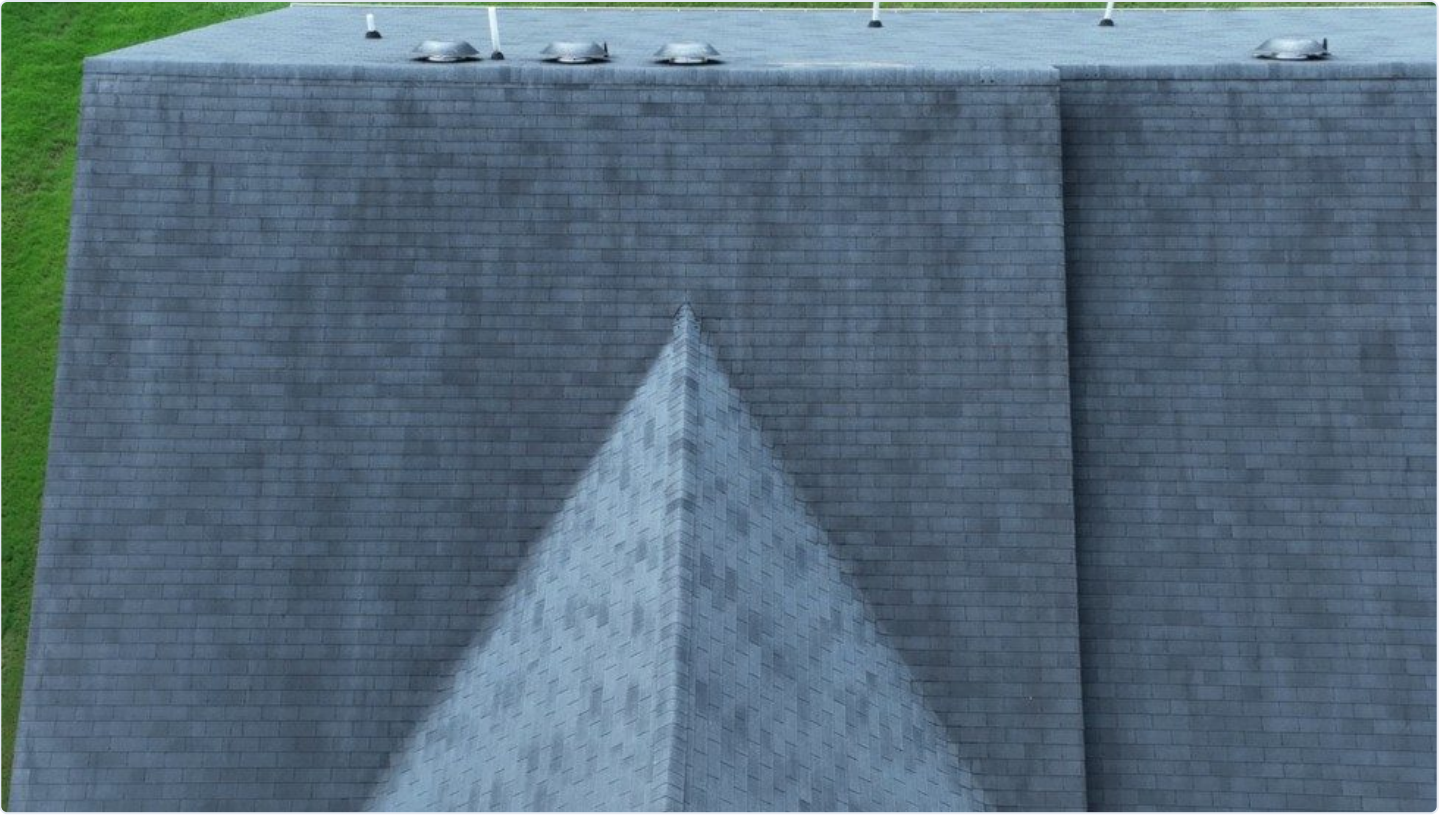


Fig. 5 — P2 — adjacent plane and hip transition at matched altitude. Uniform shingle field, no missing material.

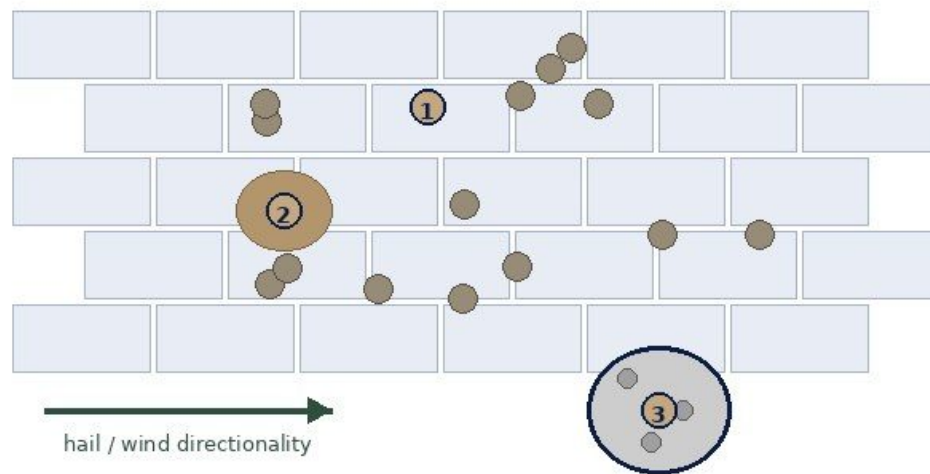


Fig. 6 — P3 — valley transition and gutter line. Localized surface discoloration recorded as a LOW observation.



Fig. 7 — Perimeter and vent cluster. Vents seated; no displacement observed.

STORM / HAIL DAMAGE — close-up & collateral



- ① Hail bruising (impact marks)
- ② Granule loss
- ③ Dented soft metal (vent / gutter / AC fins)

Fig. 8 — Reference sketch — how impact marking and collateral are recorded when present. Not observed on this property.

1) Four corner obliques (~45°) for context

2) Nadir grid pass — ~75% front / 65% side overlap (builds the orthomosaic)

3) Detail pass: every plane + every transition/penetration • two shots per finding (context + close-up)

● oblique camera — nadir grid path ● detail point

Recommendations / next steps

Flight record

Aircraft	DJI Mavic 3 · DJI RC Pro RM510
Airspace / LAANC	Class G — no authorization required
Remote PIC	Part 107 certified · name withheld on this sample
Flight window	0:20 · 61 images captured
Weather at capture	Partly cloudy, 81 °F, wind 5 mph
Delivered	Same day — 4 h 06 min from wheels down



VERIFIED CHAIN OF CUSTODY

Every image, video and report in this package was fingerprinted (SHA-256) at the mission and sealed into a signed, published manifest recording GPS position, capture time, pilot certification, aircraft and custody events. Scan the code, or go to mwairlift.com/verify and enter the mission ID, then drop in the file you received. Your file is checked in your own browser and never uploaded. A re-saved, re-exported or re-compressed copy will not match — verify the exact file we delivered.

The same page links to your download portal, where the full photograph set, video and this report can be collected using the passcode sent to you separately.

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Certification. This aerial documentation was captured under FAA Part 107 by a certified Remote Pilot using a registered aircraft. This report is visual documentation only — it is not an engineering, structural, or code certification, and it is not a survey. Findings reflect only the visible, accessible conditions present at the time of flight; areas not visible from the air are not assessed. Conditions may change after the capture date. A licensed professional is recommended where certification is required.

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SAMPLE
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