

PILOT INSIDE™





Phone: (866) 63-PILOT

Fax: (847) 574-0649

mail@pilotinside.com

Pilotinside.com, LLC
Safety Briefing, Rules, and Aircraft Checkout Agreement

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Pilotinside.com, LLC is an elite flight school offering cutting edge, technologically advanced airplanes in mint condition for rental to a highly professional group of individuals that want to be a part of the best that aviation has to offer. We are the “Ferrari” of flight schools, not the “Honda”. If you can afford and want to fly with the most dedicated flight instructors and in the best airplanes that aviation has to offer, and have the respect, discipline, and responsibility to take care of and operate a “Ferrari” then we would love to welcome you to our flight school. But, make no mistake, it does require a vastly different mindset to properly operate and care for the airplanes that we offer for rental. Would you touch the windows of a Ferrari? Would you allow others to touch the windows? Would you step into a Ferrari wearing dirty shoes? Would you eat a hamburger and fries or work on the engine, and then without washing, place your hands onto the patent Italian leather, hand stitched steering wheel?

If you answered yes to any of these questions or do not understand the frame of mind that we require to rent our airplanes, then we ask that you find another school or flying club to rent planes from. There is nothing wrong with seeking an economical flight school or one that is not so strict with its policies and dedication to taking care of its airplanes, but we are not one of those flight schools. We reserve the right to refuse service, rental of our airplanes, and use of our facilities to anyone.

Now then, let’s take a look at the rules, policies, guidelines, and expectations that help us to maintain this elite flight school and ensure that the airplane that you fly is safe, beautiful, and consistent, every time you fly it!

Sincerely,

Brandon B. Jones

Chief Pilot and Sole Flight Instructor



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Guidelines and Policies

✓ Maintenance/Airworthiness

- Who is Responsible? How to determine?
 - Required Maintenance, Documents, and Inspections
 - Duplicate Airplane Logbooks

✓ Go/No-Go

- Check the Schedule and make appropriate changes and phone calls.

✓ Scheduling:

- No-shows, WX, etc...
 - If IMC prevailed along the scheduled route of flight at the time of cancellation, if the winds are greater than 25kts at the scheduled departure or arrival airport, or, if the pilot can provide proof of a medical or roadside emergency of themselves or their immediate family, then no fees, charges, or payments will be due.
 - If for any other reason... **Penalty: 50% of the scheduled time or 4 hours per day will be billed to the pilot, whichever is less.**

✓ Fuel and Oil Policy

- The airplane shall always be kept in the hangar at 26 gallons of total fuel or 13.0 gallons per side. **Penalty: The airplane will be refueled up to 26 total gallons at which point the cost of fueling plus \$120 per hour for labor will be charged to the Pilot, and then banned from renting on second occurrence.**
- The airplane is rented dry without fuel. 26 gallons is considered the zero fuel point and is where all pilots must return the fuel to after each flight.
- If more than 26 gallons is needed for the flight, pilots may fuel up prior to takeoff.
- Upon returning to the Lodi Airport, plan to land with no more than 26 gallons of fuel so that the airplane can be returned to the hangar with no more than 13.0 gallons per side. Pilots shall not be reimbursed for over-fueling the airplane.
- Fuel taken at other airports shall not be reimbursed because the airplane is rented dry (without fuel). Therefore, there is no need to make reimbursements.
- Oil shall be available in the hangar and will not be reimbursed. Do not store oil in the airplane unless needed because of a distant cross country.
- Add AeroShell Oil W 15W-50 only during all seasons. Training by CP required.
- Oil shall be checked according to the wrap, wipe, dip and lift methods only. Please Do Not Over-tighten the Cap. **Penalty: Banned from renting.**



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✓ Preflight Considerations and Rules

- Absolutely no food or drinks are permitted in the airplane at any point in time, other than bottled water to be handled by adults only. **Penalty: Banned.**
- Pilot and Passengers must weigh not more than 200lbs each.
- You are responsible for returning the airplane exactly how you found it, free of nicks scratches, or punctures in the paint and windows, and, free of dirt, oil, trash, scratches, punctures or nicks in the interior. **Penalty: Cleaning and Restoration fee will be billed to the pilot at \$120.00 per hour for labor plus parts followed by a ban from renting in the future.**
 - Towbars damage the paint on the fairings if mishandled by you or airport personnel. Take a picture before your flight as proof of condition and always install the wheel fairing cover after shutdown. Always tell the line person that the airplane was "just repainted" and to ensure the airplane is towed with white gloves. If the fairings are damaged by airport personnel at another airport make sure you file a damage/incident report with the airport or FBO manager so that they can be held responsible, otherwise, you will be.
 - Wash hands before and after, or, wear gloves during pre-flight, prior to touching the leather, avionics, and flight controls with dirty/oily hands.
 - Check your shoes and passengers shoes before entering the airplane. Dirt and Mud do not belong on the floorboard of a Ferrari!
 - Absolutely NO pens, pencils, or writing utensils of any kind are allowed on board the airplane except as an emergency backup. Tablet Computers and cell phones are recommended for notes or Boogie boards which are provided for use by Pilotinside.com, free of charge.
- Do not plan flights longer than you or your passengers bladders can manage. Please refrain from using portable containers for relief during a flight.
- Entertain children with portable videos and games. Absolutely no crayons, markers, stickers, coloring books, etc. **Penalty: Banned from renting.**
- The airplane owners will always keep two Bose headsets in the front seats of airplane at all times. These are for the owners use only and are not permitted to be shared or used by any person other than the owners. They may not be used by pilots renting the airplane or by their passengers. The school has spare headsets available in the hangar for this purpose. Prior to each flight, the pilot should neatly and respectfully remove the Bose headsets, bundle the cord, and place them into their protective cases for storage in the hangar while the airplane is out for the flight. **Penalty: Pilot shall be given any headset in which they used and shall be charged for a complete Headset Replacement, followed by a ban from renting in the future.**



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- √ The Pilotinside Hangar
 - The hangar is for owner use/enjoyment, and business purposes only. Please refrain from loitering except when actively renting or using the airplane or when prior permission is given from the owner. Do not permit children to play in the hangar, with the simulator, on, around, or in the airplane. Do not allow family or friends that accompany you to be unattended in the hangar at any time.
- √ Boarding and Starting
 - Do not step on nor allow any weight to be put onto the wheel fairings. If taking children, ensure they do not step or play on the fairings. **Penalty: Banned from renting.**
 - Do not put anything on the dashboard, EVER! Not headsets, not paper, nothing! This is terrible pilot etiquette and can result in damage to the windows, magnetic compass, and avionics. **Penalty: Banned from renting.**
 - Store the control wheel lock and pitot cover in the pilot side floorboard pocket alongside the SafeFlight checklist. Store nothing else in this pocket.
 - Be careful when removing/installing the control wheel lock. It can scratch the G1000 display and sidewalls of the pilot side floorboard pocket.
 - Store the Cessna checklist in the Co-pilot side floorboard pocket. Store nothing else in this pocket except for a spare SafeFlight checklist.
 - Do not remove the AFM (POH), the Cessna Factory Checklist, or the SafeFlight Checklist from the airplane.
 - Do not touch the windows or display screens of the avionics or standby instruments. Coach your passengers and monitor children to avoid this as well.
 - Take a picture of the Starting Hobbs value and send it to mail@pilotinside.com.
 - Pilots commonly start engines with way too much power or open throttle. It causes advanced and excessive wear and tear on the engine in addition to sandblasting everything behind the airplane... Be courteous and use NO more than a ¼" open throttle for startup and immediately set it to 1,000 RPM after starting. This |---| is ¼". The Garmin 1000 constantly records and monitors all engine information, health, and statistics with a date and time stamp of each test. This is reviewed monthly by the airplane owner for abuse and mishandling of the airplane. **Penalty: Warning followed by a Ban from renting if it happens again.**
- √ Taxiing
 - Use no more than 900-1,000 RPM for power or the minimum required to move at a normal walking speed without using the brakes.
 - Do not ride the brakes and always pull the throttle to idle prior to braking.



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✓ Takeoffs and Landings

- Absolutely NO Practice Takeoffs and Landings at the Lodi Airport. There shall be no more than 1 Takeoff and 1 Landing Permitted at the Lodi Airport per flight due to the terrible condition of the runways and taxiways. Please utilize the full runway, full up elevator, and minimal braking at the Lodi Airport.
Penalty: Banned from renting.
- Absolutely NO Takeoffs and Landings are permitted Off-airport, on Rough, Grass, Dirt, or any other place that is not smoothly paved and well graded surfaces at public airports. **Penalty: A full inspection will be performed by an A&P and billed to the pilot, followed by a ban from renting.**
- Absolutely NO Takeoffs or Landings from runways that are less than 3,000 feet in length. **Penalty: Banned from renting.**
- Absolutely NO Touch and Go's except with the Chief Pilot during training. When practicing takeoffs and landings, use full stop landings, taxi back, perform a before takeoff check, and then takeoff full length.
Penalty: Banned from renting.
- Absolutely NO Practice Short Field Landings which requires the use of extensive braking.
Penalty: Banned from renting.
- All Landings shall be soft, smooth, and on the centerline. Hard landings are very damaging to airplanes. Pilots who lack the proficiency and skill required to consistently make soft and smooth landings must undergo remedial training with the undersigned chief pilot.
Penalty: Banned from renting.

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√ Cruise

- The maximum allowable power setting for cruise shall be 2400 RPM below 4,000 ft. and 2500 RPM at 4,000 ft. plus 50 rpm for each 2,000 ft. above that altitude.
Penalty: A full inspection will be performed by an A&P and billed to the pilot, followed by a ban from renting.
- Avoid abrupt power changes. It's bad for the engine. Always apply power slowly and smoothly.
- Leaning shall be performed in accordance to the Fuel Mixture Leaning Procedures Service Bulletin from Textron Lycoming found at: <http://www.lycoming.textron.com/support/publications/service-instructions/pdfs/SI1094D.pdf>. Essentially, Lean to 100°F Rich of Peak at and above 3,000 ft., Never enrichen at a rate of more than 50°F per minute, and always enrichen the mixture prior to applying more power. **Penalty: A full inspection will be performed by an A&P and billed to the pilot, followed by a ban from renting.**
- Do not use the autopilot in turbulence that is any greater than a light, intermittent chop. Autopilots are not designed to save or fly for scared and/or incompetent pilots. Irreparable damage to the system and servos can occur.
Penalty: A full inspection will be performed by an A&P and billed to the pilot, followed by a ban from renting.
- This airplane is not equipped with anti-icing protection. No Cessna 172 is. Therefore FIKI or flight into known icing is illegal. Avoid it at all costs!
Penalty: Banned from renting.

√ Stalls, Spins, Steep Turns over 45° and Performance Maneuvers

- Prohibited unless accompanied by the undersigned chief pilot.
Penalty: Banned from renting.

√ Parking

- Do not ever turn or spin the airplane into a parking spot unless there are no airplanes within 75ft. of the airplane and the desired parking lot. Shut down the airplane perpendicular to the parking spot or the hangar and then utilize the tow bar to move the airplane to its final parking spot.
Penalty: Warning followed by a ban from renting on the second occurrence.



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√ Refueling

- Always set the fuel selector valve to the left tank prior to refueling to prevent cross-feeding. Don't forget to set it back to both for startup and takeoff!
- DO NOT use the built-in steps on the airplane; always use a ladder if one is available and ensure it doesn't make contact with the plane.
Penalty: Banned from renting.
- Review the fuel prior to shutdown and decide how much fuel is required in each wing to return it to 13.0 gallons. Monitor and add fuel as necessary to bring each wing to 13.0 gallons for a total of 26 gallons.
- When refueling, be EXTREMELY careful NOT to spill fuel on the wings or windows. Spilled fuel will cause the paint to corrode and fade, and if the fuel leaks onto the window, it will cause fogging in the plastic. ALWAYS use the fuel mat to minimize exposure of fuel onto the wings and wipe away any residue with a wax based spray cleaner and shop towel. Always ensure these tools and elements are available prior to fueling. When utilizing full service fuel, let the line person know that the plane was "just repainted" and to ensure a mat is used and that no drips of fuel get onto the wing or the front window.
Penalty: The wing(s) will be repainted, the window will be replaced, and all involved costs will be billed to the pilot, followed by a Ban from renting.
- After refueling, be sure to turn on the PFD and set the fuel quantity within the menu: Engine > System > Rst Fuel, and Gal Rem. Use the fuel quantity indicators to judge the correct amount of fuel to set.
- When finished refueling, IF a tow cart is available, slowly tow the airplane back to the hangar. Otherwise, taxi back to the hangar. Use the manual tow bar to put the airplane into the hangar.

√ Passenger or Pilot Motion Sickness

- The smell and health hazards from stomach acids and partially digested food are nearly impossible to eradicate from the interior of the airplane once they make surface contact. If pilot or passenger becomes sick in the airplane and even the smallest trace of that sickness lands on any part of the airplane, there will be a mandatory **cleaning and detailing fee of \$3,000.00 which will be billed to the pilot.** It is highly recommended that you avoid flying with individuals that have gotten motion sick in their past at all costs. When possible, do not allow passengers to fly within 1 hour of consuming food. Bring sick bags, and utilize Dramamine as a precaution.



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✓ Securing the Aircraft

- Prior to shutdown, return all screens, displays, and G1000 settings to their defaults. The PFD should have the inset map on with everything off, autozoom set at 8/0 minutes, transponder set to VFR and GND, Wind on option 1, MFD map zoom set at 25nm, and XM radio set to station 51.
- Ensure all of the Light switches and dimmers are set to the default positions. Beacon should be on, all other lights off, and dimmers should be turned gently to their counterclockwise limits.
- Always install the control wheel lock, pitot cover, nose wheel fairing cover, cowl plugs (if parking outdoors), chocks (if parking outdoors) and sun shields (if parking outdoors).
- Set the fuel selector valve to the left tank after shutdown to prevent cross-feeding. Don't forget to set it back to both for startup and takeoff!
- Always lock the doors and baggage compartment when parking outdoors. ALWAYS leave the doors unlocked and the baggage compartment locked when parking in the hangar.
- Carefully attach the tow bar without scratching the fairings and slowly position the airplane into the center of the hangar. Stop at the appropriate point and do not push in too far so that the wings make contact with the hangar. **Penalty: The wings will be inspected by an A&P, repaired or fixed, and all involved costs will be billed to the pilot, followed by a ban from renting.**
- Remove all trash, remove all belongings and headsets, and buckle all safety belts.
- If the G1000 Display, other avionics, or standby instruments are dirty, wipe them using slow and light up and down motions with a disposable non-alcoholic, non-solvent based moist towel and dry with a microfiber cloth located inside the airplane. Do not wipe the instruments unless they are dirty.
- Take a picture of the Ending Hobbs value and send it to mail@pilotinside.com.
- Attach the keys to the clipboard and fill out the Timesheet located in the hangar.
- If a discrepancy was discovered during the flight, fill out the Squawk Sheet and call the owner.
- Install owner's two Bose headsets and controller boxes in their default locations, according to the position labels on the bottom of the battery boxes.
- Turn off the hangar light, lock, and secure the hangar door upon exit.

✓ Recurrency

- An Annual Flight Review in the Pilotinside.com Cessna 172SP by the undersigned chief pilot is required each year to maintain rental privileges.

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- ✓ Stranded at Another Locale
 - The chief pilot shall be responsible for picking up the airplane and returning it to its home base. The pilot shall be responsible for alternate modes of transportation.

- ✓ Deductible/Renters Insurance
 - Absolutely Required and Mandatory.
 - Costs approximately \$200.00 per year.
 - http://www.aopaia.com/renters_start.cfm

Lodi Airport Operations

- ✓ Traffic Pattern Entry and Exit
 - Always from the North, always at a 45 to the downwind.
 - Do not overfly the south due to extensive parachute operations.
- ✓ Look, See, and Avoid! Lodi is a BUSY airport!
 - Jump Planes land and takeoff simultaneously from any direction.
 - High level of ultralight, sport pilot, and other GA activity.

What's Expected Every Flight

- ✓ Take Pictures of the Starting/Ending Hobbs, send them to mail@pilotinside.com, and accurately fill out the Timesheet. We do this for two reasons, to ensure your safety, and to prove or disprove time sheet and/or payment discrepancies.
- ✓ Pay for your airplane PRIOR to leaving the airport using a mobile phone or tablet computer by visiting: <http://norcal.pilotinside.com/pay.htm>.
- ✓ If there is a squawk or discrepancy, please make the appropriate entry on the squawk sheet and call the owner at (619) 787-4568.
- ✓ Zero Tolerance
- ✓ Leading Edges of Airplane including wings, cowling and windows should be cleaned with a wax based cleaner. Ensure windows are properly cleaned with very light upward and downward motions and never side to side or circular swirling. Failing to follow these procedures may lead to cracking, scratching, or "spiderwebbing" of the windows. **Penalty: The window(s) will be inspected by an A&P, repaired/fixed, and all costs will be billed to the pilot, followed by a ban from renting.**

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Personal Information and Submissions

- ✓ All Relevant Pilot Certificates and Medical Certificate
- ✓ Two major forms of identification, i.e. drivers license, passport, etc.
- ✓ Two major credit cards to be imprinted and held on file for any extra charges including repairs, and other fees.
- ✓ A copy of the last page of the pilot's logbook as well as the page showing the last successful completion of a biannual flight review.
- ✓ Emergency Contact Information

Airplane Checkout

- ✓ Minimum time required...
 - 10hr ground + 10hr flight time minimum if NO G1000 Experience.
 - 5hr flight time minimum if 100+ hrs logged as PIC in a G1000 equipped aircraft with at least 25hrs logged within the preceding six calendar months.
- ✓ Importance of using Checklists
- ✓ Determining Airworthiness
- ✓ Garmin 1000 and Autopilot Systems and Operations
- ✓ Pre-Flight Preparation
 - AFD Review
 - Performance Computations
 - Weight and Balance Computations
- ✓ Performance Maneuvers
 - Steep Turns
 - Slow Flight
 - Stalls
- ✓ Emergency Procedures
 - Engine- Out
 - Fire (engine or electrical)
 - Lost Procedures (Circle, Climb, Calculate, Communicate)
- ✓ Communication (WIPAR)
- ✓ Airspace and Regulations
- ✓ Taxiing/Airport Operations
- ✓ Caring for the Airplane on a Cross Country
- ✓ Takeoff and Landing Mastery
- ✓ The Written Test



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By signing below, I agree to abide by and adhere to all of the rules, policies, guidelines, terms, and conditions set forth in this "Safety Briefing, Rules, and Aircraft Checkout Agreement". I also agree to allow Pilotinside.com, LLC to charge my credit card for any fees, inspections, penalties, fuel, labor, short payments, and/or repairs that the owner and/or Chief Pilot deems necessary within 12 months of renting an airplane from Pilotinside.com. Additionally, I agree that I have received a complete safety briefing and have been educated on the rules, policies, guidelines, terms, and conditions by the Chief Pilot and Sole Flight Instructor. In addition, I agree to not hold Pilotinside.com, LLC, its owner(s), flight instructor(s), or briefer(s) responsible in the event of an accident, injury, or other liability that occurs to myself or my passengers. I assume all risks physically, financially, and emotionally for myself and my passengers while exercising my privileges as a pilot renting airplanes from Pilotinside.com, LLC and while using the facilities provided by Pilotinside.com, LLC.

Signed

Full Name, Address, Home and Cell Phone Number

Date

Brandon B. Jones – Chief Pilot and Sole Flight Instructor, Pilotinside.com, LLC.

Date

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Airplane Rental Agreement and Disclaimer

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The undersigned pilot, family and/or friends of pilot, other individuals joining pilot at the request of pilot (“Renter”), passenger, family and/or friends of passenger, and other individuals joining passenger at the request of passenger (“Passenger”), and Brandon B. Jones, President and Chief Pilot of Pilotinside.com, LLC., (“Company”) acknowledge and agree that services will be provided under the conditions set forth below.

1. Services and Passengers

Company is in the business of renting aircraft, providing the use of its hangar for educational and learning purposes, and providing aviation services such as aerial photography, scenic flights, and ferry flights. Company is rendering and providing services anytime a Renter and/or Passenger are onboard an aircraft owned and/or operated by Company. Company is also rendering and providing services anytime Renter and/or Passenger is using any facilities, owned, rented, leased, and/or operated by Company.

2. Limitation of Liability

Company is not responsible for physical injury to Renter and/or Passenger, death of the Renter and/or Passenger, other personal and/or property damage, and/or any other compensatory damage resulting from services rendered by Company. Renter and/or Passenger assume full and complete responsibility for accepting services from Company for themselves and any other person joining them for the flight at their request, anytime they are within 100ft. of an aircraft and/or inside the aircraft owned and/or operated by Company. Renter and/or Passenger has made Immediate Family members including Mother, Father, and other siblings verbally aware that they assume full and complete responsibility for accepting services from Company. Renter and/or Passenger and Immediate Family of Renter and/or Passenger understand that Company may be operating an aircraft that is not maintained, not in an airworthy condition, may not be legal for flight, and/or may have mechanical problems which could adversely affect Renter and/or Passenger Safety. Renter and/or Passenger and Immediate Family of Renter and/or Passenger understand that Company may not adhere to FAA Recurrent Training Requirements as specified in Title 14 of the Code of Federal Regulations Part 61, subchapter 56, and subchapter 57, and may not be legal to act as Company in Command of the aircraft.

Renter and/or Passenger and Immediate Family of Renter and/or Passenger understand that severe injury or death may result from accepting services from Company due to negligence, decisions, and/or poor judgment exercised on behalf of Company. Company does not assume



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any responsibility for injury, severe injury, and/or death that occurs to Renter and/or Passenger as a result of negligence, decisions, poor judgment, or any other reason. Renter and/or Passenger assume complete responsibility and risk for any and all liability that occurs during, arises out of, or relates to services received from the Company. Immediate Family of Renter and/or Passenger understand that Company does not assume any responsibility or risk for negligence, severe injury, wrongful death, or any combination thereof that occurs to Renter and/or Passenger. To the fullest extent allowed by law, Renter and/or Passenger agrees to WAIVE, DISCHARGE ALL CLAIMS, and RELEASE FROM LIABILITY the Company. Renter and/or Passenger agrees to HOLD HARMLESS Company from any claims, severe injuries, and/or death caused by any reason including but not limited to negligence, aircraft mechanical failure, Company decision making, and/or Company inability and/or legality to perform Duties as Pilot in Command.

Renter and/or Passenger understands and agrees that they are compensating Company for flight instructor time, the use of Company facilities, and/or depreciation, maintenance, and operating costs in the form of an aircraft rental fee, all of which are free from any guarantee or warranty as to safety of the aircraft, or the capability and adequacy of the flight instructor. Passenger therefore has received valid consideration in exchange for any monies rendered and cannot further expect Company to have taken any reasonable measures to ensure Renter and/or Passenger safety. Renter and/or Passenger understand that flying is an unnatural, dangerous, and potentially fatal activity in and of itself.

Renter and/or Passenger further understands and agrees that Company has no fault in any accident, injury, or death arising from flight onboard aircraft or contact within 100 feet of Company aircraft.

3. Severability

In the event that, notwithstanding the foregoing, any part of this Agreement shall be held to be invalid or unenforceable, the remaining parts thereof shall nevertheless continue to be valid and enforceable as though the invalid or unenforceable parts had not been included.

4. Burden and Benefit.

This Agreement shall be binding upon, and shall inure to the benefit of, Company, Renter and/or Passenger, and their respective heirs, personal and legal representatives, successors and assigns.



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5. Governing Law.

Construction and interpretation of this Agreement shall at all times and in all respects be governed by the laws of the State of California, and this Agreement is entered into in San Joaquin County.

The parties to this Agreement consent to the exclusive jurisdiction and venue of the federal and state courts located in California, for any action arising out of or relating to this Agreement.

6. Entire Agreement.

No representations, promises, agreements or understandings, written or oral, not herein contained shall be of any force or effect. No change or modification hereof shall be valid or binding unless the same is in writing and signed by the party intended to be bound.

7. No Waiver.

No waiver of any provision of this Agreement shall be valid unless the same is in writing and signed by the party against whom such waiver is sought to be enforced; moreover, no failure to enforce a provision by Company shall be deemed a waiver of that or any other term; and a valid waiver of any provision of this Agreement at any time shall not be deemed a waiver of any other provision of this Agreement.

8. Headings.

The headings used herein are for the convenience of the parties only and shall not be used to define, enlarge or limit any term of this Agreement.



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By signing below, I certify that I have read the entire Renter and/or Passenger Agreement and Disclaimer, made my Immediate Family aware of all parts of this agreement, I understand all terminology and language within, and agree to all terms and conditions set forth within the document for all past, present, and future services rendered to me and those persons joining me at my request by Company.

Company Dated: _____

[Brandon B. Jones, Company]

Renter and/or Passenger Dated: _____

[Renter and/or Passenger Signature]

[Renter and/or Passenger Printed Name]

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N842TX Cessna 172S Operating Costs & DRY Rental Pricing

Est. Annual Usage: 200 hrs

Description	Cost	Period	Cost per Hour
TBO IO-360-L2A	\$35,000	2000	\$18
Gas (10gph@\$5.50/g)	\$55	1	\$0
Oil	\$4	2	\$2
Parts	\$10	1	\$10
Total Hourly Direct Operating Costs:			\$30
Insurance	\$8,000	NA	\$40
Hangar	\$3,960	NA	\$20
Software & XM Weather Subscription	\$1,310	NA	\$7
Weekly Detailing (x52)	\$1,040		\$5
50hr Inspection (x1)	\$375		\$2
100hr Inspections (x1)	\$675		\$3
Annual Inspection	\$1,800	NA	\$9
Property Tax (1.25%)	\$2,315	NA	\$12
LLC Annual Filing Fee	\$600		\$3
Accounting	\$1,000	NA	\$5
Total Annual Fixed Costs:			\$21,075
Total Hourly Fixed Costs:			\$105
PayPal Credit Card Payment Fee (3%)			\$4
Combined Hourly Costs:			\$139
Weekday Profit	\$15	1	\$15
Weekend Profit	\$67	1	\$67

Public Rates (Without Fuel):

Includes all costs and fees listed above...

Weekday Public Rate (Mon thru Thurs)	\$154.00
Weekend & Holiday Public Rate (Fri thru Sun & Holidays**)	\$206.00

250hr Eagle Club Rates (Without Fuel):

Public rates less 50% TBO, Taxes, LLC, Accounting, and Profit (Weekdays)

Weekday Eagle Club Rate (Mon thru Thurs)	\$111.00
Weekend & Holiday Eagle Club Rate (Fri thru Sun & Holidays**)	\$187.00

**Includes Mondays when an official Holiday falls on a Tuesday.