
Please Read

Aircraft Inspection rates are discounted to \$120/Hr. Inspection rates include labor for changing oil, repacking wheel bearings, Airworthiness Directive research (additional labor may be charged if A.D. logs are not current within the past two years.) and the inspection. The set inspection pricing does not include parts such as: oil, filters, O-rings, compliance of Airworthiness Directives or labor for repairs and ETC.

Our regular hourly shop rate for repairs, servicing and discrepancies (including ones found during an inspection) is \$125/hr. for single and twin piston aircraft, \$135/hr. for avionics work (including engine monitor installations) and \$165.00/hr. for Jet/Turbine Aircraft. For a fee we can do an inventory of the contents of your aircraft, otherwise, we are NOT responsible for items left in the aircraft. If items are removable then we ask that you take them with you when leaving your aircraft with us. Please be sure to have all of your logs with you when dropping off your aircraft (POH, Airworthiness Cert, W&B, most current A.D. Log and all Airframe, Engine and Prop Logbooks). If we do not have all of your logs there may be a delay in starting/completing the inspection of your aircraft.

Pre-Purchase Inspections:

A good pre-purchase inspection will tell you exactly what you are getting into and may give you leverage in negotiating a better price. A proper Pre-purchase inspection is the only way to ensure the airworthiness of an aircraft and to ensure that there are not any underlying maintenance issues. Pre-purchase Inspection Prices are 75% of the listed Annual Inspection Fee. If you purchase the aircraft within 5 days of the completed Prepurchase Inspection, we will finish the inspection off as an Annual for the remaining 25% of the Annual Inspection fee, plus parts and airworthy items. Our prices shown are based on the hours it takes to perform an inspection on the listed aircraft.

Experimental Aircraft:

Pricing for condition Inspections on experimental aircraft is based on the owner opening and closing the aircraft. If you prefer us to open and close the aircraft, there is an additional fee. We will inspect and allow the owner to make repairs, we will inspect those repairs at our hourly labor rate.

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Our Transparency to You

A deposit is due before we will schedule your inspection.

Our process is as follows:

- 1 . After your inspection is completed, you will be presented with the invoice for the inspection (including oil, o-rings and filters). That invoice is due upon receipt.
- 2 At the same time or within a few days (depending on how hard it is to locate parts) you will receive an estimate for corrective actions and parts for the discrepancies found during the inspection.

- 3 Once we settle on the items you approved for repair, we will present you with a new estimate for the parts and labor that you approved (please remember this is an estimate and not a quote). You will need to approve that final estimate.
- 4 Once the final estimate is approved, we will submit an invoice for parts. That invoice is also due upon receipt.
- 5 Once all the work on your aircraft is completed, we will present you with a final invoice for labor and any shipping that we could not place on the invoice for parts. The final invoice is due before your aircraft can be released to you.

We use this method of invoicing and estimates to keep working capital coming into the shop and to ensure that you know what your bill will be, or close to it. Nobody likes the surprise of a huge bill. This way we can help you somewhat budget your maintenance, or at least know what you can expect to spend.

Maintenance on your aircraft is not complete until you receive a dated and signed log entry for the work accomplished. Invoices must be paid in full before your aircraft will be released to you. You have a 3-day grace period after your invoice has been e-mailed to pay it in full. After the grace period, you will be charged a 5% late fee and assessed a \$45 per day storage I security fee for your aircraft. We do not guarantee or imply that your aircraft will be stored inside (even during bad weather) before or after your inspection is completed.
