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Cost to paint cessna 182

I wanted to give you an update on my paint job. It looks great today as the day you handed it over almost a year ago. I have a lot of questions asking me where I painted it; I hope some of them have led to work for you. is rare these days when someone does exactly what they promised and do it in a timely manner. my hobby is restoring classic cars and the only area, where I can be guaranteed to have acute, is in the phase of painting of the construction. I had cars in stores for a year that were promised in a month and I never had one that didn't require to follow for paint problems. You handed over when you promised, and as you know, I haven't returned since. I breathe fresh air that contracted you to paint my plane. Thanks for everything, ken hale: AA-5B grumman tiger after reviewing several paint shops, I decided to go with arizona aircraft painting at falcon field az. . I was looking for a store that could do everything, complete interiors, mod speed and custom outdoor paint. aap manages a well-organized clean system that meets or exceeds all the requirements necessary to produce a finished professional project. My plane looks and smells like a new plane. it is worth investing. kent fletcher: PA-28-180 piper archer we like the work of paint arizona painting aircraft made on our cherokee 235. it was a few years from painting, but we still admire the pattern of paint, colors and quality. the new paint and pattern have greatly updated the look ofplane. we had the unexpected glitch with the invisible need to repair the tip tank, but that was solved professionally and quickly. our plane looks great today and we continue to get compliments. thank you! d. noel candland: PA-28-235 piper cherokee our company bought a beechcraft bonanza that needed a new paint job and had no idea where to bring it, not having an entire aircraft painted before this time. I found arizona aircraft painting on the internet in phoenix arizona (falcon field) and called them together with a couple of others around the area and found them to be someone I was comfortable with. a work of aviation paint could go very well or very badly depending on the store and attention to detail you put in it. we could not have been happier with paint work together with details. the complete plane was stripped, prepped, primed and painted. including the inside of the wheel wells. all new decals have been installed and the plane looks new! as mechanical A&P I saw the good and bad of aircraft paint and would recommend arizona aircraft to anyone! A&P, lynco electric co. inc. las cruces nm nathan wilcox: beechcraft f33a bonanza I spent five years building my RV-8A, so when it came time to make it paint, I carefully selected a painting shop to do the job. arizona aircraft painting was that store. attention to details from beginning to completion was exceptional. all employees were a joy working with and completely professional. I wasand personally observed every stage of the process. As the builder, I wanted to disassemble and then reassemble after painting. They couldn't have been more accommodating. The final product speaks for itself. Now six years after completion, I still stop on the ramp and feel, "This is a nice paint job. Where did you do that?" It still makes me smile. Ronald Smith: RV-8A I wanted to thank you for the fantastic service provided by Arizona Aircraft Painting. Paint work is exceptional and the style selection of your website for the plane worked perfectly. The paint coat continues to look new three years later and I always receive complements on it. I highly recommend your service. Timothy Croy: RV-9A In the fall of 2011, I organized with Arizona Aircraft Painting to paint my Zodiac 601XL, which I had recently completed the construction, and had just completed the first 40 hours of flight alone. Arizona Aircraft Painting performed well, and completed a magnificent work of paint (the initial paint) on my plane. They completed a very professional job in a very timely manner. I am very satisfied and proud of the quality and design of the work. Ronald Ashcroft: Zenith Zodiac I had visited several recommended shops before running through your operation. After taking a look at your set up clean and well organized, I knew I found the best place. When I got my first year after the repatriation, my mechanic and his assistant looked at it and said it was apaint the work and make the right way – one of the best I have ever seen". I keep getting rave comments on design and how beautiful it looks when I put my Katmai on show at our annual fly-in at Polson, Mt. Thank you. John Hensler Cessna 182 For those pilots without a plane that are still on the fence regarding the union of a flying club against buying their plane, we at High Sierra Pilots decided to write a detailed, realistic break of the cost of owning a plane in Nevada. To make it as accurate as possible, I'm working under the assumption that anyone who wants to buy a plane would buy a used plane. The reason? In 1970s-era Cessna 172 (Skyhawk), for example, can easily be found for less than \$40,000 while a 2017 Cesna 172 will bring you over \$400,000.1 Once again, if not all are millionaires, we will include price information for a 20-year loan to 8% interest in the total cost of owning a plane in Nevada (averagely for an AOPA loan).2 The annual inspection costs are minimal, based on the hypothesis that A&P has not found significant problems. (For even more impressive information, check AOPA's article on preventive maintenance.3) Each plane must be kept and stored. Here are some general costs regarding unscheduled maintenance (including preventive maintenance) and tie/hangar fees. Incentive maintenance: Annually, you should budget at least \$1,000 for unscheduled maintenance, although if a battery or tire should bethat the price can double quickly. We recently replaced the left main tire on our Cherokee for \$250, including work, and a battery would run \$300+. In addition, there are small things that add quickly when considering the cost of owning a plane in Nevada, such as: Hydraulic Replacement Fluid Replacement Tubes and Tires Interior Restoration Touch Up Exterior Paint Rimblacing Cracked Lights Removal Corroded Lead Measuring Counter Removal Oil Filters Refilling Air Filters Replacement Air Filters Replacement Braking Filters And much more. Tie down or Hangar: Once you buy your plane, where are you gonna put it? The queues are significantly more convenient, at about \$65/month (\$780 year), but hangars can prevent future maintenance costs. The average hangar around Reno, NV is about \$350/month (\$4,200 year). So, we will say that a tie down will bring you \$780/year, where a hangar would cost about \$4,200. *All insurance costs are calculated using a medium-low time pilot around 35. "Morning Pre-Flight" by Lane Pearman, used under CC license by 2.0 Annual Cost of a 1977 Cessna R172XP Skyhawk: \$14,150 tied down, \$17,570 hangared Buying cost: \$49,000 Annual loan cost (for 20 years): \$3920 Annual insurance fee*: \$1,200 Annual Inspection Cost: \$1,800 Motor breathing (every 2000 hours): \$20,000*** Propeller Overhaul (every 2000 hours or every 7 years): \$5,000**** Hourly operating cost: Including only Avgas oil and engine,the operating cost of a 172 needle is about \$42 (8 gph fuel burns at \$5/gal. and \$2/hr for oil.) say you fly 100 hours a year - which is \$4,200. *assuming when you buy your plane, engine and prop have recently been revised, these two combined will cost you \$1,250 per year. annual cost of a 1975 piper super cub 160: \$17,770 tied down, \$21,190 hangard purchase cost: \$85,000 annual loan cost (for 20 years): \$6,800 annual insurance cost: \$2,500 (the tail wheels are more expensive to ensure)4 annual inspection cost:5 \$900 propeller overhaul (Tbo 2000:) \$3,000 ** engine overlay (Tbo 2000):6 \$18.787 ** hourly operating cost: including only aviation oil and engine cost is burning time considering our average of 100 hours per year, which is \$4,700*assuming when you buy your plane, engine and prop have recently been reviewed, these two combined will cost you \$1,090 per year. annual cost of a 1981 piper seneca iii: \$24,098 tied down, \$27,518 hangard purchase cost: \$159,950 annual loan cost: \$12,796 (for 20 years) annual insurance cost:7 \$3,000 annual inspection cost:8 \$3,500 overhaul engine (both engines-Tbo 1,400):9 \$41,000* propeller overhaul (both props- tbo 2000:) \$13,800* hour operating cost: including only avagas and engine oil, the hourly operating cost of a seneca iii piper is about \$122 (24 gph fuel burns at \$5/gal, and \$2/hr for oil.) considering our 100 hours per yearthat is \$12,200. 10 **Assuming to fly 100 hours a year, the engine will cost around \$2,928/yr. *****) assume to fly 100 hours a year, prop revisions will cost about \$690/yr. Year Cost of a 2006 Cirrus SR22: \$26,730 tied down, \$30,150 hangared "Victor Charlie" by Geoff Collins, used under CC BY-NC-ND 2.0 Purchase Cost: \$255,000 Annual loan cost: \$20,400 (for 20 years) Annual insurance fee: \$12,000 11 Annual Inspection Cost: \$5,000 12 Overhaul Engine (TBO 2000): \$41,000 13 Propeller Overhaul (TBO 2000): \$4,000 Operating Cost14: Including only the Avgas and engine oil, the hourly operating cost of a Piper Seneca III is about \$65 (13 gph fuel burns at \$5/gal, and \$2/hr for oil). Considering our average of 100 hours per year, which is \$6,700. **Combine these two budget amounts \$2,250 per year. Final thoughts on the cost of owning a plane in Nevada As you can see, the cost of owning a plane in Nevada (or anywhere, as far as it is concerned) is not small. Aeroplanes are delicate tools, precision capable of wonderful things, and unfortunately this means that they are insanely expensive to maintain. While reviewing this cost assessment, please keep in mind I found the lowest prices available in Nevada to calculate totals, and the annual final cost can be significantly higher. In addition, annual maintenance costs, revisions and unscheduled are calculated assuming that the plane is in almost perfect conditions with minimal repairs.that is not usually how it goes. From the ground floor moving a Super Cub to a gear landing in a Seneca, an accident you can easily get away from will generally cost thousands, if not tens of thousands of dollars to repair, and will keep your plane in store for a month or more. One last comparison; flying 100 hours in a year as a member of the High Sierra Pilots flight club would cost \$9,000 at most, which is budgeting for an unusually high gas price, but includes your insurance, any and all maintenance, monthly and hourly rates, and all the events of the club. 6-8 Flight Respect, AOPA, Flight Retrieve 6-8, Flight Respect 6-8, Flight AOPA-Stefate 6-8, Flight Retreat 6-8cost of review, cirrus pilots and owners, recovered 6-8-17 14 – sr22 real fuel consumption, cirrus pilots and owners, recovered 6-8-17 6-8-17 how much does it cost to paint a cessna 182. how much to paint a cessna 182. how much does it cost to repaint a cessna 172

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