

Hourly Flying Breakdown of Expenses

Expense Category	Estimated Cost per Hour	Percentage of Rate	Purpose & Description
Fuel & Oil	\$60 - \$70	~43%	Direct Operating Cost: Covers the immediate cost of fuel (e.g., 8-10 gallons per hour) and oil consumed during flight. This is the largest single variable expense.
Engine Overhaul Reserve	\$25 - \$35	~20%	Long-Term Savings: Funds are set aside for the eventual engine overhaul, which typically occurs every 2,000 hours and can cost \$30,000-\$50,000+.
Scheduled & Unscheduled Maintenance	\$15 - \$25	~13%	Ongoing Maintenance: Covers predictable inspections (100-hour, annuals) and unpredictable repairs (e.g., replacing tires, brakes, magnetos, spark plugs).
Insurance	\$8 - \$12	~7%	Fixed Cost: The club's annual insurance premium is divided by the total estimated flight hours for the year.
Hangar / Tie-Down	\$5 - \$10	~5%	Fixed Cost: The annual cost of renting a hangar or tie-down spot, broken down on an hourly basis.
Avionics & Interior Upgrade Fund	\$5 - \$10	~5%	Future Improvements: Savings for modernizing GPS, radios, ADS-B equipment, or for cosmetic upgrades like new seats or carpeting. This keeps the aircraft desirable.
Propeller Overhaul Reserve	\$2 - \$5	~2%	Long-Term Savings: Similar to the engine reserve, this fund is for the periodic overhaul of the propeller.
Administrative / Club Overhead	\$2 - \$3	~2%	Fixed Cost: Covers miscellaneous club expenses like scheduling software fees, website hosting, bank fees, and accounting services.
TOTAL	~\$122 - \$170	100%	