



**TEXAS ROTAX® AND
LIGHT SPORT AIRCRAFT, LLC**
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Description, Scope and pricing of Standard Services including hourly rates for different services

Introduction

Texas Rotax® and Light Sport Aircraft, LLC. was created to bring a new standard of Rotax® maintenance to the South Texas area. We employ A&Ps and have the highest level of Rotax® training. We have completed mountains of paperwork (probably more than a current FAR Part 145 Repair Station) and have been accepted by Rotax® as an Authorized Independent Repair Centre (IRC), the only one in a large area around San Antonio, Texas. To verify this, go to www.flyrotax.com and look under services, then dealer locator and pull the map to the San Antonio area. There you will find us, Rotax® authorized as an IRC in Bulverde, Texas.

There are various levels of Rotax® training that individuals may take, but this training by itself, is not recognized by Rotax® as an authorized Independent Repair Center and does not allow them to perform warranty work or receive compensation for labor performed on warranty repairs.

100-hour Conditional inspection on Rotax® Engines

The Rules: All Rotax® engines must be inspected per the Maintenance Schedule contained in the Line Service Manual, 05-20-00 page 9 through 18. This is categorized into hourly schedules with the 25, 50 100 (most common), 200, 600- and 1000-hour columns. Under general operating conditions, the 100-hour maintenance is performed yearly, unless the aircraft is being used for hire or training, which makes the 100-hour inspection mandatory every 100 hours regardless of any time component.

The hourly inspections must be carried out to ensure coverage under any warranty situation and will void any insurance coverage if not carried out in any for hire or training situation.

What does Texas Rotax® and Light Sport Aircraft, LLC offer in a 100-hour inspection?

First, we complete all information called for on the checklist as it becomes part of the aircraft maintenance records and will be referenced in the Engine Log. The customer gets a copy of the checklist showing who did the work and what was inspected.

The inspection, for the most part and with the exceptions listed below, is what it is, an inspection. It may result in a squawk list of items that the client will be advised and consulted with to determine if they are airworthiness items, wish items or cosmetic items. Only the airworthiness items need to be attended to at this time.

As part of the inspection, the labor to perform the following is included:

- ✓ initial engine run-up and evaluation
- ✓ air filter cleaning
- ✓ oil changing
- ✓ Magnetic particle plug inspection
- ✓ Oil filter R&R plus cutting open and inspection
- ✓ Differential compression checks
- ✓ gascolator cleaning
- ✓ general engine cleaning
- ✓ general engine lubrication
- ✓ Engine Friction Torque Test
- ✓ Final Test run after engine has been cleaned to check for leaks
- ✓ normal carb checking and balancing after Final Test

Items that are not included in the flat rate pricing include

- ✓ carb rebuilding
- ✓ carb rigging to airframe after overhaul
- ✓ carb balancing after carb overhaul
- ✓ Engine oil itself
- ✓ Oil Filter
- ✓ Spark Plugs
- ✓ Broken parts like exhaust springs
- ✓ coolant replacement
- ✓ spark plug replacement
- ✓ hose replacement
- ✓ Use of special equipment for iS engines

Most other items on the squawk list require extra man-hours and will be separated and billed accordingly after owner/client approval. If the required Service Bulletin list has not been created or properly updated, there will be an hourly charge for this research and the production of a Service Bulletin list.

The flat rate price for the initial 100-hour 912 series engine inspection is \$500.00.

The flat rate price for the initial 100 hour 912 iS, 914 and 915 iS series engines inspection is \$600.00

Airframe Annual Inspection

Unless being used for hire, the airframe needs an annual inspection just every year. Texas Rotax[®] and Light Sport Aircraft has been asked by many LSA OEMs to represent them as a service center.

Each OEM has a different Annual Checklist so it is impossible to give a flat rate price on an airframe annual. We will be willing to look at the check list and guestimate a price with the understanding that it is just an estimate, the price may be more or less depending on the work scope.

As with the engine, the Annual Inspection is just that, an inspection, and will generate a squawk list that will be agreed upon with the client before any work is performed.

Usually the airframe inspection, including general lubrication of flight controls, without any avionics checkout, 91.411, 91.413, 91.207(c) work, is estimated to be around \$600.

As with virtually all other service organizations, some sort of flat fee is placed on every service extensive work order. The RV industry at (Camping World) uses 15%. We believe a 3% fee based on just the labor cost is reasonable to cover all the chemicals, shop rags, filter disposals, sealers, etc., that can't be billed as separate line items. If the order is just for expensive parts, the fee will not be applied, just shipping, insurance and handling. This 3% fee is added on the total invoice under miscellaneous. There is no tax on labor but there is an 8.25% Comal County tax on parts.

We accept cash or checks. We also accept all major credit cards but will charge a 2.5% fee as this is what we are charged to accept the cards.