



Straight Flight

Repair Station #: OMKR399L
13251 E. Control Tower Road
Box # K12, Englewood CO 80112
303.799.8906 – 303.799.0634 Fax

Date: March 2nd, 2023

To: Peyton Canary, *Airbyte, LLC – Owner / Operator*

Toni Burdett, *SOMPO – Senior Claims Handler – Aviation*

From: Ernest Smith, *Straight Flight Inc.*

Re: Repair damage from aborted take-off / off runway event – Rev A

(2006 Cirrus Aircraft, Model: SR22, S/N: 2021, Registry: N25HW)

PROJECT REPAIR ESTIMATE

Description: The above aircraft was damaged after departing the runway during a take-off attempt at Northern Colorado Regional Airport in Fort Collins, Colorado (KFNL). The aircraft was inspected in a heated hangar at KFNL to determine extent of structural damages on 8FEB2023. The aircraft cannot be made safe to fly for final repairs elsewhere and will require dismantling and ground trucking. Repairs to the airframe will be accomplished using the Cirrus Aircraft SR22 series maintenance manual processes and custom repairs from Cirrus Aircraft Engineering. The estimated down time for this repair is 20 weeks after a signed work authorization and no substantial parts delays from the factory.

Quote Notations:

- Pricing is valid for 60 days from the date of this estimate.
- Long lead times on factory engineering are being experienced at this time.
- All final work to be accomplished at Straight Flight's facility in Englewood, Colorado.
- Final delivery of aircraft will be at Centennial Airport in Englewood, Colorado.
- Maintenance status on the aircraft is unknown.
- Any scheduled maintenance items required to return the aircraft to a compliance condition are not included in this estimate.
- Review of aircraft maintenance records is required to determine airworthy status as it relates to scheduled maintenance items.

- Labor for over and above items is at our standard rate of \$130.00 hour.
- All customer supplied parts are subject to a 10% handling fee of retail cost.
- All credit card payments are subject to 2% Convenience Fee of the total invoice.

A. Systems Work:

The following will be accomplished: **1)** Disassemble and ground transport from KFNL to KAPA. **2)** Unload at Straight Flight ramp with incoming physical inspection for additional damages. **3)** Assemble aircraft post repairs with pitot static leak check. **4)** Dress single tip damage on Hartzell propeller blade – damage does not qualify as sudden stoppage per Continental SB96-11B. **5)** Replace left wing outboard TKS foil element. **6)** Replace left wing pitot mast and heated tube. **7)** Replace one damaged belly antenna. **8)** Replace tail tie down bumper. **9)** Replace rudder lower cap fairing. **10)** Replace damaged fuel lines in both main gear wells. **11)** Replace all six flap hinge arms on wings with fairings. **12)** Replace both flap assemblies. **13)** Polish all exterior window – minor scratches from recovery straps. **14)** Perform battery capacity checks. **15)** Perform outgoing avionics checks. **16)** Perform outgoing engine runs. **17)** Complete function check flight of aircraft.

LABOR:

Systems – assembly, rigging, operational checks\$ 22880.00

MATERIALS:

Factory parts\$ 14256.00
 New flaps – factory parts\$ 18586.00
 Left wing TKS foil\$ 11693.00
 Antenna, hardware, and supplies\$ 4800.00

SERVICES:

Recovery – Beegles Aircraft.....\$ 6320.00
 Avionics.....\$ 1300.00
 Battery Cap Checks.....\$ 650.00
 Window Polishing.....\$ 2100.00
 Pilot and Fuel.....\$ 950.00
 Freight.....\$ 2800.00

SUB-TOTAL = \$ 86335.00

B. Landing Gear:

The following will be accomplished: **1)** Replace both main tires with tubes. **2)** Replace left and right main wheel assemblies. **3)** Replace both brake assemblies with flexible and rigid lines to fuselage. **4)** Replace both main gear axles and leg fittings. **5)** Replace both main gear strut legs. **6)** Replace all main gear strut and wheel fairings. **7)** Replace both step weldments with serviceable chrome assemblies. **8)** All attach hardware for the items above will be replaced with new parts. **9)** Align the main wheels and bleed the brake system.

LABOR:

Gear - Removal, installation, rigging\$ 10868.00

MATERIALS:

Struts – Both main gear, steps.....\$ 16148.00
 Wheels, brakes, and axles – wheel, tire, tube, brakes, axles, and lines\$ 19282.00
 Fairings – Both main gear and struts\$ 13896.00
 Fittings, hardware, fluids, supplies\$ 1500.00

SERVICES:

Freight.....\$ 2300.00

SUB-TOTAL = \$ 63994.00

C. Composite Repairs:

The following damaged areas will be repaired: **1) Fuselage** – Inspect lower fuselage cabin structure / skins for damage and delamination. **2) Fuselage** – Repair damaged aft cabin lower fuselage skin per Cirrus Aircraft Engineering. **3) Right Wing** – Repair lower skin panel damage including main gear attachment structure per Cirrus Aircraft Engineering. **4) Right Wing** - Repair upper skin trailing edge damage at inboard flap hinge per Cirrus Aircraft Maintenance Manual. **5) Right Wing** – Repair lower flange of aft wing spar at main gear bay per Cirrus Aircraft Engineering. **6) Left Wing** – Repair minor delamination of left wing upper skin at TKS panel attach area. **7) Left Wing** - Repair lower skin panel damage including main gear attachment structure per Cirrus Aircraft Engineering. **8) Left Wing** - Repair upper skin panel puncture damage per Cirrus Aircraft Engineering. **9) Paint** repaired areas of the aircraft to match customer existing paint scheme.

LABOR:

Composites\$ 78390.00

MATERIALS:

Factory Parts – including wing repair custom panels\$ 18350.00

Composite Supplies.....\$ 8800.00

SERVICES:

Paint Services\$ 12300.00

Cirrus Aircraft Engineering Services.....\$ 18500.00

Freight.....\$ 800.00

SUB-TOTAL = \$ 137140.00

TOTAL COST ESTIMATE

TOTAL SYSTEMS COSTS = \$ 86335.00

TOTAL LANDING GEAR COSTS = \$ 63994.00

TOTAL COMPOSITE REPAIR COSTS = \$ 137140.00

TOTAL PROJECT ESTIMATE COST = \$ 287469.00

Acceptance and Authorization to proceed: _____

Printed Name and Title: _____
Airbyte, LLC – Authorized Agent // Date