

July 11, 2011

Hi Paul,

I took a look at the basic trip profile for KPDX (Portland International Airport) or KTTD (Portland-Troutdale Airport) to KOTH (Southwest Oregon Regional Airport).

Since there is very little difference between KPDX and KTTD as far as flying goes the numbers for the air travel would be insignificant. However, there are a number of other factors which would be used in determining the airport to use based on local conditions. (i.e.. Drive time, traffic, weather, fees..ect, ect.)

Choosing an aircraft to use boils down to the number of passengers, total load and flight time desired. Because this is such a short distance, only 148 miles (direct) or 154 (low altitude airways) means there is only few minutes difference between total flight times. The flight time is between: 49 minutes to 1:10 depending on the type of flight, (VFR or IFR). This is in contrast to a drive time no less than 4 hours and 30 minutes.

To make a significant difference in flight time would require stepping up to jet equipment which significantly increases all expenses. So, based solely on this single leg I did not look at any options there. (Where else and how often would you expect to travel?)

Determining total cost is outside the scope of this quick analysis but these numbers are a very good idea of what could be expected.

This first chart is local charter rates for different aircraft. These are Oregon base company's base rates. These are all "per hour".

Charter	Single Engine	Twin Engine	Twin Engine
Cost/Flt. Hour	Piston 206	Piston 737	Turbo-prop 1689
Average Speed-Kts. 200-nm trip	131	212	206

The next set of charts is full ownership cost (excluding financing). If you were to own an aircraft there are a number of factors that affect the total cost of ownership and per hour cost. For preliminary discussions these charts assume you would operate the aircraft 200 hours per year.

For the "Piston" aircraft, NO pilot fees are included. Pilot services for this type of aircraft and flying vary from \$40.00 per hour up to a "per day" charge.

Obviously since each aircraft as different capabilities and speeds means the larger and faster aircraft take more people further covering larger geographic areas.

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Piston Aircraft	Cessna 182R	Cessna 421C	Malibu Mirage
Cost/Flt. Hour	248	754	507
Average Speed-Kts. 200-nm trip	131	212	182
Purchase range used/new	35K/430K	99K-675K/NA	315K/1.2M
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Turbo-Prop Aircraft	Meridian	King Air C90	PC 12
Cost/Flt. Hour	752	1,205	987
Average Speed-Kts. 300-nm trip	250	206	240
Purchase range used/new	800K/2.2M	200K/2.4M	600K/2.8M

The next step would be to see if these cost are what was expected or acceptable. If that is the case then we can look at doing a more determined examination of particular needs and resources.

Let me know if you have any questions or comments.

-Mike