N _____

Next 100 hr due _____

maintenance Hobbs in nose compartment

			Flight time			Fuel (Gallons)								
			Hobbs Meter			Paid by AFA Added		Use analog Fuel Gauges Out		In		Difference Between In/out		
Date	Name	CFI	Out	In	Time	L	R	L	R	L	R	Debit Gal [Credit Gal]	Oil qt added [Maint Tach]	Invoice #

Notes:

Definition: "**Out**" is referred to the moment before the engines are started.
"**In**" is when the aircraft came back to PIE and the engines are turned off.

1. Always lock fuel tanks (aircraft key also works for cap locks).
2. Only use the **Fuel Added** Column when fuel is going on AFA Account (e.g. Signature at PIE). Use the fuel truck readings for the amount tanked. There is no need to use this column for external fillings which are paid by the renter pilot.
3. Use the analog fuel gauges to enter the fuel **Out** and **In**. Do not use decimals. **Out** of prior flight should be equal to **In**, unless fuel has been added in which case prior **In** plus added fuel should equal to **Out**.
4. This aircraft has a maintenance Hobbs Meter in the nose compartment which is referenced for the 100 hour.

Squawks: Use backside for squawks