

ACE PILOT TRAINING
NEW STUDENT SIGNATURES



SAFETY PROCEDURES AND PRACTICES

WEATHER MINIMUMS AIRPLANE:

(Per 141.93 (a) 3)

Dual (VFR) Local:

1000' ceiling and 3 miles visibility. (Must Obtain Special VFR Clearance)

Maximum Wind: 30 knots, crosswind component - 20 kt.

Dual Cross Country:

2500' ceiling, 3 miles visibility.

Maximum Wind: 30 knots, crosswind component - 20 kt.

Solo - Local:

2500' ceiling, 5 miles visibility.

Maximum Wind: Primary Student: 18 knots, crosswind component - 10 kt
Advanced Student: 25 knots, crosswind component - 15 kt.

Solo Cross Country:

3000' ceiling, 5 miles visibility.

Maximum Wind: Primary Student: 18 knots, crosswind component - 10 kt.
Advances Student: 25 knots, crosswind component - 15 kt.

WEATHER MINIMUMS HELICOPTER:

Maximum Wind:

Student Pilots: 15 knots, including gusts or 5 kt gusts

Private Pilots: 18 knots, including gusts or 8 kt gusts

Solo - Local Traffic Pattern:

Day:

Cloud Base* 1100' AGL, 4 miles visibility.

Night:

Cloud Base 1500' AGL, 6 miles visibility.

Solo Flights Local Area/Solo Cross - Country:

Day:

Cloud Base 2500' AGL, 6 miles visibility

Night:

Cloud Base 3500' AGL, 10 miles visibility.

*Cloud Base: NO Clouds below this altitude

BEFORE EACH FLIGHT

The Pilot will insure that no maintenance checks and inspections will go beyond their due times before the end of the flight. This can be done by noting the total time of the aircraft (tach time), and comparing this time to the times listed on the inspection status sheet.

Initial: _____

AIRCRAFT FUELING

1. Fueling will be supervised by the Pilot to ensure proper grade and quantity of fuel is being used.
2. Aircraft will be properly grounded to minimize static electric discharges.
3. The Pilot will check that the fuel caps have been properly reinstalled after fueling.

STARTING PROCEDURES:

1. A flight instructor will be in the airplane for all pre-solo starts.
2. A fire extinguisher will be available for all starts.

TAXI PROCEDURES:

1. Taxiing around other aircraft will be extremely slow.
2. Taxiing on taxiways will be no faster than a fast walk.
3. Do not taxi with the brakes on.
4. Do not try to maneuver through a tight area without an outside observer watching the wingtips.
5. Observe correct position of controls with respect to wind.

FIRE PRECAUTIONS & PROCEDURES:

1. Extreme care should be taken to avoid over-priming in cold weather.
2. Should a fire start, shut off engine with mixture idle cutoff, turn master off and evacuate airplane, get fire extinguisher.
3. If not at Home Base Airport, call operations for further instructions.

RE-DISPATCH PROCEDURES:

1. Should a landing be made at a non-programmed airport, students should call operations at (610) 264-1105 for further instructions - talk to any instructor.
2. If no answer, call Gus Yialamas on his cellular phone (610) 730-2023. Failure to contact any of the above will mean staying overnight and calling operations at 08:00 am the next morning.
3. On overnight, secure airplane with tie-downs, install control lock, and lock airplane.

REPORTING AIRCRAFT DISCREPANCIES:

1. Note any discrepancy during flight.
2. Record discrepancy in discrepancy section of flight log book.
3. No flight will be made without first checking discrepancy board to ensure aircraft airworthiness.

SECURING AIRCRAFT:

1. Park aircraft on level surface
2. Install control locks
3. Chock tires
4. Parking brakes off

Initial: _____

FUEL RESERVE:

1. Local:
 - a. No flight will be made unless, at start of flight, aircraft has at least two hours of fuel.
 - b. Plan on having at least 60 minutes of fuel upon landing.
2. Cross-Country:
 - a. Flight will begin with full fuel (check visually).
 - b. Plan on having at least 60 minutes of fuel upon landing.

COLLISION AVOIDANCE:

At all times while occupying a pilot's seat you will maintain surveillance of other aircraft - on ground or in flight.

PRACTICE AREA:

1. North of the Blue Mountain and within a 5 mile radius of Beltzville Lake
2. South of the South Mountain and within a 5 mile radius of Lake Nockamixon.

OTHER RULES:

1. Simulated forced landings will only be practiced when an instructor is on board.
2. Spins will only be practiced when an instructor is on board (acrobatic maneuvers are prohibited).
3. Stalls will be done so that the lowest altitude in the maneuver is at least 1500' AGL, and not over a congested area, or on an airway.
4. No student pilots may start a solo practice flight until the flight is approved by an instructor who is present at the airport. [FAR 141.79(b)].
5. Always pre-flight the aircraft.
6. Remove ice and frost from the windshield and plane surfaces.
7. Use the checklist each and every time you fly.
8. Know the fuel system, capacity, and consumption of your aircraft.
9. Know and comply with FAA Air Traffic Rules.
10. If you can not meet your schedule, always call ahead - even if the weather is bad.
11. A pre-takeoff and pre-landing checklist and the operator's handbook must be on board for flight instruction and solo flight (FAR 141.75).

.....
Signature

.....
Print

.....
Date

CANCELLATION POLICY

Any client, who cancels a flight or ground activity without 24 hours advanced notice, will be subject to a \$50.00 cancellation fee for the first occurrence. On the second instance, there will be a \$50.00 fee and a one-week suspension from any flight or ground activities. On the third occurrence, there will be a \$50.00 fee, and at the discretion of Ace Pilot Training, the student may be dropped from the program.

Weather cancellations are not at the discretion of any client, but will be determined by Ace Pilot Training personnel. The instructor or staff will dictate whether the conditions require the scheduled activities to be canceled. If a client cancels a scheduled activity due to weather without agreeing to this with the instructor or the staff of Ace Pilot Training, the client will be liable for a \$50.00 fee. On the second instance, there will be a \$50.00 fee and a one-week suspension from any flight or ground activities. On the third occurrence, there will be a \$50.00 fee, and at the discretion of Ace Pilot Training, the student may be dropped from the program.

LATE POLICY

All clients are expected to arrive promptly for their scheduled activities. Clients may arrive up to 15 minutes late without penalty. Any client that arrives more than 15 minutes late will be subject to a \$50.00 late fee and may be canceled if the time remaining is inadequate for completing the scheduled activity and returning in time for the next scheduled activity. The second occurrence will result in a \$50.00 late fee, the cancellation of the scheduled activity, and a one-week suspension from any flight or ground activities. On the third occurrence, there will be a \$50.00 fee, and at the discretion of Ace Pilot Training, the student may be dropped from the program.

.....
Renter Signature

.....
Management Signature

.....
Renter Printed Name

.....
Management Printed Name

.....
Date Signed

RENTER'S LIABILITY

I understand that in the event of an accident or incident of any kind for which it is determined that I was at fault, I will be held financially responsible for any damage that results to the aircraft I was operating as well as any other aircraft or property that may have been damaged as a result of said accident or incident.

I understand that there are "Aircraft Renter's Insurance" policies available, designed specifically to cover a student or renter against such occurrences. Any policy purchased by the student or renter must include "aircraft hull" insurance commensurate with the value of any aircraft flown.

.....
Renter Signature

.....
Management Signature

.....
Renter Printed Name

.....
Management Printed Name

.....
Date Signed

NOTICE OF INSURANCE PROVISIONS

The Federal Aviation Regulations - FAR Part 61, Logging of Pilot Time - states in part:

1. Solo Flight Time. A pilot may log as solo flight time only that flight time when he or she is the sole occupant of the aircraft.

2. Pilot-In-Command Time. Only that flight time during which that pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated.

If you are a student pilot and you are receiving Dual Instruction, the Certified Flight Instructor is the Pilot-In-Command and is responsible for the safe operation of the aircraft when in flight. The Certified Flight Instructor may log as Pilot-In-Command time all flight time during which he or she acts as FLIGHT INSTRUCTOR.

Anytime you are flying Solo OR you are the Sole Manipulator of the Controls, (i.e. landing after a Lesson concerning Instrument Flight Training, etc.) YOU ARE CONSIDERED THE PILOT IN COMMAND.

Anytime you are flying Dual as a "Student Pilot" or the Certified Flight Instructor is flying the Aircraft Demonstrating a Maneuver, THE FLIGHT INSTRUCTOR IS CONSIDERED THE PILOT-IN-COMMAND.

The Federal Aviation Regulations - FAR Part 91, states: the Pilot-In-Command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

What this means to you, among other things, is that while you are the Pilot-In-Command, you may be held Legally Liable for any Damages because of Bodily Injury or Death Sustained by Any Person/Passenger OR for Damages because of Property Damage to others, resulting from or caused by an accident involving the Aircraft which you are operating.

WITH RESPECT TO BODILY INJURY AND PROPERTY DAMAGE

ACE PILOT TRAINING, INC., carries an Insurance Policy on their Fixed Wing Rental Aircraft for Bodily Injury and Property Damage with Limits of

- \$ 1,000,000 EACH OCCURRENCE, and with a
- \$ 100,000 PASSENGER BODILY INJURY LIMIT FOR EACH PERSON

HOWEVER, THE ABOVE STATED LIABILITY COVERAGE ONLY APPLIES TO ACE PILOT TRAINING, INC.

The Definition of Insured, under ALL Aviation Insurance Policies, contains exclusion for renters, which states something similar to the following:

- There is NO coverage afforded under this policy whatsoever, for any person operating an aircraft under the terms of any rental agreement or training program, etc., who has paid or has agreed to pay the Owner and/or Lessor (or their respective agents or employees) for the use of the aircraft.

ACE PILOT TRAINING, INC., in an effort to provide our renters with as least some liability protection, has obtained our Insurance Company's agreement to provide the renter the following Bodily Injury and Property Damage Liability Coverage; (Other than to the Aircraft Itself)

- \$50,000 Each Occurrence INCLUDING PASSENGERS.

This Coverage and Limit is PART OF AND NOT IN ADDITION TO the Limits carried by ACE PILOT TRAINING, INC. We are not trying to express in any manner that the limits shown above are sufficient to meet your individual and/or particular needs.

WITH RESPECT TO PHYSICAL DAMAGE COVERAGE TO THE AIRCRAFT ITSELF

ACE PILOT TRAINING, INC. does not carry Physical Damage Coverage in each aircraft which they own and/or lease;

What this means to you as the Renter of the Aircraft, is that Ace Pilot Training, Inc. has the Legal Right under any Aviation Insurance Policy to recover from you or your estate for:

- In the event of a partial loss to the aircraft; the entire costs (i.e. parts and labor) to repair the aircraft plus, any loss of use of the aircraft because it is down for repair.

... or

- In the event of a total loss, the full value of the aircraft.

IF YOU HAVE ANY QUESTIONS REGARDING THE ABOVE, PLEASE CONTACT

AVIATION INSURANCE MANAGERS, INC.

PHONE (800) 827-4554

Initial: _____

*Notice of insurance provisions
(Cont'd)*

I HAVE READ AND UNDERSTAND THE INFORMATION PRESENTED ABOVE

Name (Last, First MI.):

Home Address:

.....
Street

.....
City

State

ZIP

Home Phone:

Signed:

Date:

AIG Aviation, Inc. is a member company of American International Group, Inc. (AIG). AIG, world leaders in insurance and financial services, is the leading international insurance organization with operations in more than 130 countries and jurisdictions. AIG companies serve commercial, institutional and individual customers through the most extensive worldwide property-casualty and life insurance networks of any insurer. In addition, AIG companies are leading providers of retirement services, financial services and asset management around the world. AIG's common stock is listed on the New York Stock Exchange, as well as the stock exchanges in London, Paris, Switzerland and Tokyo.

*Insurance is underwritten by member companies of American International Group, Inc., and is subject to underwriting review and approval. The description herein is a summary only. It does not include all terms, conditions and exclusions of the policies described. Please refer to the actual policies for complete details of coverage and exclusions. Coverage may not be available in all states. Non-insurance products may be provided through independent third parties.



Are you covered when you rent or borrow an aircraft?



Non-Owned Aircraft
Liability and
Physical Damage
Insurance Application



We Know Aviation...

For Producer's Use Only

Producer _____

Address _____

City _____ State _____ Zip _____

Phone _____ FAX _____

Are you covered when you use an aircraft owned by someone else?

Did you know that there are approximately 7 pilots for every 1 airplane registered for general aviation use? Therefore, most general aviation pilots need to rent or borrow an airplane when they take to the sky. The owner's aircraft insurance policy protects the owner from his or her mistakes, but what about the pilot renting or borrowing the airplane? What happens if the owner's policy does not include coverage for "permissive pilots?" Or, what if the aircraft is underinsured or uninsured? You may be liable for the damages. So you need to ask yourself, "*Can I afford not to be insured?*"

AIG Aviation, Inc. is a leading general aviation insurance underwriter, and a member company of American International Group, Inc. AIG Aviation, Inc. offers a highly comprehensive non-owned liability and physical damage insurance coverage, backed by American International Group, Inc.'s excellent financial strength and claim service.

- ➔ Liability Coverage for renters/non-owners—provides coverage for the bodily injury and property damage for which you may be liable.
- ➔ Flight Instructor Liability Coverage—provides coverage for the bodily injury and property damage for which you may be liable including your liability as a Flight Instructor.
- ➔ Deductible Liability Coverage—included when you purchase Physical Damage to your Non-Owned Aircraft. Deductible Liability covers the deductible on the owner's or lessor's aircraft that you rent or borrow up to \$5,000 for each occurrence regardless of your liability. Deductible Liability Coverage is part of and not in addition to coverage provided by Physical Damage to your Non-Owned Aircraft.
- ➔ Liability Coverage for Non-Owned Physical Damage—provides coverage for the physical damage to a non-owned aircraft for which you may be liable.
- ➔ Civil Air Patrol Endorsement—expands coverage for your involvement in sanctioned Civil Air Patrol activities.
- ➔ Coverage extends to aircraft having a standard airworthiness certificate and aircraft having an experimental, restricted or light sport aircraft airworthiness certificate.

Here's what you need to do:

1. Complete the information under parts 1 & 2 of the enclosed application.
2. Add the premium totals in parts 1 & 2, add the applicable tax (if required). Then calculate the total premium and enter it in the space provided on Part 3.
3. Sign the application, enclose a check payable to your agent, tape closed and mail to your insurance agent.

Application for Non-Owned Aircraft Liability and Aircraft Damage Liability

This application is for Renter/Non-owners and Flight Instructors. I desire insurance to cover my activities as a (select one):

Individual Renter/Non-owner—This application is for your pleasure and business related use of non-owned, fixed wing, non-pressurized, land aircraft having non-turbine single engine of 450 horsepower or less (including non-powered sailplanes) and a capacity of no more than seven (7) total passengers and/or seats and having a Standard, Experimental, Restricted, or Light Sport Aircraft certificate.

Flight Instructor—This application is for your pleasure and business related flying and your flight instruction to others in non-owned, fixed wing, non-pressurized, land aircraft having non-turbine single engine of 450 horsepower or less (including non-powered sailplanes) and a capacity of no more than seven (7) total passengers and/or seats and having a Standard, Experimental, Restricted, or Light Sport Aircraft certificate.

1. PILOT INFORMATION

Your Name _____
(Individual Only)

Address _____

City _____ State _____ Zip _____

This coverage is not available to residents of Alaska or Hawaii.

Your Occupation _____ Your age _____

Your Pilot Certificate: Student Pvt. Cmcl. ATP
 Other please specify _____

Your Ratings Inst. _____

Total logged hours _____ Last 12 mos. _____

What type of aircraft do you usually fly?

Your hours as PIC in type _____

Do you have a CFI-Inst.? _____ CFI- ME _____

Hours flight instructing _____

Flight Instruction given last 12 mos. _____

Within the last 36 months have you:

- been involved in any aircraft accident /incident? Yes No
- been cited for any FAR violation? Yes No
- had your pilot's or driver's license suspended? Yes No
- been convicted of any felony or DUI charge? Yes No

If you answered "yes" to any of the above, please contact your insurance agent.

2. COVERAGES

Liability Coverage

Provides coverage for bodily injury and property damage for which you may be liable arising out of your use of non-owned aircraft but excluding physical damage to non-owned aircraft.

Individual Pleasure and Business

Each Occurrence	Passengers	Non-AOPA Premium	AOPA Premium
\$250,000	\$25,000	\$ 85 <input type="checkbox"/>	\$ 80 <input type="checkbox"/>
\$500,000	\$50,000	\$114 <input type="checkbox"/>	\$ 108 <input type="checkbox"/>
\$500,000	\$100,000	\$180 <input type="checkbox"/>	\$ 171 <input type="checkbox"/>
\$1,000,000	\$100,000	\$219 <input type="checkbox"/>	\$ 208 <input type="checkbox"/>

Flight Instructor

Each Occurrence	Passengers	Non-AOPA Premium	AOPA Premium
\$250,000	\$25,000	\$200 <input type="checkbox"/>	\$190 <input type="checkbox"/>
\$500,000	\$50,000	\$350 <input type="checkbox"/>	\$333 <input type="checkbox"/>
\$500,000	\$100,000	\$500 <input type="checkbox"/>	\$475 <input type="checkbox"/>
\$1,000,000	\$100,000	\$650 <input type="checkbox"/>	\$618 <input type="checkbox"/>

Physical Damage to Your Non-Owned Aircraft

Provides coverage for physical damage to non-owned aircraft for which you may be liable. This coverage is only available in conjunction with Liability Coverage.

Physical Damage Limit	Non-AOPA Premium	AOPA Premium
\$5,000	\$ 99 <input type="checkbox"/>	\$ 94 <input type="checkbox"/>
\$10,000	\$175 <input type="checkbox"/>	\$166 <input type="checkbox"/>
\$20,000	\$250 <input type="checkbox"/>	\$237 <input type="checkbox"/>
\$30,000	\$350 <input type="checkbox"/>	\$332 <input type="checkbox"/>
\$40,000	\$450 <input type="checkbox"/>	\$427 <input type="checkbox"/>
\$60,000	\$600 <input type="checkbox"/>	\$570 <input type="checkbox"/>
\$80,000	\$775 <input type="checkbox"/>	\$736 <input type="checkbox"/>
\$100,000	\$975 <input type="checkbox"/>	\$926 <input type="checkbox"/>
\$150,000	\$1,425 <input type="checkbox"/>	\$1,353 <input type="checkbox"/>
\$200,000	\$1,900 <input type="checkbox"/>	\$1,805 <input type="checkbox"/>

Decline Physical Damage coverage

Optional Coverage

Add my employer as an additional insured \$50*

Name of Employer _____

Add the Civil Air Patrol Endorsement \$50**

* Your employer may require this coverage if you use non-owned aircraft on company business. This coverage is ONLY available to Private, Commercial, and ATP licensed pilots. Coverage does not apply to employers who are: involved in the manufacture, building, designing, selling, or distribution of aircraft, aircraft engines, parts, accessories, components, or fuel; engaged in the operation of an aircraft repair shop, sales agency, rental service, flight school, pilot training center or any other commercial flying service.

**This coverage may be purchased to protect you against claims arising from your participation in Civil Air Patrol Activities. Contact your broker for more information.

Coverage for Acts of Terrorism under the Terrorism Risk Insurance Extension Act of 2005 (TRIEA)

Provides coverage for bodily injury and property damage for which you may be liable from certified acts of terrorism. This coverage is automatically applied for a \$1 charge.

3. I would like to begin coverage on _____ for one year. I understand that coverage shall not be effective until AIG Aviation, Inc. has accepted my application and premium payment has been received in full through a producer appointed by AIG Aviation, Inc. I also understand that my actual policy will have terms, conditions and exclusions not found in this general description. I warrant that all of the information in this application is true and complete to the best of my knowledge.

*****Do not forget to add \$1 for TRIEA coverage*****

I have enclosed a check payable to my agent in the amount of \$_____ (Certain state taxes may apply—please contact your agent regarding any state taxes applicable for your state.) I understand that once coverage is bound, a minimum of 50% of the premium is fully earned. (May not be applicable in some states.)

All information herein is warranted to be true to the best of my knowl-

edge and no information has been suppressed or withheld, and no insurer has cancelled or refused to renew this insurance. I understand that the information herein and the truthfulness thereof will be the basis of any insurance provided by AIG Aviation, Inc. This application does not bind the applicant or AIG Aviation, Inc. to provide any insurance.

Your Signature _____

AOPA member # _____ Today's Date _____

Your contact information: Phone _____

Email _____

~~Some states require that we notify you that any person who knowingly and with intent to defraud any insurer, or other person, files an insurance application containing false or misleading information or any fact material thereto, commits a fraudulent insurance act which is a crime.~~

Notice to Applicants: Any person who knowingly and with intent to defraud an insurance company or other person files an application for insurance or statement of claim containing any materially false information or, conceals, for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent act, which is a crime and may subject such a person to criminal and civil penalties.

Notice to Arkansas, New Mexico and the West Virginia Applicants: Any person who knowingly presents a false or fraudulent claim for payment of a loss or benefit, or knowingly presents false information in an application for insurance is guilty of a crime and may be subject to fines and confinement in prison.

Notice to Colorado Applicants: It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado division of insurance within the department of regulatory authorities.

Notice to District of Columbia Applicants: Warning: It is a crime to provide false or misleading information to an insurer for the purpose of defrauding the insurer or any other person. Penalties include imprisonment and/or fines. In addition, an insurer may deny insurance benefits if false information materially related to a claims was provided by the applicant.

Notice to Florida Applicants: Any person who knowingly and with intent to injure, defraud, or deceive any insurer files a statement of claim or an application containing any false, incomplete or misleading information is guilty of a felony in the third degree.

Notice to Kentucky Applicants: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false

information, or conceals for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent insurance act, which is a crime.

Notice to Louisiana Applicants: Any person who knowingly presents a false or fraudulent claim for payment of a loss or benefit or knowingly presents false information in an application for insurance is guilty of a crime and may be subject to fines and confinement in prison.

Notice Maine Applicants: It is crime to knowingly provide false, incomplete or misleading information to an insurance company for the purpose of defrauding the company. Penalties may include imprisonment, fines or a denial of insurance benefits.

Notice to New Jersey Applicants: Any person who includes any false or misleading information on an application for an insurance policy is subject to criminal and civil penalties.

Notice to New York Applicants: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance or statement of a claim containing any materially false information or conceals for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent insurance act, which is a crime, and shall also be subject to a civil penalty not to exceed five thousand dollars and the stated value of the claim for such violation.

Notice to Ohio Applicants: Any person who, with intent to defraud or knowing that he is facilitating a fraud against an insurer, submits an application or files a claim containing a false or deceptive statement is guilty of insurance fraud.

Notice to Oklahoma Applicants: Warning: Any person who knowingly, and with intent to injure, defraud or deceive any insurer, makes any claim for the proceeds of an insurance policy containing any false, incomplete or misleading information is guilty of a felony (365:15-1-10, 36§3613.1).

Notice to Pennsylvania Applicants: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance or statement of claim containing any materially false information or conceals for the purpose of misleading, information concerning any fact material thereto commits a fraudulent insurance act, which is a crime and subjects such a person to criminal and civil penalties.

Notice to Tennessee, Virginia, and Washington Applicants: It is a crime to knowingly provide false, incomplete or misleading information to an insurance company for the purpose of defrauding the company. Penalties include imprisonment, fines and denial of insurance benefits.

Notice to Vermont applicants: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance or statement of claim containing any materially false information or conceals, for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent act, which may be a crime and may subject such person to criminal and civil penalties.

AIRCRAFT RENTAL AGREEMENT

Personal Information

Name (Last, First MI.):
 Home Address:
 Home Phone: Business Phone:
 E-mail Address Cellular No. : Pager No :
 Height (inches)..... Weight: Sex:
 Date Of Birth Eye Color: Hair:
 Place Of Birth SSN: Phone:
 DL # State: Expire:

Emergency Contact

Name: Phone Number :

Airman Information

Pilot Certificate Type:

... Student ... Private ... Commercial ... ATP ... CFI ... CFII ... MEI

Category / Class / Ratings:

... SEL ... MEL ... SES ... MES ... Center Line Thrust

... Instrument ... Gyroplane ... Helicopter ... Glider ... Seaplane

Cert No: Date:

Medical Class: Medical Expiration Date:

Last BFR Date: Checked Out By:

Flight Experience

Previous Flight Credit: Previous Flight School:

Hours

Total Hours..... PIC Past 90 day's

SE Fixed PA-28-140 (Cherokee)

SE Complex M20 (Mooney)

Multi Engine PA-34-200 (Seneca)

Instrument R22 (Helicopter)

Helicopter 300CB(i) (Helicopter)

Ace Pilot Training Information (optional)

Course Enrolled In Date:

Checklist completed by Date:

I ("Renter") have read and fully understand the terms and conditions for the rental of aircraft from Ace Pilot Training, Inc. ("Operator")

.....
Signature

.....
Print

.....
Date

*Aircraft Rental Agreement
(cont'd)*

Do you have any physical conditions, limitations, or impairments that require a waiver or special condition to be attached or indicated on your medical certificate?
... yes ... no

Explain:

Has your FAA or DOT Military pilot certificate ever been suspended or revoked?
... yes ... no

Explain:

Have you ever been cited for any violations of Federal or Canadian Air regulations or have any limitations ever been placed on your pilot certificate?
... yes ... no

Explain:

Have you ever been convicted of or pleaded guilty to a charge of reckless driving or driving under the influence of alcohol or drugs during the last five years?
... yes ... no

Explain:

Have you ever had any Aircraft accidents or incidents while acting as the pilot within the previous five years?
... yes ... no

Dates, places, make and model, details:

.....
Signature

.....
Print

.....
Date

*Aircraft Rental Agreement
(cont'd)*

1. Rental Period:

The rental period shall be in one tenth (0.10) hour increments as determined by the "Hobbs" meter.

2. Aircraft Care

All club aircraft are owned by Ace Pilot Training, Incorporated. Each renter is responsible for the aircraft in his or her possession at all times and is expected to treat the aircraft with the utmost care. The renter is required to report all known trouble, malfunctions, or damage to an aircraft notifying the office immediately upon detection and in cases that deem the aircraft unairworthy, record the discrepancy in the discrepancy log on board the aircraft.

Renters will be charged for any damage or abuse not previously squawked. Any aircraft damage found must be entered on the discrepancy sheet and reported to office personnel prior to operating the aircraft. Failure to identify and report previously unsquawked damage (such as bald spots on tires) may result in the renter being charged for the damage. Without notifying Ace Pilot Training staff before using the aircraft, the renter may be held responsible for the damage. Expendable items such as batteries, tires, etc. will be charged on a prorated basis.

Renters are expected to conduct their flight operations in a manner that will allow normal climbs, cruises and descents consistent with careful and considerate operation of the aircraft. In particular, descents from altitude shall be planned in a manner to prevent shock cooling of the aircraft engine due to rapid power reduction. No renter may knowingly exceed the operating limitations of the aircraft except during an emergency.

Off-taxiway operations are prohibited for any reason. Aircraft operations on gravel or non-paved areas are prohibited. Renters will be held accountable for the total cost of any damage caused by off-pavement operations.

Renters may be held liable for damage or injury resulting from an occurrence which is determined to be the fault of said renter.

At the conclusion of the flight, the aircraft is to be returned to Hangar 7 and Lehigh Valley International Airport and properly secured with tie down ropes and chocks, as appropriate. The aircraft interior is to be left neat and clean with all personal belongings and trash removed. Ace Pilot Training is not responsible for lost or stolen items left in the aircraft. In addition, the aircraft ignition and master switch must be turned off. Failure to turn the master switch off will result in a \$100.00 charge.

Animals of any kind are not permitted in Ace Pilot Training aircraft. Any violation will result in termination of rental privileges and the renter will be charged the full expense for cleaning and repair.

3. Responsibilities

Foremost is that all flight and ground operations be conducted in the safest possible manner. Each renter is expected to practice a safe and courteous flying program in harmony with all airports, state and federal aviation regulations. This includes conforming to local noise abatement procedures

Ace Pilot Training strives to maintain its aircraft to higher standards than strictly required and to therefore provide the renter with well-maintained, airworthy aircraft in compliance with FARs. It is; however, the responsibility of the pilot-in-command to ensure that the aircraft that will be utilized is, in fact, airworthy and has all required aircraft documentation on board. Due to circumstances beyond the control of the Operator, such as unforeseen maintenance or the delayed return of an aircraft by another renter, there may be occasions where aircraft are removed from service or otherwise made unavailable on short notice. When these situations arise, Ace Pilot Training will do everything possible to provide another aircraft for a scheduled flight, but cannot be responsible for any inconvenience or expense incurred by the renter.

In the case of an accident or incident involving a renter, that renter shall not exercise his or her privileges as pilot-in-command in the Operator's aircraft until he or she has the approval of the owner of Ace Pilot Training. If an Operator's aircraft is involved in an accident or incident, the pilot-in-command of that aircraft shall be responsible for all costs associated with returning the aircraft to the Operator.

It is the renter's responsibility to return aircraft to Hangar 7 at the Lehigh Valley International Airport. If the renter is unable to do so, any costs incurred in recovering the aircraft will be charged to the renter. These costs may include, but are not limited to, the rental charge for a ferry aircraft and the cost of the ferry pilot.

Initial: _____

4. Flight Operations

Renters are expected to exercise caution when starting or operating aircraft near other aircraft, vehicles or people. All Operator's aircraft are to be taxied slowly, at a speed no faster than a brisk walk, on all ramp areas. No renter may taxi an aircraft through or into a tie down.

All pilots and passengers in an Operator's aircraft must use all furnished restraining devices provided in the aircraft during takeoffs and landings; good operating practice dictates that these devices be used throughout the entire flight.

Operations on dirt, sod, or gravel runways - or at any airport that is not published in the Airport/Facility Directory - are prohibited (except in an emergency). In addition, it is the responsibility of the renter to obtain proper permission from the airport operator prior to using any restricted airport. For any flights outside of Pennsylvania or over mountainous terrain, the renter may be asked to submit a flight plan to be reviewed by flight instructor designated by the Operator. The Club strongly encourages all renters to file a flight plan with the local Flight Service Station for all flights of 25 NM or more.

Any flight instruction with non Ace Pilot Training instructors is prohibited. Renters may not use club aircraft for any commercial use. Renters may not conduct operations "for hire" of any kind.

5. Scheduling:

In order to schedule an aircraft, the Renter must be in good standing with the Operator. Prior to using any aircraft, a reservation must be made. This can be accomplished using the online scheduling system or contacting the Operator's office. Multi-day rentals must be authorized in advance by the Operator. There will be a 3 hour daily minimum charge which can be waived for the first day provided that the rental begins at 12:01 pm or later and can also be waived for the last day provided that the rental ends at 11:59 am or earlier.

Please let the office know if you will be more than 15 minutes late for your aircraft reservation. Aircraft not dispatched within 15 minutes of the scheduled time may be released to another customer and a late fee or no show fee may apply.

Renters are expected to return the aircraft at or before the scheduled return time. Any Renter who is unable to return on time must inform the office at (610) 264-1105. Repeated late returns, other than those caused by reasonable weather or mechanical delays may result in penalties or termination of rental privileges.

The Ace Pilot Training office must be notified of all flight cancellations regardless of reason. (weather, illness, etc.) Failure to notify Ace Pilot Training at least 2 hours in advance, to permit rescheduling of the aircraft, will result in a penalty charge of one half (½) the reservation time. Operator will not question reasonable cancellations due to illness or weather, nor will the renter be penalized.

6. Route:

Aircraft will be flown during the rental period only within the confines of the Continental United States. Any flight outside the Continental United States will require the approval of the Operator.

7. Sole Pilot:

Renter will be the sole pilot of the Aircraft during the rental period. No other person will be allowed in the airplane and/or have access to aircraft keys unless accompanied by the Renter.

8. Smoking:

There will be no smoking inside the aircraft or anywhere around it.

9. Preflight:

Renter will personally and solely conduct a preflight inspection of the Aircraft as prescribed by the manufacturer of the Aircraft, including checking documents, fuel from all sumps, and determining that the fuel and oil on board the Aircraft are sufficient. Also, the Renter will brief all passengers on the proper use of seats, seat belts, air vents, lights, and emergency exits, and will follow all appropriate FAA rules and regulations.

Once Renter approves and accepts airplane for flight, Renter is responsible for all missing items, broken or worn beyond normal wear and tear (including tire bald spots).

Initial: _____

10. Check-Lists:

Renter will use the Aircraft manufacturer's recommended check lists for all aircraft operations.

11. Weather:

Renter will obtain weather reports and forecasts for the proposed flight prior to commencing the flight. The Aircraft will only be operated when present and forecast aviation weather indicates that VFR weather conditions are present both locally, en-route and at the destination. IFR operations are permitted only for the instrument-rated Renter.

12. Runways:

Renter will utilize only established hard-surface runways except in case of an emergency, or with Operator's prior approval.

13. Accidents:

Renter agrees to report to Operator any accident, mishap, incident, or physical damage to person(s) or to the Aircraft as soon as possible.
or to the Aircraft as soon as possible.

14. Certificates:

Renter must hold a valid and current Federal Aviation Administration (FAA) pilot and medical certificates, and must have passed a bi-annual flight review or equivalent, where applicable, within the last twenty four (24) calendar months and be current in all respects.

Copies of these certificates must be on file Operator's office before the use of any aircraft is allowed.

Notwithstanding anything to the contrary, Renter will be responsible for determining Renter's legal ability to operate rented Aircraft, in terms not limited to appropriate and current medical certificate, pilot's license, bi-annual flight review, and any other legal limitations.

15. Seizure or Forfeiture of Aircraft:

In the event of seizure, forfeiture, or damage to the aircraft as a result of Renter/Pilot negligence, Renter agrees to pay Operator for the repair or replacement of the aircraft, and an amount equal to 3.0 hours per day rental of the Aircraft at the current hourly rate for each day the Aircraft is held or out of service. The total of such payments not to exceed the fair market value of the Aircraft. Renter also agrees to pay attorneys' fees and all expenses incurred in the recovery of said Aircraft.

16. Fuel Credits:

Fuel credit will be applied to the Renter's account based upon the presentation of proper receipts (gallons, date, and tail number printed) at the time the Aircraft is returned, based on the then current price to the operator at Operator's FBO. In the event that the fuel was purchased at below that price, credit will be issued for the exact amount of the fuel purchase. Any charges other than fuel will not be reimbursed unless authorized in this Agreement or authorized by Operator.

It is the renter's responsibility to provide original receipts for gas, oil, or maintenance charges paid directly by the renter. The renter pilot's name and the aircraft tail number must be included on all receipts. No credit shall be given for receipts submitted more than 60 days after the rental period. Fuel and oil will be reimbursed at the lower of the club price or that paid by the renter.

17. Pilot's Physical Condition:

The Aircraft will not be operated if Renter has used intoxicating liquor, tranquilizers or sleep inducing drugs within twenty four (24) hours prior to the commencement of a flight or if the pilot suffers any other physical impairment affecting the safety of the aircraft or its passengers.

Initial: _____

18. Prohibited Activities:

The Aircraft will not be used: (a) to carry persons or property for hire, or (b) flown in any race, contest, or (c) be used to perform aerobatics or spins, or (d) any other commercial operation whatsoever, including flight instruction.

19. Sublease/Assignment:

Subleasing the Aircraft or assigning this Agreement to any other party or person is prohibited.

20. Condition of Aircraft:

Renter hereby acknowledges that Operator is not the manufacturer of the Aircraft, nor the manufacturer's agent, and that Operator makes no warranty or representation, either express or implied, as to the fitness, workmanship, design, condition or merchantability of the Aircraft, its fitness for any particular purpose, or the quality or capacity of the materials in the Aircraft.

21. Alterations:

Renter agrees not to make any additions, alterations, or improvements to the Aircraft without the prior written approval of the Operator.

22. Damage to Aircraft:

At the termination of the rental period, Renter will return the Aircraft to Operator in the same condition as when received, except for reasonable wear and tear. Renter will be liable to Operator for any and all loss or damage, sustained by the Aircraft during the rental period, such as: Master switch on, bald spots on tires, etc.

23. Emergency Repairs:

Emergency repairs will be defined as repairs to the Aircraft which due to statute regulations, mechanical failure or damage, should be made to the Aircraft before further flight. Should the Aircraft require emergency repairs, Renter will contact the Operator for instructions. If no contact can be made and repair can be completed for One Hundred Dollars (\$ 100.00) or less, Renter may authorize and make payments for repairs, for which Renter will be reimbursed by Operator. Under no circumstances will the Aircraft be flown by Renter without repair if to do so would violate any governmental statute or regulation or compromise the safety of the Renter, his/her passengers, or the Aircraft.

If an aircraft requires maintenance on a flight, the renter must obtain approval from the Club prior to authorizing any maintenance work on the aircraft. If such approval cannot be obtained, the renter must use his/her best judgment in authorizing work and may be held responsible for expenses for such work. Any maintenance work must be done by FAA certified mechanics or repair stations. The renter must obtain an invoice and a statement describing all work performed on the aircraft, including the signature and license number of the mechanic or repair station.

24. Default:

If Renter defaults in the performance of any of his/her obligations under this Agreement, Operator will, at its option and without further notice, have the right to terminate the Agreement and to repossess the Aircraft using such forces as may be necessary without being deemed guilty of trespass, breach of peace or forcible entry and detainer, and Renter expressly waives the service of any notice. Exercise by Operator of either or both of the rights specified above will not prejudice Operator's right to pursue any other remedy in law or equity. Furthermore, the Operator may refuse the rental of any Aircraft at anytime, without explanation.

Initial: _____

25. Governing Law:

This Agreement will be construed in accordance with the laws of the State of Pennsylvania.

26. Integration/Successors Bound:

This Agreement constitutes the entire Agreement between the parties, and as of its effective date supersedes all prior independent Agreements between the parties related to the renting of the Aircraft. Any change or modification here of , must be in writing signed by both parties. This Agreement will be binding and will insure to the benefits of heir, legal representatives, successors, and assigns of the parties hereto.

27. Indemnity-Force Majeure:

Renter agrees to release, indemnify and hold Operator, its officers and employees harmless from and against any and all liabilities, damages, business interruptions, delays, losses, claims, judgments of any kind whatsoever, including all costs, attorneys' fees, and expenses incidental thereto, which may be suffered by, or charged to Operator by reason of any loss or damage to any property, or injury to or death of any person arising out of or by reason of any breach, violation or nonperformance by Renter of any covenant or condition of the Agreement or by an act or failure to act of Renter.

28. Rental Fee:

Renter will pay the Operator a rental fee for Renter's use of the Aircraft according to the published rate structure. Such rental fee will be due and payable immediately at the end of the rental period. In the event of nonpayment within fifteen (15) days, interest will accumulate at a rate of 1.5% per month until the balance is paid in full. Furthermore, all applicable debit charge involved with a returned check will be added to the balance for collection, as well as reasonable collection fees, including attorneys' fees.

29. Aircraft Charges

Each renter is required to record aircraft usage in the furnished log. The entry must include the renter's name, date, beginning and ending Hobbs time and ending tach time. When entering ending times, if the meter numbers are turned half way, the next higher number is to be used. If a renter encounters a discrepancy between the previous log entry and the current Hobbs or tachometer reading, it must be reported to the office prior to engine start. If the discrepancy is not reported prior to engine start, that renter will be charged for the time.

30. Extension of Agreement:

This Agreement will be continuing and will control each use of the airplane by Renter, unless modified or terminated by the parties in writing.

31. Disclaimer of Liability:

Operator hereby disclaims and Renter hereby releases Operator from any and all liability, whether in contract or tort (including strict liability and negligence), for any loss, damage or injury of any nature whatsoever sustained by Renter, its employees, agents or invitees during the term of this Agreement, unless such loss, damage or injury is caused by Operator's gross negligence. The parties hereby agree that under no circumstances will Operator be liable for indirect, consequential, special or exemplary damages, whether in contract or tort including strict liability and negligence to, such as, but not limited to, loss of revenue or anticipated profits or other damage related to the renting of the aircraft under this Agreement.

Initial: _____

32. Certification:

I hereby certify that the above information is correct. I understand that the Operator is relying on this information to rent the aircraft to me, and that false information might invalidate insurance policies rendering me personally liable for loss or damage resulting from an accident. I further certify that I have read the Rental Agreement and that I agree to the terms and conditions set forth therein.

33. Aircraft Checkout & Currency Requirements:

All Customers must fly at Ace Pilot Training, Inc., in type, within the preceding ninety (90) days in order to maintain flight privileges. All Student Pilots are required to fly at Ace Pilot Training, Inc., in type, within thirty (30) days in order to maintain flight proficiency. Operator has the right to decline any use of any aircraft if it believes, by judgment call, that the operation of that aircraft by the renter will be unsafe, without no further explanations or notice.

Every renter must demonstrate his or her knowledge and abilities in the aircraft he or she wishes to fly, to the satisfaction of a designated Ace Pilot Training flight instructor. The checkout will consist of, at a minimum, a review of aircraft systems, ground handling, and flight maneuvers for which the aircraft and the pilot are certificated. For six-passenger aircraft, the checkout will include a demonstration with the aircraft at full gross weight.

A renter may be required to submit to a check flight by a flight instructor designated by the Operator any time it is deemed necessary by the Chief Pilot of Ace Pilot Training. Any renter may request a review or recheck by a different instructor if the renter feels there is a difficulty in completing the required checkout.

In order to act as pilot-in-command of an Operator's aircraft a renter must log at least one full hour of flight time and make at least 3 takeoffs and landings to a full stop in an Operator's aircraft of the same make and model within the preceding 90 days.

In order to act as pilot-in-command of multi-engine aircraft the renter must, in addition to the above requirements, have logged one hour of emergency procedures training from a multi-engine instructor designated by the Operator within the previous 180 days.

Currency or specific checkout requirements may be waived by the Chief Pilot if the pilot is deemed to be sufficiently experienced to safely conduct the proposed flight.

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Signature

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Print

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Date