

CENTENNIAL FLYERS, LLC

Airplane Rental Rules, Terms and Conditions **To be signed on back by Renter**

MEMBERSHIP

1. Membership initiation fee is \$25.00 (one time charge for new members). Semi-annual dues are \$20, due on January 1 and July 1. Dues not paid by the due date will be subject to a new membership fee to reinstate membership. There are no refunds for membership fees or dues.
2. The following documents must be received by Centennial Flyers at time of application and *before first flight*:
 - a. Valid Driver's License
 - b. Pilot Record
 - c. Rental Agreement signed by Renter and CFI
 - d. Rental Rules, Terms and Conditions signed by Renter
 - e. Copy of Birth Certificate or Passport
 - f. Copy of Pilot's Certificate Front & Back
 - g. Copy of Current Medical Certificate
 - h. TSA Certificate (Instructors Only) or copy of renewal form
 - i. Dues and Fees

SCHEDULING

1. When scheduling a flight, note your destination (pattern, local or cross-country with airport codes) in the comments. Instructors must include the name of their student they will be flying with.
2. All students must schedule their flights through their flight instructor.
3. Aircraft are scheduled on a first come, first served basis.
4. If you are scheduled for a flight but do not show or advise management within 30 minutes, anyone with a backup reservation may take the aircraft for the remainder of the scheduled time.
5. Local flight scheduling may be restricted to allow availability for overnight trips. Check each calendar for restrictions.
6. Cross-country flights (over night trips) may be scheduled as far in advance as necessary.
7. Instructors must schedule all student solo flights under the instructor name with the student name and destination recorded in the comments box.
8. Cross-country flights (over night trips) must average two hours per day or the pilot will be charged for two hours at the current rental rate for each day with the exception of verified inclement weather conditions or prior approval.

PAYMENT POLICY

1. Payment is due at the completion of every flight by cash, check or PayPal. There is no grace period. Any amounts not paid on the day of the flight will bear interest at the rate of 1.75% per month (21% A.P.R.) Checks returned for any reason are subject to a service fee of \$25.00 and the maximum penalty provided by law, including but not limited to three times the amount of the check. Payment for the returned check, fees and interest must be made in cash within 10 days. Any charges unpaid more than 30 days after the flight shall be considered delinquent, and pilot shall be liable for all costs and expenses of collection, including reasonable attorneys' fees.
2. If a check is returned we will immediately cancel all future scheduled flights and block your ability to schedule any flights until the matter is resolved.
3. CROSS-COUNTRY FLIGHTS scheduled for more than one day will require a deposit equal to two hours per day for each day scheduled *prior to flight*.
4. RECEIPTS FOR FUEL purchased must be turned in at the completion of every flight. No receipt, no credit.

PRIOR TO FLIGHT

1. The pilot must be familiar with the current rental rules, terms and conditions and have been properly checked out by an approved club instructor, including ground instruction and flight demonstration.
2. All pilots will perform a pre-flight inspection in accordance with the manufacturer's guidelines.
3. A complete weather briefing is required prior to every flight.
4. Students on solo cross-country flights must top the fuel tanks at every stop.
5. Pilots will note all discrepancies not previously noted.
6. Main tires must be inspected prior and after each flight for flat spots (skidded). Pilot will be charged \$100.00 for skidding a tire and creating a flat spot.

FLYING PROFICIENCY STANDARDS

1. Student pilots on solo status must fly a minimum of one hour within a two-week period or submit to a check ride by his/her flight instructor prior to solo flight.
2. NO STUDENT SOLOS in N645SP.
3. All members must have a ground check out in N64332 and N645SP before flying in these aircraft.
4. ALL INSTRUCTORS must meet minimum standards set forth by the insurance company and be approved by the Chief Pilot prior to giving any instruction in club aircraft.
5. All pilots must remain current on a 90-day basis or submit to check ride by an approved flight instructor.
6. No club aircraft may be flown over mountainous terrain unless an approved instructor has given the pilot a "Mountain Checkout." No students may fly solo over mountainous terrain.
7. Each pilot will provide the club with evidence of current medical, flight review, certificates and ratings. The pilot must provide the club with any changes of the above information or changes in home address or phone numbers within 10 days of changes.
8. Spins and other aggressive maneuvers are not allowed in club aircraft as it causes excessive wear on flight instruments.
9. Touch-and-go's are not allowed in any retractable gear aircraft, including the C-172-RG, Bonanza or Travel Air.

WEATHER LIMITATIONS

Winds may not be higher and the ceilings and visibility may not be lower than those listed below at time of departure and forecasted at the estimated time of arrival at destination airport.

1. *Wind:*
 - Student Solo: Maximum 10 knots with 5 knot crosswind component. 15 knots with 8 knot crosswind component is allowed with crosswind training entered in logbook and instructor approval immediately prior to flight.
 - Private Pilot: Maximum 20 knots with 10 knot crosswind component with less than 100 hours logged. Maximum 25 knots with 10 knot crosswind component with more than 100 hours logged.
 - Commercial: Maximum 25 knots with 12 knot crosswind component in C-152 and 15 knot crosswind component in C-172 with less than 1500 hours total time. Maximum 30 knots with 12 knot crosswind component in C-152 and 15 knot crosswind component in C-172 with over 1500 hours total time and 150 hours in the past calendar year.
2. *Ceilings and Visibility*
 - Student Solo in the pattern: 3000 feet and 5 miles.
 - Student Solo in the practice area: 5000 feet and 10 miles.
 - Cross-country Student: 5000 feet and 10 miles plus weather must be approved by his/her flight instructor not more than one hour prior to flight.
 - Private/Commercial (non-IFR): Cross-country - 4000 feet and 5 miles, local - 2000 feet and 4 miles.
 - Pilot must be instrument rated and instrument current to fly cross-country VFR with less than 4000 feet and 5 miles.
 - Instrument Flying: Pilot flying must have 5 hours logged actual IFR or flight must be with a CFII on board when flying in instrument meteorological conditions. Ceilings no less than 200 feet above published approach minimums and visibility 1/2 mile greater than published approach minimums at departure and forecasted at the destination airport 1 hour before and 1 hour after estimated time of arrival. No IMC over mountains.

I have read, understand and agree to the foregoing terms and conditions.

Pilot Printed Name _____

Pilot Signature _____ Date _____