

Blue Sky Aero Flying Club
Flight Operation Safety Rules/Rental Agreement

The following Flight Operation and Safety Rules and Aircraft Rental Agreement is Blue Sky Aero, Inc., and Blue Sky Aero Flying club referred to as the "Operator", and the person signing this document referred to as the "Member". Blue Sky Aero, Inc. aircraft are referred to as the "aircraft".

- Pilot Certificate** – The Member not accompanied by an Operator approved flight instructor must hold a valid and current pilot certificate with appropriate ratings. The person named on the Member application/contract shall be the pilot in command. The Member will fly the aircraft from **the left seat** (or seat designated in the POH as that for the pilot in command). He/she will **be responsible for the aircraft and its operation at all times.**
- Currency** – The Member must possess evidence of a current biennial flight review (BFR), medical certificate, and aircraft checkout by a pilot designated by the operator. The Member must be able to show proof of currency required by FAA regulations to rent an aircraft as PIC. Any Member that has not flown a Blue Sky Aero aircraft in the **last 120 days**, or by request of the Operator, must fly with an Operator approved instructor prior to acting as pilot in command of a club aircraft.
- Night Currency** – The Member must receive an **initial night checkout** by an Operator approved CFI. If not Instrument rated and current for IFR flight, the checkout would include a night cross-country flight.
- Scheduling** – The Member may schedule the aircraft at any time, but the Member must have his/her name on the schedule in order to rent a club aircraft.
- Preflight** – Member will personally conduct a preflight inspection of the aircraft as prescribed by the manufacturer, and shall use the manufacturer's recommended checklists for all operations.
- Preheat – Club aircraft are grounded** when the outside temperature **falls below 0°F (-18°C)**. Please make sure the engine heaters are plugged in after retuning the aircraft to the hangar when the temperature is expected to fall below 32°. Not doing so may prevent the next Member from flying. An unheated engine must be pre-heated below 20°.
- Hand Propping** – no hand propping allowed without a Blue Sky Aero mechanic present or direct approval from Cindy Limbach
- Ground handling** – To avoid damage to the propellers, please **do not start or run-up the engine over gravel**, ponding water, snow or other loose materials.
- Weather** – The Member shall plan to operate the aircraft only when the present and forecasted weather indicates VFR conditions local and en-route (**ceiling of at least 3000 feet and/or visibility 5 miles or greater**) unless the Member is instrument rated, current for IFR and specifically approved by the Operator for IFR flight.
- Winds** – All club aircraft are **grounded when actual or forecast winds exceed 25 knots**. Flights with **crosswinds higher than the aircraft demonstrated maximum must have an Operator approved instructor aboard the aircraft.**
- Take-off and landing area** – No take-off or landing shall be made on any area other than approved, public-use airports at **least 2000 feet in length** unless specifically approved by the Operator.
- Airport Fees** – Member is **responsible** for all landing fees, overnight tie-downs, preheat, de-icing, oxygen use, etc.
- Fuel** – The rental time includes fuel. The Member pays for fuel received at other airports and will receive a **credit on his/her following billing statement at the current Morris Airport fuel price**. Please sign the fuel receipt and attach the copy to the tach clipboard. If the aircraft is less than half full upon your return, please fill and note you did so on the tach sheet.

- Oil** – Member must assure proper oil level before each flight. Additional quarts of oil may be obtained in the flight office after signing your name, date, type of oil and aircraft N number.
- Tach sheet** – Log the date, your name, tach time out and in, and fuel/oil status. You should round up to the nearest 10th. (For instance .05 would be .1)
- Aircraft condition** – Log discrepancies on the Squawk sheet located on the aircraft clipboard
- If the aircraft becomes unairworthy away from Morris the member is responsible for transportation home. If caused by the renter, then the cost of the aircraft's ferry flight home will be the responsibility of the renter.
- Physical condition** – Member will not operate the aircraft for a period of at least **12 hours** after using intoxicating substances such as, but not limited to, liquor, tranquilizers, cold medications and sleep aids.

1. The Member acknowledges and agrees that the aircraft is the property of the Operator.
2. The Member acknowledges that he has inspected the aircraft and has found it to be in good mechanical condition and airworthy.
3. The Member agrees to return the aircraft at the scheduled time, weather permitting.
4. The Member agrees to properly secure the aircraft after each flight.
5. The Member agrees **not to allow smoking, food or drink** in the club aircraft.
6. The Member shall comply with all Local, State and Federal Regulations and Federal and State Airman Regulations.
7. The Member agrees not to tamper with, repair or remove in any way parts to the aircraft or its accessories, but will telephone the Operator for instructions upon encountering mechanical malfunctions.
8. The Member agrees to report any aircraft damage, accident or incident to the Operator as soon as possible.
9. The Member agrees that the rented aircraft shall not be used or operated:
 For any illegal purposes
 In any race, speed test, or contest without permission from the Operator
 By any person other than the Member who signed this agreement
 To receive dual from anyone other than an Operator approved instructor
 To give dual unless the Member is an Operator approved instructor
 Outside the limits of the Continental United States
 Over open water beyond gliding distance from shore (i.e. Lake Michigan)
 For any commercial purpose.
10. The Member agrees to be responsible for and pay **up to the first \$2,500 deductible** in damage to any club aircraft as a condition for aircraft rental. To afford the best protection, the **Member is encouraged to obtain renter's insurance** to cover the deductible and other costs not covered under the Operator's policy. Please contact an aviation insurance agent for more information.
11. The Member agrees to pay **\$400**, of which \$300 is fully refundable when the member leaves the club for any reason (**after a minimum of six (6) months**) as long as there is no outstanding balance. Member is **charged \$25 per month dues** to cover fixed operating costs associated with the club. **The member agrees to pay any balance that exceeds the \$300 amount.**

The Member, by affixing his/her signature heron, does agree to the Aircraft Rental Agreement, Flight Operation Safety Rules and insurance provisions. I, the undersigned, understand that the infraction of rules of Blue Sky Aero, Inc. and/or the Federal Aviation Regulations is grounds for termination of club membership.

Dues-paying _____ **Non-Dues paying** _____

\$400 received on _____ First month dues _____ Method of Payment: _____

Application received by: _____ Date: _____

Signature of Member: _____ Date: _____

Parent or Legal Guardian (if under 18 years old): _____