

## AIRCRAFT RENTAL AGREEMENT

This Aircraft rental agreement, hereafter “this agreement”, is made and entered into at Spencer Aviation, Inc., this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by and between Spencer Aviation, Inc., hereinafter referred to as “Lessor”, and \_\_\_\_\_, hereinafter referred to as “Lessee”.

### RENTER’S OBLIGATIONS:

- 1) Lessee must complete a Standard Checkout in the make and model aircraft they wish to rent by a Spencer Aviation, Inc. CFI prior to renting any Lessor aircraft. A Standard Checkout will consist of a minimum of 1.0-hour ground review on aircraft systems, limitations, weight and balance calculations, and aircraft performance charts, and a flight of at least 1.0-hour duration in the specific make and model. The duration of the Standard Checkout may be increased at the discretion of the Spencer Aviation CFI. The Lessee will also be required to meet the Practical Test Standards tasks and operations, as chosen by the CFI, for the pilot certificate and ratings then held by the Lessee. In addition to being checked out in the aircraft, the Lessee must demonstrate that he or she meets the total flight time and time in make and model of the rental aircraft as determined by the insurance underwriter.
- 2) The Lessor reserves the right to require an additional checkout in the specific make and model if the Lessee has not rented the specific make and model Spencer Aviation, Inc. aircraft in the previous 90 days. Lessee must complete 1 phase of the FAA Pilot Proficiency Program (Wings Program) within the first 90 days of renting Spencer Aviation aircraft and complete 1 phase every 12 calendar months thereafter. Credit for the Flight time from the Initial Standard Checkout can be used toward the “Wings Program”. All addition flight training credit must be completed by a Spencer Aviation CFI. Credit for the ground portion will be given for any FAA or AOPA sponsored “Wings” event or “Wings” DVD provided by Spencer Aviation.
- 3) Lessee agrees that all Federal Aviation Regulations, State and Local laws pertaining to each flight will be complied with.
- 4) Lessee agrees to be billed according to the time recorded, by either hobbs or tach time on the aircraft rental form, and must report any discrepancies from the previous flight before beginning Lessee’s flight.
- 5) Lessee will properly pre-flight aircraft before each flight as prescribed in the aircraft POH. Lessee must notify Lessor management of any damage or abuse to aircraft found during the preflight inspection, both cosmetic and structural. Damage and abuse caused by the Lessee are the responsibility of the Lessee. This does not include normal wear and tear of the aircraft.
- 6) The Lessee (PIC) is responsible for verifying fuel amount in aircraft and for fueling, as necessary, before each flight. KDLZ does not have de-fueling capabilities therefore aircraft should not be refueled after each flight. This allows the next pilot to fly with less fuel and more payload if needed. A spare quart of oil is kept in each aircraft. If oil is used it must be noted on aircraft rental form. This allows Spencer Aviation to track oil usage to determine overall engine condition and/or leaks and to replace spare quart. Do Not overfill. Use only oil type listed on aircraft rental form. Different oil types are not compatible.

7) Lessee is responsible for any landing, tie down, hangar or other fees incurred while operating aircraft at any airport other than KDLZ. Aircraft rental rates are based on fuel prices at KDLZ therefore fuel purchased at any airport other than KDLZ will be reimbursed at the current pump price at KDLZ only.

8) Lessee agrees to return aircraft within the time for which Lessee scheduled the aircraft and to tie down or hangar aircraft and properly secure aircraft after each flight according to the location indicated on the aircraft rental form. Damage caused by improperly securing the aircraft is the responsibility of the Lessee. A fee will be charged to the Lessee to secure aircraft if it is not returned to the proper location. Never assume that the next renter will show up to take the aircraft. Upon return of all rental aircraft, the Lessee shall install the control lock, buckle the seatbelts, remove any trash and empty oil bottles and set parking brake. For aircraft that are tied down the Lessee must also install the pitot tube cover, cowl plugs and replace the windscreen covers if supplied in the aircraft.

9) Lessee understands that the aircraft are insured by the Lessor with a deductible of \$2500.00. The deductible is the responsibility of the Lessee. Insurance coverage includes a "waiver of subrogation". Renters insurance for the Lessee is recommended but not required.

10) Lessee agrees to cancel all aircraft and CFI appointments as early as possible if an appointment cannot be kept. Late cancellations may result in an additional charge at the discretion of the Lessor. A Renter who fails to cancel prior to his or her scheduled time shall be charged fifty percent (50%) of the aircraft's current hourly rental rate, and/or at least 1.0 hour for the CFI scheduled.

11) Lessee understands that a minimum charge of two flight hours will incur if an aircraft is scheduled for 6 or more hours. A minimum of two hours a day will also be charged for multiple days and over night reservations.

12) Lessee understands that payment is due after each flight. Checks, cash and credit card are accepted and can be left in drop box with payment slip if desk is unattended. Lessee shall keep a credit card on file and authorizes Spencer Aviation to bill any unpaid balance after each flight. Student discounts are given when paying \$1000 at a time in advance. If, for any reason, a student would like a refund of any credit on their account, Spencer Aviation will refund the funds minus the Student discount (and credit card fee of \$25 if applicable) within thirty (30) days.

Credit Card # \_\_\_\_\_ Exp date \_\_\_\_\_

Security or V-code(3 digit # on back of card) \_\_\_\_\_

Billing Address \_\_\_\_\_  
\_\_\_\_\_

Authorized signature \_\_\_\_\_

Checked out in: A/C N# \_\_\_\_\_ by CFI \_\_\_\_\_ Date \_\_\_\_\_  
A/C N# \_\_\_\_\_ by CFI \_\_\_\_\_ Date \_\_\_\_\_  
A/C N# \_\_\_\_\_ by CFI \_\_\_\_\_ Date \_\_\_\_\_  
A/C N# \_\_\_\_\_ by CFI \_\_\_\_\_ Date \_\_\_\_\_  
A/C N# \_\_\_\_\_ by CFI \_\_\_\_\_ Date \_\_\_\_\_