Twin Oaks Airpark, Inc.

Procedures and Rental Agreement

Thank you for your interest in renting aircraft from Twin Oaks Airpark, Inc. We offer various types of rental aircraft, giving you the opportunity to fly at different levels of fun and performance – from single engine training aircraft to complex aircraft, to tail wheel and twin engines. We hope you will enjoy your rental experience here!

In this Procedures and Rental Agreement,

- the word "**agreement**" is meant to refer to this Procedures and Rental Agreement, as it may be amended from time to time;
- the words "**Twin Oaks**" and "**we**" and "**us**" and "**our**" are meant to refer to Twin Oaks Airpark, Inc.;
- the words "**you**" and "**your**" are meant to refer to the pilot or student pilot who desires to rent one of our aircraft;
- the term "**licensed pilot**" refers to any renter who is not a "**student pilot**";
- the term "**student pilot**" refers to you unless you hold a recreational, sport, or private pilot license or better;
- the terms "**CFI**" and "**your CFI**" refer to a certified flight instructor(s) *approved by us to offer flight instruction in any of our aircraft*; in this agreement the term "**CFI**" *excludes* any flight instructors *who are not previously approved by us* to offer flight instruction in our aircraft;
- the word "**aircraft**" is meant to refer to each of our rental aircraft; and
- the terms "**issue"** and **"issues"** are meant to refer to squawks or problems or potential problems with an aircraft.

We take good care of our rental aircraft, *and we expect the same from our renters.* That's why if you desire to rent any of our aircraft you must understand and agree to the terms of this agreement before we will rent any aircraft to you. **BY SIGNING THIS AGREEMENT ON PAGE 8 YOU ARE STATING THAT YOU HAVE READ THIS AGREEMENT, AND THAT YOU UNDERSTAND AND AGREE TO ITS TERMS, AND THAT YOU WILL ABIDE BY THESE TERMS EACH TIME YOU RENT AN AIRCRAFT FROM US.**

All parts of this agreement apply to all renters except those parts that are specifically limited to student pilots.

I. General Policies and Procedures

A. ***You rent our aircraft at your own risk.*** **You are personally liable for any property damage and personal injury that may occur in connection with your operation of our rental aircraft.** This includes accidents occurring in the air or on the ground, and also includes damage or theft that may occur due to your failure to properly secure the aircraft after any flight.

B. **In case of an accident** resulting from your negligence or your failure to comply with any part of this agreement, ***you must hold us harmless*** against any liability, claims and damages which result from, or are in any way connected with, your rental of an aircraft, including any claims brought by you, your passengers and third parties.

C. We perform all required maintenance on our rental aircraft but, as pilot or student pilot, ***it is your responsibility immediately before each flight to determine if the aircraft you rent from us is airworthy.*** If you find any issues, do not fly that aircraft until the issue is checked-out by us. Please refer to section III of this agreement, Aircraft Operating Procedures.

D. You must always consider human safety to be more important than anything else in this agreement – both in-flight and on the ground. Complying with the other terms in this agreement is always secondary to your safety and the safety of others around you.

E. As renter of our aircraft, you must at all times comply with the then-current Federal Aviation Regulations (the "FARs") and you should have a good understanding of applicable parts of the then-current Aeronautical Information Manual (the "AIM"). You must also comply with all applicable state and local laws, as well as regulations and traffic patterns of the airports you may use.

F. If you are a student pilot you must also abide by the written and oral limitations and endorsements given to you by your CFI.

G. We require all renters to pass a check-ride from one of the CFIs before flying any aircraft, including subsequent check-rides if you later rent a more powerful or more complex or higher performance aircraft, or a tailwheel aircraft.

H. If we agree to rent an aircraft to you, only you and a CFI are permitted to pilot the aircraft. You are prohibited from permitting any other person(s) to handle the controls.

I. Before you fly, you must become familiar with the rental aircraft's Operator's Handbook. If there's any part of the book that you need or desire help with, please speak with a CFI.

J. CFIs at Twin Oaks are happy to help you with questions about our airport, the local airspace, and any other flight-related questions you may have. Generally they will not charge you for such service, so do not hesitate to ask them. A list of the approved CFIs can be found on our website at: http://twinoaksairpark.com/flight-training/flight-instructors.

K. All renters are prohibited from taking flight instruction in our aircraft from anyone other than **a CFI who is specifically approved by us for giving flight instruction.** This includes any instruction that you may wish to receive in our aircraft even if you are not a student pilot. If you wish to use a CFI not previously approved by us, ask that CFI to apply to us for approval. Approval is at our discretion.

L. If you use the services of a CFI you must pay any flight instruction fees directly to your CFI, not to us.

M. We reserve the right to refuse to rent an aircraft to any pilot or student pilot who we may determine, in our sole discretion, does not meet our stringent criteria for renting an aircraft from us. In making such a determination, we take in consideration issues related to safety, maturity, temperament, skills, physical abilities, and financial ability to perform according to the terms of this agreement.

N. Our willingness to rent our aircraft to you on any occasion does not mean, nor is it meant to imply, that we will be willing to rent our aircraft to you on subsequent occasions. However, for all occasions during which we do rent an aircraft to you, the provisions of this agreement apply, and will continue to apply, to any matters which may have arisen, or may later arise, in connection with those occasions.

O. We reserve the right to modify or cancel this agreement at any time with or without prior notice. Any such modification(s) or cancellation will take effect immediately unless otherwise stated. On each subsequent occasion when you rent an aircraft from us, any modifications to this agreement apply as if those modifications are a part of this agreement and, by signing this agreement, you agree to abide by the provisions of this agreement as well as all such modifications to this agreement.

II. WEATHER MINIMUMS AND NIGHT FLIGHT

A. Student Pilot Solo Flights. When you are a student pilot flying solo you are prohibited from intentionally flying …

1. …within the Twin Oaks traffic pattern unless the cloud ceiling is at least 1500 feet and the visibility is at least 5 miles;

2. …anywhere outside the Twin Oaks traffic pattern unless the cloud ceiling is at least 2000 feet and the visibility is at least 7 miles; and

3. …on any cross-country flight unless the cloud ceiling is at least 3000 feet and the visibility is at least 10 miles;

4. … in windy conditions, except as specifically permitted by your CFI.

a) If you are flying solo and you had intended to land at Twin Oaks but you find that the wind conditions at Twin Oaks are stronger than the wind conditions permitted by your CFI, or stronger than your own comfort level, **you must fly instead to Portland-Hillsboro airport (KHIO) or another nearby airport where the wind conditions are acceptable to you and your CFI, and land there.**

b) After landing and securing the aircraft, you must call us or your CFI to report your situation. Please see section XIII.C.1 below. If you can not reach us or your CFI you must secure the aircraft and leave it there. You are authorized to leave the airport after securing it, but you must continue to call us or your CFI until you make contact.

B. Licensed Pilots. If you are a licensed pilot you must avoid flying in weather conditions below your comfort level and, in any case, you must not fly in weather conditions which are in violation of the FARs for your type of pilot license.

C. Night Flight.

1. If you are a licensed pilot renting a *single-engine aircraft*, you are prohibited from flying at night over the Cascade Mts., the Rocky Mts., and the Sierra Nevada range, unless you have first obtained our approval.

2. If you are a student pilot you are prohibited from flying anywhere at night unless you are accompanied by your CFI.

III. AIRCRAFT OPERATING PROCEDURES

A. You must shut down the engine(s) before you allow any person to enter or exit the aircraft. As pilot-in-command you are responsible for passenger safety.

B. Checklists. Use of the appropriate written checklist -- for preflight and for each phase of flight including shutdown -- is ***mandatory***. If a checklist is missing from the aircraft *you must not fly the aircraft* until a proper written checklist is available.

C. Preflight.

1. Many pilots rent our airplanes, and we do not routinely inspect rental aircraft when they are returned to us. Therefore, we can not know, nor can we certify, the condition of every rental aircraft at all times. Accordingly, when you rent one of our aircraft **you must assume that it may not be airworthy.** Each time before you fly, including subsequent flights during the same rental period, **it is always your sole responsibility to make a pilot's determination if the aircraft is airworthy.**

2. You *must* **remove the ignition key** from the ignition switch during your preflight checks.

3. **Always take appropriate time to preflight the aircraft thoroughly.** Your preflight inspection demands your complete attention. Therefore, you must avoid engaging in other activities during your preflight checks, including using a cell phone, conversing with others near the aircraft, listening to a radio, cleaning aircraft surfaces (except the windshield), and any other activities not directly related to your preflight inspection.

4. **Always preflight the aircraft with special attention to the type of flying you will be doing in that aircraft.** And if you intend to fly in IMC, your preflight must include a thorough examination of the instruments required for IMC flight.

5. Cockpit fuel gauges are notoriously unreliable. Therefore, visually inspecting the fuel levels in each tank, by looking inside each tank, is mandatory prior to *every* flight. If you make stops during your rental period, you must re-inspect the fuel levels prior to each subsequent flight. *Fuel exhaustion is one of the most common causes for accidents and forced landings.*

6. Whether at Twin Oaks or at a different airport, you are prohibited from making or attempting any repairs, adjustments, or changes to our aircraft. If you feel that a repair, adjustment or change is necessary for safe operation of the aircraft, you must contact us to report the issue and we will determine what to do. ***Do not fly the aircraft if there are any unresolved issues.*** Our maintenance phone number is 503-522-8952.

D. Fuel and Oil Policy.

1. Fuel -- VFR Flights. When preparing to fly, you must adhere to the requirements of FAR Part 91.151.

a) For day flights you must determine that you have enough fuel to fly to the first point of intended landing and, assuming normal cruise speed, to fly after that for at least 30 minutes.

b) For night flights you must determine that you have enough fuel to fly to the first point of intended landing and, assuming normal cruise speed, to fly after that for at least 45 minutes.

c) We impose an additional fuel requirement: You must determine that, at the beginning of the flight, the aircraft fuel tanks are at least half full – unless you are accompanied by a CFI who determines that the departure with less than half-filled tanks is safe for the intended flight.

2. Fuel -- IFR Flights. You must comply with the requirements of FAR Part 91.167.

3. Adding Oil. *You are not authorized to add oil to our aircraft unless you have been properly trained to do so* and, even then, only with our prior knowledge and permission. If you are away from Twin Oaks and it becomes necessary to add oil, please call us before any oil is added. If you can not reach us, add (or have a qualified person add) whatever oil is necessary for safety and engine care. We recommend that you carry at least one unopened quart container of appropriate oil in the luggage compartment when you fly our aircraft – particularly if you plan to land at other airports during your rental period.

Checking Oil. You must ensure that the criteria shown in the chart below are met.

Aircraft	MINIMUM OIL	CROSS COUNTRY OIL	MAXIMUM OIL
Cessna 150	3.5 quarts	4.5 quarts	5 quarts
Cessna 172	5 quarts	6-7 quarts	7 quarts
PA-23-160	7 quarts	8-9 quarts	9 quarts
All other rental aircraft	*… ask a Twin Oaks mechanic*		

IV. START-UP, TAXI AND RUN-UP

A. At all times you must be aware of people outside the aircraft, especially children, so as not to cause injury from the propeller or from the propeller blast behind you.

B. As for all phases of aircraft operation, start-up, taxi and run-up must be performed in accordance with the specific aircraft's written checklist – even if you have rented that same aircraft on prior occasions.

C. You must not start the aircraft with the propeller blast directed toward an open hanger or another aircraft and, when away from Twin Oaks, toward any residence or other structure where the propeller blast may cause damage or nuisance.

D. You must perform a brake check shortly after you begin to taxi. However, except where safety may be compromised, we ask that you try to minimize your use of the breaks during taxi operations.

E. Your taxi speed should be no faster than a slow walk when other aircraft, cars, people or structures are nearby.

F. You must not attempt to maneuver through a tight area, or near to a solid structure on either side of the aircraft, unless an adult outside observer is carefully watching the wingtips for you.

G. When the wind allows, the elevator should be held in the full aft position to reduce propeller wear and, in a nose wheel aircraft, stress to the nose wheel.

H. You must not perform run-ups on any surface other than a paved surface or grass (without loose gravel).

V. LIMITATIONS DURING PRACTICE

A. The minimum altitude to practice stalls is 1500 AGL at the lowest point in the maneuver.

B. When renting a single engine aircraft, you must not simulate engine failures by use of the mixture control or fuel shutoff valve. Use throttle reduction instead.

C. During simulated engine failures, you should add power several times -- to clear the engine and to make sure it is functioning properly.

D. When practicing simulated forced landings, you should end the simulation at or above 500 feet AGL -- unless the aircraft is properly set up for a landing at an airport runway.

E. In all cases, you must comply with safe altitude minimums as detailed in FAR 91.119.

VI. CRUISE

During normal cruise phase, you must not exceed the power limits for normal cruise, as specified in the aircraft's Operators' Handbook.

VII. LANDING AT AND TAKING-OFF FROM TWIN OAKS (7S3)

A. You must become familiar with our traffic pattern and our runway at Twin Oaks before your first flight.

1. **When taking off** we expect you to use **runway 20** -- unless wind conditions favor using runway 02.
2. **When landing** we expect you to use **runway 02 --** unless wind conditions favor using runway 20.

B. Even though runway 02 is the preferred runway for landing, you should avoid landing on it when there is a tailwind (southerly wind) of more than about 5 to 7 knots. Instead, you should choose runway 20 for your landing, if safe and practical. If you are uncertain about the contours of our windsocks when they portray a wind speed greater than 5 knots, please ask us or one of the CFIs about our windsocks.

C. **Landings on Runway 20.** Be aware that landings on runway 20 **require stronger skills than landings on runway 02** because runway 20 has a downhill incline which makes it more challenging to stop the rollout. Also, when landing on runway 20, there are tall trees on final approach – requiring a steeper glide path. Night landings on runway 20 can be especially hazardous because the tall trees on final approach are difficult or impossible to see in the dark. When wind conditions at Twin Oaks *at night* would favor landing on runway 20, we urge you to consider landing, instead, at Portland-Hillsboro (KHIO) airport or a different nearby airport. If you are uncertain about your skills for a more challenging landing, you should practice at Twin Oaks with a CFI.

D. **Take-offs on Runway 02.** Conversely, the uphill incline when departing from runway 02, combined with the tall trees on the initial climb-out, make take-offs from runway 02 more challenging than take-offs from runway 20, especially at night. If you are uncertain about your skills for more challenging departure from runway 02, you should practice with a CFI at Twin Oaks.

E. **Touch and go landings are not recommended on either runway** due to runway slope and obstacles. However, regardless of which runway you plan to land on, if your wheels are not securely on the ground within the first third of the runway you must apply full power and go around.

F. Be advised that wind conditions on the ground at Twin Oaks are not necessarily similar to wind conditions on the ground at Portland-Hillsboro Airport (KHIO). So when monitoring the KHIO ATIS (127.65 Mhz) before landing at Twin Oaks, use the wind information there as a rough guide only.

G. Noise Sensitivity

1. **EAST OF THE RUNWAY** To minimize engine sound on the ground east of the runway (noise-sensitive area), **you must comply with our unusual traffic pattern and proper altitude**. Therefore, if you are returning to Twin Oaks you must be at or above traffic pattern altitude (1200 feet MSL) before you enter the left upwind leg for runway 02 (which is the same as the left downwind leg for runway 20). If you are flying closed traffic you must not turn onto that leg until your altitude is 900 feet MSL or above, and once on the leg you must reach 1200 feet MSL as soon as practical. You must familiarize yourself with our unusual traffic pattern on the east side of the runway, which is shown on our website at: http://twinoaksairpark.com/airport-information/noise-abatement.

2. **SOUTH OF THE RUNWAY** The area south of Twin Oaks is also noise-sensitive. Therefore, when ***taking off*** from runway 20, **you must make a left turn (east)** as soon as you feel it is safe to do so. However, when ***landing*** on runway 02 you should feel free to perform your final approach in any manner that is consistent with a safe landing; you should not be concerned about noise sensitivity when landing on runway 02 – *because safety is your highest priority.*

VIII. SECURING AN AIRCRAFT AT TWIN OAKS AND ALL OTHER AIRPORTS

A. When you return the aircraft to Twin Oaks you must park the aircraft so that it does not block a taxiway.

B. When you land at any airport *other than* Twin Oaks, and where you will be leaving the aircraft unattended,

1. you must park the aircraft in a safe and proper aircraft space and, except as provided in item 3 below, you must secure the aircraft with proper tie-downs, use the parking brake or chocks, install the control lock, close and lock the aircraft doors and windows, and take the keys with you;

2. if you land at an airport other than Twin Oaks and your landing was due to unpredicted bad weather or unpredicted maintenance issues, you will be reimbursed for any tie-down fees you incur (save your receipt), and

3. ***if weather conditions are reasonably likely to cause hail***, please make every effort to secure *hangar protection* for our aircraft. You will be reimbursed for any hangar costs. If you are able to hangar the aircraft, take the keys with you; please follow the instructions of the operator of the hangar as far as securing the aircraft inside the hangar.

C. At all airports, please ensure that the aircraft is left with seatbelts buckled, control lock installed, pitot tube cover on, and any trash removed. Be sure to enter flight data on the aircraft's flight log sheet in the aircraft.

D. At all airports, only authorized personnel are allowed to use powered tugs on our aircraft. If you need to use a powered tug, please ask an authorized person to operate the tug.

IX. PROHIBITED AIRPORTS

A. Certain airports in the area are off-limits to our rental aircraft. The following airports must be avoided:

1. Flying M Airport (0R05)

2. Vernonia (05S) -- *unless prior permission is obtained*

3. Skyport (4S4)

4. Country Squire (S48)

5. Mollala (Skydive Oregon)

B. Whether in the area or away, certain types of runways and airports are off-limits to our aircraft:

1. any grass runway other than at Lenhardt (7S9)

2. any closed or unimproved runway

3. any private airport unless approved by that airport's manager *and* Twin Oaks.

X. MINIMUM LOGGED FLIGHT HOURS

A. We require you to have a certain minimum number of hours in type before we will rent our aircraft to you without an accompanying CFI. That minimum number varies depending on which aircraft you want to rent and, except as provided for tail wheels (immediately below), a CFI will determine your minimum number of hours to rent a given aircraft.

B. Regardless of your logged tail wheel time, you are not eligible to rent any tail wheel aircraft at Twin Oaks until a CFI has determined that you have the required skills. For the Sport Cub the minimum logged hours in a tailwheel aircraft is 20 hours with exceptions.

XI. FLIGHT CURRENCY FOR TWIN OAKS RENTERS

XII. Recent piloting experience requirements for Twin Oaks renters are more stringent than those of the FAA. Our currency requirements are as follows:

1. While you are a student pilot, you are not eligible to solo in a Twin Oaks aircraft unless you have flown a minimum of two flights, had a minimum of two hours flight time, and made at least 3 full-stop landings -- all within the preceding 30 days.

2. While you are a private pilot with fewer than 1000 hours total time, you are not eligible to fly in a Twin Oaks aircraft unless you have had a minimum of one hour flight time, and made at least 3 full-stop landings during the preceding 90 days.

3. As a pilot with an instrument rating, you are not eligible to fly in IMC in a Twin Oaks aircraft unless you are instrument-current, and have flown at least an hour in the preceding 60 days in the specific instrument-capable aircraft that you want to rent.

4. If you have a commercial rating, or if you have more than 1000 hours total time, you are eligible to fly any nose-wheel aircraft in VMC without *special* recent piloting experience – except as required under the FARs.

5. Regardless of license or endorsements, you are not eligible to rent our PA-24-250 Comanche unless you have at least 250 hours total PIC time, and at least 10 PIC hours in complex aircraft.

6. Regardless of license or endorsements, you are not eligible to rent our PA-23-180 Apache unless you have at least 250 hours total PIC time, and at least 15 PIC hours in multi-engine aircraft.

7. Regardless of license or endorsements, you are not eligible to rent any tail wheel aircraft unless you have flown at least one hour in a tail wheel aircraft within the preceding 60 days, and have made at least three landings *in make and model* during that time period.

B. Currency is very important. If you do not meet the above-mentioned currency requirements you must fly again with a CFI. Also, if at any time you would like additional training, Twin Oaks will pair you with a CFI.

XIII. RENTERS' INSURANCE

A. **You are required to have your own current renters' insurance.** We do not provide you with any type of insurance. Remember, you are liable for any property damage and personal injury that may occur in connection with your operation of our rental aircraft. Note: The aircraft value may be higher than the minimum insured hull value.

B. You must provide us with written proof of your current renters' insurance so that we may keep it on file and up to date in the office.

C. You must have hull damage insurance in the following minimum amounts to rent our aircraft:

1. For Cessna 150s the hull damage minimum is $30,000.
2. For Cessna 172s the hull damage minimum is $60,000.
3. For the PA-23-160 Apache the hull damage minimum is $75,000

D. **Whether in the air or on the ground, injury or death to humans, and damage to property, is your personal responsibility.** Therefore, you must also have *liability* insurance to cover you in the event of personal injury to you, your passengers and all persons who may be injured in the air and on the ground, as well coverage for any property damage you may cause on the ground – regardless of fault and regardless of malfunctioning equipment.

XIV. OTHER RULES

A. Our rental fees include fuel and oil; we do not charge a separate surcharge for fuel or oil.

B. When you purchase fuel or oil away from Twin Oaks Airpark, you will be reimbursed at the current retail price at Twin Oaks, or the price you actually paid, *whichever is lower.* You are required to provide a receipt in order to be reimbursed.

C. Delays in Returning; Abandonment; Other Transportation

1. Weather- and Maintenance- Related Delays. If you are forced to delay your scheduled return to Twin Oaks *because of unpredicted bad weather or unpredicted maintenance issues,* you must secure the aircraft (see section VIII above) and then call us as soon as possible for instructions from us on how to handle the situation. If we determine, in our reasonable discretion, that your delay in returning the aircraft to Twin Oaks is or was avoidable, we have the right to charge you for any loss of revenue to us because the aircraft was not returned to Twin Oaks as scheduled.

2. Other Reasons for Delayed Return to Twin Oaks. If you delay returning the aircraft to Twin Oaks for any reason(s) other than bad weather or maintenance issues, we have the right, in our sole discretion, to charge you for any loss of revenue to us because the aircraft was not returned to Twin Oaks as scheduled.

3. Abandonment. If, for any reason, including bad weather or maintenance issues, you abandon the aircraft at any airport other than Twin Oaks, we have the right, in our sole discretion, to charge you for the expenses that we incur in retrieving the aircraft, and also for any loss of revenue to us because the aircraft was not returned to Twin Oaks as scheduled. If you transfer to another mode of transportation, you do so at your own expense.

D. You are prohibited from using the airplane for any illegal purpose, or for carrying people or property for hire, or for engaging in any commercial purpose (even if you have a commercial rating), or for giving flight instruction. However, you are permitted to use the aircraft for personal transportation if you are flying to and from your places of business.

E. You are responsible for any fees for tie-down, hanger, landing, and any other fees incurred during your use of our aircraft -- *except as provided in section VIII.B.2 above* (relating to tie-down fees when you land because of unpredictable bad weather or maintenance issues), *and as provided in section VIII.B.3 above* (relating to hangaring the aircraft when weather conditions are reasonably likely to cause hail).

F. You are required to pay rental fees immediately after you return to Twin Oaks with our aircraft -- unless prior arrangements have been made.

G. You may pay rental fees to us in cash, or by credit card, or by personal or company check. If any check from you is dishonored by your bank or other financial institution you will be charged the maximum penalty allowed by law up to, but not exceeding, $50.

H. You must give us permission to keep your credit card information on file, and you must update that information any time the number, the expiration date, or other information about that card changes.

RENTER'S CONFIRMATION. Read the following confirmation, which is continued on the next page, very carefully before signing this agreement:

BY SIGNING THIS AGREEMENT ON PAGE 8, I ACKNOWLEDGE THAT I HAVE READ AND I UNDERSTAND THE CONTENTS OF THIS AGREEMENT.

I further acknowledge and understand *that I am responsible for all personal injuries and property damage that may be occasioned, directly or indirectly, by my rental and use of a Twin Oaks aircraft or my failure to comply with this agreement, and that this may also include being financially responsible for revenues lost to Twin Oaks Airpark due to the loss of use of the aircraft if the aircraft must be taken out of service for replacement or repairs. I further acknowledge and understand that I have no right to decide where and by whom such repairs will be made.*

Hold Harmless. I hereby agree to indemnify and hold Twin Oaks Airpark harmless against any liabilities, claims or damages which result from, or are in any way connected to, my rental of an aircraft pursuant to this agreement.

I hereby accept all such responsibility. initials _____

I further acknowledge and understand, *in accordance with section XII above (Renters' Insurance), that renter's insurance is NOT provided by Twin Oaks Airpark. I acknowledge that I must purchase aircraft renter's insurance*

from an independent insurance company to protect my interests in situations where I may be responsible for any and all kinds of monetary damages.

I accept all responsibility as described in this entire agreement.

RENTER'S SIGNATURE_____ **Date** _____

If the pilot or student pilot who desires to rent our airplanes is under the age of 18, a parent's or guardian's signature below is required, and BINDS that parent or guardian to all financial obligations that may be imposed on the pilot or student pilot under the terms of this agreement.

As parent or guardian, I hereby accept and agree to pay any and all such financial obligations.

Parent or Guardian's Signature (*if applicable*): _____

Renter's Name:_____

Address:_____

City, State, Zip:_____

Phone (Cell):_____

Email Address:_____

Emergency Contact:_____ Phone:_____
Birth Date_____ Age_____
Medical Certificate: Class_____ Date_____ Any Waivers_____
Biennial Flight Review: Date_____
Pilot Certificate Number_____ Date Issued_____

Certificates & Ratings (check all that apply)
Private ☐ Commercial ☐ ATP ☐ SEL ☐ MEL ☐ Instrument ☐ Rotor ☐ SES ☐ MES ☐ Glider ☐
Type Rating(s):_____

Total Logged Flight Hours :_____ In last 12 months_____ In last 90 days_____
Total *single engine retractable gear* hours_____
Total *multi-engine* hours_____
Total *fixed wing* hours_____
Total *turbine fixed wing* hours_____

Flight Instructor Certificate (If applicable)
Number_____ Expires_____
Flight Instructor Ratings (check all that apply)
Airplane ☐ Rotorcraft ☐ Glider ☐ Instrument ☐ Multi Engine ☐
Types:_____
Total Instructional hours: Fixed Wing ____ Multi-Engine ____ Turbine Fixed Wing ____ Rotor Wing ____

Have you ever had any accidents or incidents in any motor vehicle or aircraft?	NO ☐ YES ☐
Have you ever been cited for violating civil or military flight rules?	NO ☐ YES ☐
Have you ever been convicted of or pleaded guilty to a felony?	NO ☐ YES ☐
Have you ever been convicted of any violation of drug or alcohol laws?	NO ☐ YES ☐
Have you ever been denied aviation insurance?	NO ☐ YES ☐
Have you had an aviation insurance company cancel a policy held by you?	NO ☐ YES ☐
Have you ever been denied automobile insurance or motorcycle insurance?	NO ☐ YES ☐
Have you ever had any automobile or motorcycle insurance company cancel a policy held by you?	NO ☐ YES ☐

Please explain any YES answers below or, if necessary, on a separate sheet..

No Smoking OR Vaping In Twin Oaks Aircraft