

**FOR UFS USE ONLY**

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**UNITED FLIGHT SYSTEMS**  
**20119A Stuebner Airline Road**  
**Spring, Texas 77379**  
**281-376-0357**

Last Name: \_\_\_\_\_

First Name: \_\_\_\_\_

**FOR UFS USE ONLY**

- Renter
  - ID
  - License
  - Medical
- Student
  - Passport or
  - ID and Birth Certificate

**PILOT INFORMATION SHEET**

DATE: \_\_\_\_\_

FIRST NAME: \_\_\_\_\_ LAST NAME: \_\_\_\_\_

STREET: \_\_\_\_\_

CITY/ST/ZIP: \_\_\_\_\_

EMPLOYER: \_\_\_\_\_

TELEPHONE: (HOME) \_\_\_\_\_ (BUS) \_\_\_\_\_

(CELL) \_\_\_\_\_ (OTHER) \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

EMERGENCY CONTACT: \_\_\_\_\_ PHONE: \_\_\_\_\_

DOB: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

DRIVER'S LIC. #. \_\_\_\_\_ STATE: \_\_\_\_\_ EXP: \_\_\_\_\_

PILOT CERT. NO. \_\_\_\_\_ TYPE: \_\_\_\_\_ ISSUED: \_\_\_\_\_

MEDICAL CERT. CLASS: \_\_\_\_\_ DATE ISSUED: \_\_\_\_\_

LIMITATIONS: \_\_\_\_\_

**FLIGHT TIME SUMMARY**

	CESSNA 152	CESSNA 172	CESSNA 172R	CESSNA 172RG	CESSNA 182	PIPER PA-23
Total Time						

SEL	MEL	GLIDER	ROTOR	RETRACT	NIGHT	INSTRUMENT

STUDENT / PILOT'S SIGNATURE: \_\_\_\_\_

## INSURANCE

UFS maintains \$1,000,000 single limit / \$100,000 per seat public liability coverage on all its aircraft. In addition, \$100,000 of third party bodily injury and property damage liability insurance is included in our hourly aircraft rate.

The UFS insurance policy includes the following deductibles:

TYPE OF AIRCRAFT	NOT IN MOTION	IN MOTION
Single-Engine Fixed Gear	\$250	\$1,000
Single-Engine Retractable Gear	\$250	\$2,500
Multi-Engine Aircraft	\$250	\$5,000

If Pilot is deemed negligent, he or she will be held responsible for any deductible paid by UFS. Pilot may also be responsible for other damages or causes of action not covered by the above-mentioned insurance policy.

If Pilot would like to carry additional insurance coverage beyond our standard policy, it is Pilot's responsibility to secure such coverage from his or her insurance company. We suggest you visit [www.aopaia.com](http://www.aopaia.com) or [www.avemco.com](http://www.avemco.com) to learn more about the costs and benefits of Renters Insurance.

I have received pages three, four, five and six of this agreement. I understand and agree to comply with all of the above operating policies and procedures established by UFS in this rental agreement.

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_



**UNITED FLIGHT SYSTEMS**  
**20119A Stuebner Airline Road**  
**Spring, Texas 77379**  
**281-376-0357**  
**281-320-8431 (fax)**

**AIRCRAFT RENTAL AND USE AGREEMENT**

United Flight Systems, Inc. (referred to as “UFS”) has established the following policies, terms, and conditions for all student pilots, renters, and certified flight instructors (referred to as “Pilot”). This agreement is for our mutual benefit. It is intended to set for the policies of UFS, and outline the Pilot’s responsibilities, which allows us to provide aircraft for your use at the lowest possible rates.

1. Every Pilot is required to follow all regulations and meet currency requirements as set forth by the Federal Aviation Administration and UFS policies.
2. Pilots must have the following documents on file or accessible to UFS prior to each flight:
  - a. Rental Pilot Information Sheet
  - b. If applicable, a current FAA Medical Certificate and Pilot’s Certificate with Flight Review
  - c. Record of aircraft checkout with currency information completed and signed by a UFS representative
3. All Pilots must receive a checkout by a Certified Flight Instructor contracted by UFS. No other person other than the Pilot may act as Pilot in Command of the aircraft, except during training flights with a Certified Flight Instructor.
4. Instruction in any UFS aircraft by a flight instructor not contracted by UFS is strictly prohibited.
5. A Pilot who has not flown for a period of ninety (90) days or more must receive a checkout in the aircraft with a UFS Certified Flight Instructor prior to the flight.
6. Pilot is responsible for knowing their flight schedules, and arriving on time for lessons and flights. Should Pilot fail to cancel a scheduled flight at a reasonable time in advance, or do not show up as scheduled more than once, Pilot will be charged fifty percent (50%) of the full rate for the time the aircraft was scheduled, including the flight instructor.
7. Pilot will be charged a minimum of four (4) flight hours for each 24-hour period of aircraft rental.

8. Overnight use of High-performance aircraft is restricted to pilots holding a current Instrument rating or higher.

9. If you are using a U.S. driver's license to meet the medical requirements of this Renter's Agreement to operate our light sport aircraft you hereby certify that, during the course of your operation of that aircraft:

- a. You will comply with each restriction and limitation imposed by your U.S. driver's license and any judicial or administrative order applying to the operation of a motor vehicle in the state that issued your license;
- b. You have been found eligible for the issuance of at least a third-class airman medical certificate at the time of your most recent application (if you applied for a medical certificate);
- c. You have not had your most recently issued medical certificate (if you held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn;  
AND
- d. You do not know or have reason to know of any medical condition that would make you unable to operate our light-sport aircraft in a safe manner.

At any time you cannot comply with these four items you will contact us immediately.

10. All aircraft are rented "wet." You must have receipts for reimbursement for any fuel, oil, or repairs purchased. UFS will only reimburse Pilot the current fuel cost at the self-service pumps at David Wayne Hooks Airport. UFS will not reimburse Pilot for any fees assessed, included, but not limited to, overnight tie-downs, hangar fees, landing fees, or fuel flow fees.

11. UFS will rent aircraft in airworthy condition, and will inform the pilot of any problem UFS is aware of at the time of rental. UFS is not liable for, and does not guarantee that Pilot will meet their personal schedule, business schedule, or the intended purpose of the flight based on the performance of UFS aircraft.

12. Any problems with UFS aircraft should be reported immediately to UFS staff and recorded.

13. Smoking is prohibited in all UFS aircraft.

14. Travel outside the contiguous 48 United States is prohibited.

15. All aircraft shall be operated only from paved runways at airports recognized in the Airport Facility Directory. All minima set forth in the aircraft Pilot Operating Handbook regarding length of runways for normal landing and takeoff must be met. Non-emergency off-airport landings or landings at unpublished airports in UFS aircraft are prohibited.

16. Pilot is responsible for returning the aircraft to its home base. If the pilot chooses to abandon the aircraft due to weather, or any other reason, the Pilot will be charged with recovery fees and expenses incurred by UFS. UFS must be notified when an aircraft will not be returned at the scheduled time.

17. Approval from a representative of UFS must be obtained prior to any work being performed on an aircraft. Should the repair be a result of pilot error, the Pilot will incur all costs involved including ferrying the aircraft back to David Wayne Hooks Airport.
18. Pilot will be charged for the following miscellaneous costs:
  - A. Excessive or unnecessary wear of the aircraft, or any of its parts or components, due to pilot neglect, or poor technique. Examples include, but are not limited to, flat spotted tires, collapsed nose gear and damaged wing tips,
  - B. Neglect of proper checklist procedures, including but not limited to, leaving the master switch on,
  - C. Lost keys for the aircraft,
  - D. Items missing from the aircraft, including but not limited to fuel drain cup, pitot cover, control wheel lock, manuals, and aircraft documentation, and
  - E. Rented items either not returned or returned in defective condition.
19. Pilot is responsible for securing the aircraft after each and every flight. UFS is not responsible for items left unattended on our premises or in our aircraft.
20. Payment is due and expected at the conclusion of the Pilot's flight. An exception to this payment arrangement can only be made by placing a valid credit card on file with UFS.
21. Pilot will be charged a \$25.00 fee for returned checks and credit card denials.
22. UFS has the right to refuse service to anyone as deemed necessary by management.

### WEATHER MINIMA

Pilot will obtain weather forecasts, reports and check for temporary flight restrictions before each flight, and will not fly when weather conditions are below the rated abilities of the Pilot or when such conditions are forecast.

In order to satisfy insurance requirements and in the further interest of safety, UFS enforces the following weather minima for dispatching of all aircraft.

PILOT CERTIFICATE	CURRENT CONDITIONS			
	CEILING	VISIBILITY	CROSS- WINDS	TEMP/ DEW POINT
STUDENT SOLO	3000'	5 NM	< 5 KTS No gusts	+5
STUDENT CROSS COUNTRY	3000'	6 NM	< 5 KTS No gusts	+5
PRIVATE NON INSTRUMENT	3000'	3 NM	< 10 KTS	+5
PRIVATE INSTRUMENT	800'	2 NM	< 10 KTS	+5
PRIVATE NIGHT MINIMA	5000'	> 6 NM	< 5 KTS	+5

NOTES:

1. A UFS instructor or representative will dispatch all student solo flights. Students must provide proof of endorsements and signoffs before each solo flight.
2. Special VFR is prohibited without a UFS flight instructor on board.
3. UFS, in the interest of safety, may prohibit the dispatch of any aircraft at its sole discretion if it deems necessary.