



Eagle Simulator, LLC
3878 Tamarack Lane,
Lake Oswego, Oregon 97035

AIRCRAFT RENTAL AGREEMENT

For Certificated Pilot Renters

This Agreement is made between Eagle Simulator, LLC (Owner) and Renter. This Agreement form is available as a pdf download at the bottom of the page at <https://eaglesimulator.com/schedule>.

RENTER (print)

FAA CERTIFICATE #

DATE

DATE OF LAST BFR

CFI CONDUCTING CHECK-OUT

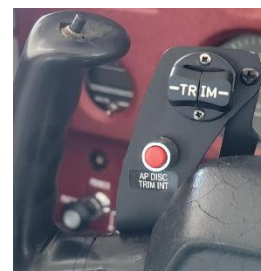


BUSINESS MODEL

Eagle Simulator rents to the certified pilot renter with at least a PPL. The renter can then engage the services of a CFI if they choose to. We DO NOT rent to CFIs for the purposes of flight instruction. The distinction between renting to certified pilots or to CFIs for flight instruction is critical in our FAR obligations. CFIs may rent for themselves as renters, but not to teach. *Our agreement is with the pilot renter and not with the CFI the renter has selected to provide instruction.*

AIRCRAFT OVERVIEW

The C172M N9698H is an IFR-capable platform. It is considered a Technically Advanced Aircraft (TAA) because of the Garmin GFC500 Auto-Pilot, the GNC175 GPS Navigator, and the dual G5s. The aircraft can be flown with or without the AP being active. If the renter intends to use the AP, we encourage you to first read the GFC500 Operator's Manual available online from Garmin or watch a video (for example, see [You tube](#)). Especially make note of the 4 ways to disengage the AP: (1) Press the trim switch on the pilot's yoke, (2) push the AP disc red button on the pilot's yoke, (3) press the AP button on





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the autopilot, (4) pull the autopilot breaker. It is the renter's responsibility to understand the intricacies of the GFC500 autopilot. If the prospective renter desires to use the GFC500 autopilot, then they are required to demonstrate basic proficiency with the AP during their checkout flight.

N9698H also has Envelope Stability Protection (ESP), a Garmin feature that does not allow the aircraft to fly beyond configured parameters of pitch, roll, or speed. ESP is always on whether or not the AP is in use. ESP can be disabled by the pilot via the G5.

N9698H has a RAM STC that allows full throttle for 160 hp on take-off for up to 5 mins. The full explanation is in the red Supplements binder in the airplane.

INSURANCE

Initials

Eagle Simulator carries commercial insurance – hull, injury, liability, and medical - on the aircraft with basic coverage for authorized pilots. We strongly recommend renters carry their own insurance particularly for personal liability and for covering the aircraft insurance hull deductible (\$2500 in motion, \$1000 not in motion).

RATE

Cost to rent N9698H is published online [here](#). It is a wet rental rate. Renter will note their name, date, and Hobbs meter in and out hours in the logbook located in the aircraft. We will send out invoices the first week of the month following the flight activities. **Invoices go to the renter** as shown below (Winston). We accept payment by check, Venmo, Paypal, or cash.

Date	Renter / CFI	Hobbs out	Hobbs In	Total
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8/20	WINSTON / NEEL	2709.5	2711.6	2.1
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LIMITATIONS

Initials

Renter will only operate the aircraft upon documented checkout by a current, licensed FAA Certificated Flight Instructor that has been approved by Eagle Simulator. This is an insurance requirement as well as an Eagle Simulator requirement.

The aircraft will be operated in compliance with the Cessna 172M POH (with supplements) and applicable FARs at all times, except as permitted under emergency conditions.

Renter will use the checklists provided in the aircraft or may create their own ensuring all checklist items are included. A checklist shall be used for preflight, flight, landing and shutdown of the aircraft. Renter will **not** fly outside the normal operating characteristics of the aircraft.

Only authorized pilot renters or their CFI may act as PIC or log flight time in the aircraft unless otherwise authorized by the owners.



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Except as necessary to meet an emergency, or by prior authorization from the owners, landings are permitted only at established airports. Established airports are those listed on current sectional charts and not labeled as hazardous. No landings (except in an emergency) are permitted for the aircraft at airports with warnings, dirt or gravel strips, forest service strips, or unmaintained strips

More:-

- Renter will not hand-prop the airplane.
- Renter is responsible for calculating weight and balance and adequate fuel reserves for their flight. Renter shall obtain weather reports and forecasts, relevant NOTAMs, and relevant TFRs immediately before making a flight (NWKRAFT).
- Renter will fly only with current medical certificate and current flight review.
- Renter will comply with the following:
 1. OIL: Maintain oil level at approximately 6-7 quarts. 6 quarts absolute minimum and 7 quarts maximum. Oil is available in the aircraft or in the hangar A2.
 2. FUEL: 100LL AVGAS only. Must land at the earliest of the following conditions:
 - A. 3 hours of flying time after starting with full tanks
 - B. No more than 6 gallons remaining each tank. Use 7 gal/hr for planning purposes.
 - C. Any fuel gauge reading one needle width remaining (approx. 1/8 tank)
 3. Record beginning and ending Hobbs times for each flight in provided logbook
 4. Clean the windows only with Plexiglass Cleaner and microcloth (provided).
 5. Sump fuel from both wings and from the engine compartment drain prior to the first flight of the day and after each refueling.
 6. Dip the tanks before each flight to more accurately gauge amount of fuel.
 7. Log any maintenance squawks in the aircraft notebook and notify Eagle Simulator owners immediately, typically via text (503-688-8012/503-421-5964). Do not fly the aircraft if there is a possible airworthiness issue. Again, notify the owners if you are in doubt.
 8. Do not perform unauthorized work on the aircraft such as “tinkering” or “making improvements”. If something needs attention, please let us know.
 9. No smoking is permitted in the aircraft or in the hangar.
 10. At the end of the day’s flying, return the aircraft to KUAO hangar A2. *Carefully* back it into its position using the pink tape as a guide. Watch the right wingtip! Watch the tail! Clean the windshield as stated in the post-flight checklist. Plug in the battery minder. Remove bugs from leading edges with provided Pledge. Generally ensure all is ‘tidied up’ and ready for the next renter.



RESERVATIONS HONOR SYSTEM

We’re working on the honor system. Aircraft scheduling is online via

Initials <https://eaglesimulator.com/schedule>. Reserve your time and make sure to bring the airplane back



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by the end time in case someone else has reserved it right after you. If you're unable to fly at the times you scheduled, either change your time on line (you need to have created an account to do that), or notify the next renter, or notify the owners via text or phone call to remove your reservation.

When booking flights, do not monopolize the available times. For example, don't reserve M-F every day from 2-5. Reserve maybe 3 of the 5 days at the same times. If during that week no one else has booked the other 2 days, then feel free to reserve the plane. Our goal is that everyone has equitable opportunity to rent the aircraft.

We have not yet instituted penalties for not flying in your reserved timeslot. We understand not flying when the weather is below your personal minimums or if there is a maintenance or airworthiness issue. If there are other reasons for choosing not to fly for personal reasons, please notify either the next person or the owners.

OFF-AIRPORT REFUEL

There is a fuel card in the Hobbs book to be used at Willamette Avn at the north end of the KUAO runway to refuel. In consideration of other renters, the aircraft should be fueled after flight unless flown for less than one hour. Should the renter have to refuel at a FBO other than Willamette Avn, keep receipts for any fuel added and send to the owners. Eagle Simulator will reimburse the cost of fuel up to the rate charged by Willamette as part of the wet-rental commitment.

SUPPLIED ITEMS

N9698H comes with a tow bar, pitot cover, Cessna Control Column lock, and 2 quarts of oil. Renter is responsible for ensuring these items are replaced as needed. Spare items are in the cabinets in A2. These will be replenished by Eagle Simulator periodically as needed from supplies in the hangar. If you observe supplies are getting low, please let us know.

IMSAFE

Do not fly if you don't feel up to it. If you have recently been feeling sick, be respectful as well as safe, and do not fly the airplane. Similarly we respect anyone who believes wearing a mask is the right thing to do.

HANGAR A2

Initials By accepting the code (4803) to our hangar, you are accepting responsibility for properly operating and caring for the hangar and its possessions during your use. Use lights and other resources judiciously. Most lights are on timers but explicitly should be turned off as you exit. Remember to unhook the hangar doors before opening them, and rehook the doors when they are closed. There are a variety of drinks in the refrigerator. Feel free to take one if you wish.



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OWNER PEROGATIVE

Eagle Simulator reserves the right to change the terms of this agreement at any time. Eagle Simulator also reserves the right to decide who gets to fly N9698H. Be respectful of others, of the airplane, and the hangar. Leave 98H and A2 in the same shape as you would like to find for your own flight.

RENTER TERMS

Photocopies of my pilot license and medical are provided along with this Agreement. Signed this ____ day of _____ 20____:

Renter (signature)

Renter mobile number _____

Renter email (for invoicing) _____

Return this signed Agreement and photocopies to EagleSimulator@gmail.com or place hardcopy documents on the counter in hangar A2.



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N9698H non-CFI and CFI CHECKOUT

Our insurance requires anyone flying N9698H to be checked out by a CFI. Checkout flight is at the renter's expense. Renter will pay Eagle Simulator for aircraft time and will pay the CFI separately at CFI's terms.

The purpose for non-CFI renter checkout is to ensure basic familiarity with the C172, to include knowing critical V-speeds, steep turns, stalls, take-offs and landings, and effective tower communications. The non-CFI checkout may take upwards of 1.0 hrs of flight time.

CFI-to-CFI checkout focuses on the nuances of N9698H that make it different from other C172s; the GFC500 auto-pilot, ESP, LVL, pairing with the GPS175, the HSI bearing pointer, and location of POH supplements. The CFI-to-CFI checkout typically takes no more than .4 to .5 hrs of flight time.

For all pilots, the checkout includes pre- and post-flight procedures (refueling as necessary, completing the Hobbs log, cleaning the windshield, cleaning bugs off wings, connecting the battery minder, placing foam protectors on trailing edge of wings) with specific emphasis on carefully parking the plane back in the hangar.

_____, is signed off to fly N9698H.

CFI Name, Certificate #, Exp date

Date