

LSA North ~ Stick-n-Rudder Flight Training Flight Instruction & Rental Policies

1. All ground and flight operations, solo rental, flight instruction, sales demonstrations and associated flight operations, shall be operated in accordance with all applicable FAA and MN Department of Aeronautics regulations. This includes having current charts and airport facility directories onboard.
2. The Light Sport Aircraft operated by LSA North, Inc. were manufactured in accordance with ASTM LSA standards and do not conform to standard category airworthiness requirements.
3. All ground and flight operations shall be operated with the utmost regard for the safety of the pilot, passengers, equipment and the people and property around the aircraft. When in doubt (or within 10' of an object), shut it down and hand walk your aircraft past an obstacle on the ground or parking position.
4. Prior to each flight renters, or student pilots, must call FSS (1-800-WX-BRIEF) for a verbal standard briefing (weather, NOTAMS, TFRs, etc.). All LSA-Sport Pilot flights must be flown under VFR minimums or greater. Solo Student flights in IMC or MVFR conditions will not be released unless properly licensed, equipped, and proficient for such flights (which will be the rare exception).
5. Prior to each flight renters, or student pilots, will complete a Weight & Balance, Fuel & Flight Plan, and Maintenance Tach Time Check and review of open SQUAWKS. A copy of this must be left on the desk at LSA North prior to your flight being released. This information, and flight planning forms, are found online at <http://lsanorth.com/planning.htm>
6. All student or rental flights must be reserved via the www.ScheduleMaster.com computer reservation system. In addition, all flights must receive a verbal "flight release" from an LSA North, Inc. instructor or manager on the date of the flight. Upon completion of the flight, you must telephone your releaser to advise of the safe completion of the flight and/or of any SQUAWKS or issues you encountered.
7. Checklists and an AOI or POH are provided with each aircraft. All pilots are required to use them prior to flight, during all phases of flight, shutdown and securing the aircraft post flight. You are responsible for cleaning and debugging your aircraft post flight. As a courtesy to the next pilot, please refuel it to just below the bottom of the filler neck (not full) if there is less than half capacity remaining upon completion of your flight. No flights will take off with less than half a tank of gas, or that required for the flight if greater, plus reserves.
8. All flights in excess of 25 miles from Airlake (KLVN) must use ATC Flight Following or file a Flight Plan with FSS. Flights within the local practice area should use ATC Flight Following for traffic advisories if practicing maneuvers, under the hood, or flying near the Class B airspace boundary.
9. Unless prior arrangements have been made, all flights must be paid for in full upon completion. Instruction time reserved, and not canceled with at least 8 hours prior notice, will be charged for the instructor's time.
10. LSA North, Inc. is currently insured by Axa Ins. Co. Policy AVT503090-2009-00 which may change at any time. The maximum bodily injury benefit is \$100,000 per passenger with a maximum benefit of \$1,000,000. Examples of preventable damage are tires blown due to improper landing or braking, doors and windows broken due to slamming shut, lost gas caps not properly secured, tail strikes, etc. Note: not all claims will be submitted to our insurance carrier and you may be responsible for more than the deductible. You are responsible for any damage, lost rental and instruction revenue for five hours per day, not covered by our insurance, up to or which may exceed \$5,000 per incident while the aircraft is out of service. LSA North, Inc. DOES NOT offer renters insurance. We encourage you to purchase your own renters insurance from AOPA, EAA or similar.
11. Aviation can be a hazardous endeavor. Even when pilots do the right thing, bad things can happen. In the event of injury or death, you agree to hold harmless the flight instructors and owners of LSA North, Stick-n-Rudder Flight Training, or any affiliated subsidiaries and be bound by the limits of the insurance contract then in force.
12. The local traffic pattern altitude is 800' AGL. Unless conditions dictate otherwise, all inbound aircraft should be at TPA at least 3~5 miles out and to enter the traffic pattern in a safe and standard method (i.e. 45° entry to the downwind), fly the entire pattern (i.e. no straight in to final approaches), and to make proper radio announcements at each point. Departing aircraft are to climb above TPA as soon as practical.
13. Unless authorized by advanced licensure, or an endorsement in your log book by a CFI, flights into Class A, B, C or D airspace are prohibited. The local practice area of LSA North, Inc operating out of Airlake is divided into two areas; The SE area toward the Stanton (KSYN) airport and the SW area toward Interstate 35 and N of the Faribault (KFBL) airport. Aircraft operating of KSGS or KSTP may also go to the SE area towards KRGK, or elsewhere.
14. LSA North currently uses the Gleim Pilot training courses. All students must log their training in their LSA North file and personal log books. This information must be available upon request for inspection by the appropriate authorities. All pilots must advise LSA North, Inc of any address, medical issues, or licensure changes and to keep their information current on the Schedule Master web site.
15. We strive to complete all student courses and prepare you for your check-ride in as few hours as legally required by the FAA regulations. However, we cannot guarantee that all students will be recommended to the FAA for a Practical Exam or the number of hours to the check ride. Becoming a licensed pilot is not a right and is more than a privilege. It requires mastery of many skills, judgment, and good habits that only you may, or may not, be able to control.
16. It is required that all students and renters of LSA North, Inc. and its' subsidiaries receive, or have access to, a copy of this information. It is your responsibility to comply with all regulations and policies and to ask questions when you do not understand. These policies and procedures will change and be amended in the future as needs dictate. When posted to the web site they are effective with your next flight by your signature below. We welcome comments, questions, and suggestions for improvement.
17. ***Thank you for your business! We appreciate it.***

I have received a copy of these policies and I agree to abide by them.

X _____ Date: _____

We are required by the Federal Aviation Regulations (FARs) to maintain certain information about our student pilots, and aircraft renters. You are required to keep this information up to date with us. Please keep the online Schedule-Master system up to date with your contact information and certificate dates. All information is held in our files and is not shared with any third-party sources, other than the FAA and the management of LSA North, Inc. & Stick-n-Rudder Flight Training, LLC

Pilot Name: _____

Home address: _____

City/State/ZIP: _____

Email (print clearly): _____

Phone (C) _____

Phone (H) _____

Date of Birth: _____

State Drivers License #: _____

Expiration Date: _____

USA Passport #: _____

Birth certificate #: _____

Student Pilot Certificate #: _____

Pilot Certificate #: _____

Highest Rating: _____

Current Training Desired: _____

Any medical conditions, impairments, or drug usage we should be aware of that could impact your flying? _____

Enrolled FAA Wings faasafety.gov _____

Enrolled AOPA Flight Training Magazine _____

Purchased Renters Insurance _____

Completed TSA Security Training _____

Student Photo Onfile _____

Emergency Contact: _____

Name: _____

Relationship: _____

Phone: _____

Pilot Signature and Date: _____

CFI Signature and Date: _____

