

C-GETL User Agreement

1. Only current full members of the Westview Flying Club may fly C-GETL.
2. User pilots must be current on type as per the CARS (single engine, non high performance, land aeroplane).
 - a. An initial familiarization ride is mandatory for all renters
 - b. User pilot must fly the aircraft at least 1 hour in 12 months or must take a check ride by a club approved check pilot.
3. The duration of any familiarization or check ride is at the discretion of the WFC check out pilot or instructor. Flight time for the familiarization or check ride is to be paid for by the pilot being checked out.
4. User pilot must be prepared to show their pilot log books and licence prior to familiarization or check rides or when asked at anytime by a member of the executive or person in charge of the C-GETL.
5. Bookings are on a first come, first served basis and **must be entered on the WFC website** (westviewflyingclub.com) Availability of the aircraft must be ensured by checking the website before each flight.
6. Pilots who find themselves unable to return the aircraft by the specified time in their booking must notify a WFC executive member by phone.
7. If booking the aircraft for more than 1 day, a member of the executive must be consulted.
8. The aircraft must only be operated from approved airstrips listed in the current Canadian Flight Supplement unless prior approval by the executive.
9. Only manoeuvres approved specifically by the Pilot's Operating Handbook are to be performed. Aerobatics other than those specified are prohibited. The aircraft must be flown at all times in accordance with the limitations and recommendations of the manufacturer as specified in the Pilot's Operating Handbook.
10. The aircraft must be flown at all times in accordance with all Canadian Air Regulations (CARS). Flights in violation of these leave the pilot solely responsible for payment of damage or liability incurred as a result of such flight.

11. **If any form of damage or unserviceability occurs, the pilot must report the problem immediately to the executive of the WFC.** It is also the responsibility of the pilot to surrender the key and the journey log directly to a member of the executive to ensure no other person flies an unsafe aircraft. A notice should also be left on the white board in the club and on the website stating the aircraft is out of service.
12. In the event of hull damage, the **USER PILOT** will be responsible for paying costs up to the amount of the deductible.
13. Pilots must do a thorough pre-flight to ensure that all previous damage has been reported.
14. The rate for the aircraft is based on operating costs and may be adjusted periodically to meet any increase in costs.
15. All flying times must be paid in full at the end of each flight. No person may fly the aircraft with a negative balance.
16. Pilots are responsible for paying tie down or landing fees.
17. **All pilots must operate the aircraft in accordance with the procedures outlined in the this sheet. These procedures include fueling, cleaning, logging flights, etc. and may be revised periodically.**
18. All pilots **MUST** sign a copy of this agreement and the Pilot information sheet prior to flying the aircraft.
19. **Ground handling and moving of GETL is to be done by the tow bar and pushing on the wing struts only. Do not push down or sit on the tail surfaces to move the aircraft.**
20. Failure to comply with the rules and regulations set forth may result in the loss of the user privileges at the discretion of the WFC executive.

Signature

Date

Print Name

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