

# Contract for Training Services

with

## Stick & Rudder Aviation

(a dba of Stick & Rudder, LLC)

### Preamble

You are about to undertake serious, professional, and structured flight training. During your training, you will be challenged and questioned. Stick & Rudder Aviation instructors will make every effort to keep the training atmosphere fun and fulfilling.

All aspects, within our lesson plan (published on our web site), will be covered regardless of the degree of training you require.

Regardless of your Pilot licensing or level of experience - Stick & Rudder Aviation instructors will remain the Pilot-In-Command (PIC) throughout your training.

If at anytime you feel concerned for your safety, we expect you to query the instructor for further explanation, AND immediately ask to stop the maneuver.

You will be training - in a responsive airplane (at precise airspeeds), with varied weather conditions, in a new environment, and with diverse topography - for which you may be quite unfamiliar. Please understand, your instructor has the experience and skills in these conditions and areas - please respectfully trust their judgement.

### Pre-Training Deposit

Please understand - as our training programs are all several days to weeks of undivided attention towards your training goals; A last-minute cancellation can leave a large hole in our training schedule that can not be filled at the last-minute (as the majority of our clients come from out-of-the-state and country). Therefore, a deposit is required to reserve a training window on our schedule - even for a one day Demonstration flight / 1st lesson.

Once your Training Window dates has been coordinated with your preference and our availability - we courtesy hold the dates in reserve from other clients - for 7 days - awaiting you deposit, and signed "Contract for Services".

You will not be invoiced for your deposit - this is up to you to submit. Preferred method for submission - is a personal check by postal mail - and electronically send the "Contract for Services" signature page.

Once we receive your deposit - we will Email you a statement of the deposit on account, and a confirmation of your reserved dates.

We require a minimum \$1000 deposit for every (2-7 days) of TRAINING reserved on our schedule, and a signed "Contract for Services".

For a one-day sales DEMONSTRATION / 1st Kitfox lesson - we require a \$300 deposit, and a signed "Contract for Services".

If you are requesting an aircraft ferry service, or Out-of-Town Training the following will be invoiced and a deposit (estimating expenses) may be requested:

- A day rate for the instructor of \$550 - will include up to 8 hours of ferry, training, and airline travel. Additional time may be charged by the hour.
- Reimbursement by Emailed invoice: for all lodging, meals, airline, ground transportation, aircraft fuel, aircraft hangar, FBO ramp fees, and aircraft maintenance.
- Travel or training on the final day (without an overnight) will be billed @ \$85 or the Day Rate - which ever is less.

Please review and include a signed copy of our "Contract for Training Services" with your deposit. A link to a printable copy is on the web site

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Please send a personal or bank check and contract to:

**Stick & Rudder Aviation**  
P.O. Box 477  
Greenleaf Idaho 83626

We can except PayPal payments (where you can either use your credit card, or bank account within PayPal). Our account is listed under our Email address [kitfox.training@gmail.com](mailto:kitfox.training@gmail.com)  
@ <https://www.paypal.com/us/home>

In-country (US) transfer fees are typically 3.5%. Out-of-Country transfer fees vary by country and cross-border exchange rate - average 5%.

Any services fees Stick & Rudder Aviation incurs will subtracted from your deposit, or added to your final invoice (depending on the timeframe of your training). We do not accept credit cards for training deposits.

### Cancellations

Any change in your commitment for the reserved training window - Stick & Rudder Aviation must be notified immediately in writing by Email. Please realize, due to our demand - we may not be able to make any changes - as other clients are immediately leading or following your training window.

Based on our lengthy coordination required to set up, and assure, your overnight "Backcountry Training Tour" - Any changes to your Wilderness lodging - will be charged \$25/lodge.

The deposit is NON-refundable, if you cancel within 60 days of your reservation.

Should circumstances arise that you must cancel, we will then hold your deposit on account for 6 months in the hopes you will reschedule your training. Once you start your training, the deposit will be used towards your training balance.

### Scheduling

Please Email us with your preferred dates options FIRST - as our training schedule is far too dynamic and complicated for us to just give you our availability. Once we compare your preferred dates options with our training schedule - we will Email you an acknowledgement that your preferred dates will work OR options around your preferred dates.

BEFORE we will accept a reservation for an Accelerated (Every day, All day) "Primary" (student) pilot training window (averages 30-45 days) to a license - we require (4) items:

1. A Student Pilot License
2. A 3rd Class Medical - unless planning on a Sport Pilot (then must have a valid driver's license) - all to be valid during the period of training.
3. Pass the FAA written test (within the last 2 years) - with a grade of 90% or better.
4. Proof of US citizenship, valid passport or birth certificate AND picture ID (like valid driver's license or expired passport)

See web site "Learning to Fly" > "Steps to a Pilot License" link - for reference to the 4 requirements.

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We need a start date of your proposed training AND and the last day of your training.

Please realize, typically (based on airline schedules) you will need to arrive the day before the start of your training. If you plan to train and return home, the same day, on your last day - we need to know your departure timing in advance - so we can schedule the stop of your training in time.

If we do not receive your deposit - we will send one last Email reminder for immediate deposit and signed "Contract for Training Services" - and then your dates will be opened back up to others.

### Post-Training Payments

As there will most likely be a balance due at the end of your training - you will be invoiced by Email within a week of the completion of your training. If needed, a hard copy can be mailed to your home.

If you are here for training to a license (30-45 days) - you will be invoiced approximately once per week during your time here.

To minimize any accounting errors - please do not ask the Instructors to calculate your training expenses.

Feel free to tip your instructors if you feel appropriate, but this is not necessary, nor customary in this service.

We would appreciate (and expect) payment immediately upon receiving your Emailed invoice - via a personal check or PayPal. We are not net 30 days.

Please advise if you are planning to use PayPal - we will then calculate the PayPal transfer fee (based on your country) and add this within your post-training invoice.

If you must to use a credit card - we can process them manually via a phone call to my wife Terry. Unfortunately, based on our margins & few transactions - the processing fee we are charged (3-6%), will be added to your charge.

Payments not received within 10 days of your Emailed invoice date - will accrue finance charges based @ 20% (annually).

### Caveats

Stick & Rudder Aviation is attentive to the considerable investment you are making to obtain professional flight training and the value of your limited training time here in Idaho. Nevertheless, unforeseen or uncontrollable situations arise.

Please understand, Stick & Rudder Aviation will not be held accountable...

- For weather delays:

(Concern for your safety drives our conservative go/no-go decisions)

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- For airport taxi, traffic pattern, or fueling delays:

(You will learn the STOL capabilities of the Kitfox, gaining the confidence with intersection takeoffs, short approaches, and long landings to save you flight time).

- For mechanical failures.

Our Kitfox(s) receive Annual Condition Inspections (every 100 hours rather than yearly).

Therefore, historically, in conjunction with Kitfox's high reliability - mechanical issues are few. With our symbiotic relationship with the factory (13 min (8.9 miles) away) - most maintenance concerns are usually resolved in a very timely and efficient manner.

- For the reserved training window being insufficient time to accomplish your goals.

(Everyone learns at a different rate - please don't rush the training)

- For your lack of preparation:

We strive to offer thorough and efficient training in the shortest amount of time (saving cost), but this responsibility must be shared by the client. Not taking the time to adequately prepare for your training - with a full understanding of the concepts - will only cost you time (and money).

We are required to teach to a standard (see links below), and before we offer any endorsements.

[https://www.faa.gov/training\\_testing/testing/acs/media/private\\_airplane\\_acs\\_change\\_1.pdf](https://www.faa.gov/training_testing/testing/acs/media/private_airplane_acs_change_1.pdf)

[https://www.faa.gov/training\\_testing/testing/test\\_standards/media/faq-s-8081-29.pdf](https://www.faa.gov/training_testing/testing/test_standards/media/faq-s-8081-29.pdf)

<https://www.aopa.org/training-and-safety/active-pilots/ratings-and-endorsements/other-ratings>

**We reserve the right to postpone training if we determine you are not adequate prepared for the training.**

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We thank you for choosing Stick & Rudder Aviation training programs. We look forward to flying with you.

*Your signature below signifies you have read, understand, and will follow the guidelines of this contract. Simply return just this signature page with your deposit.*

Pilot, Student, Client (Print): \_\_\_\_\_

Sign: \_\_\_\_\_

Training Date(s): \_\_\_\_\_

Training Type confirmed: \_\_\_\_\_ Backcountry Training Tour \_\_\_\_\_ Tailwheel Endorsement  
\_\_\_\_\_ Demo/1st Lesson \_\_\_\_\_ Kitfox Owner Training  
\_\_\_\_\_ Obtaining a Pilot's License \_\_\_\_\_ Obtaining a Commercial License

Physical & Postal Address (if different):

\_\_\_\_\_  
\_\_\_\_\_

Cell Phone # (Text capability? - to be used while in training):

\_\_\_\_\_

E-mail: \_\_\_\_\_

Physical description and age

(For weight and balance, cockpit comfort, flight control freedom of movement, and pacing our lessons to the individual). Kitfox's do not fit everyone.

Weight (for useful load remaining for fuel) \_\_\_\_\_

Height (for matching sight picture, headset clearance, and rudder pedal adjustment) \_\_\_\_\_

Girth @ waist (for "stick back" travel, roll authority, and seat belt length) \_\_\_\_\_

Physical impairments to coordination, or flight control movements \_\_\_\_\_  
\_\_\_\_\_

Age (to estimate the pace, and average length of lessons/day) \_\_\_\_\_

Today's Date: \_\_\_\_\_