

Contract for Training Services

with

Stick & Rudder Aviation

(a dba of Stick & Rudder, LLC)

2025 season

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, fulfilling, and enlightening.

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-state and out-of-country).

Therefore, a "TRAINING" deposit is required to reserve a training window on our schedule - even for a one day Sales Demonstration flight / 1st lesson.

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

You will not be invoiced for your "TRAINING" deposit - this is up to you to submit within 7 business days, once we collectively agree to a training date window.

Preferred method for submission - is a personal check by postal mail - and electronically send a picture of the "Contract for Services" signature page.

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Once we receive your "TRAINING" deposit AND signed "Contract for Services" - we will Email you a statement of the "TRAINING" deposit on account, and a confirmation of your reserved dates.

We require a minimum \$2000 "TRAINING" 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 \$500 deposit, AND a signed "Contract for Services".

Once we receive your "TRAINING" deposit and signed "Contract for Services" - we then reserve and pay for your lodging reservation - which includes the lodge room or cabin, the 3 meals per stay, the staff gratuity, and sales and lodging taxes. My lovely wife Terry will then Email you an invoice for reimbursement. This is not deducted from your "TRAINING" deposit. Occasionally, due to high lodge reservation demands, we may courtesy reserve and pay for your lodging ahead of receiving your "TRAINING" deposit and have even pre-booked a lodge a year in advance. Regardless once the training dates are agreed upon - we expect lodge reservation reimbursement.

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

- A day rate for the instructor of \$625 - whenever the instructor is overnight, or length of duty. Day Rate is based on up to 6 hours of duty for: ground &/or flight training, ferry, or airline travel.
- Reimbursement by our Emailed invoice is expected: 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 @ \$125, or the Day Rate - which ever is less in hours.

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

Please send a personal or bank check and contract to:

Stick & Rudder Aviation

P.O. Box 75

Ola, Idaho 83657

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To minimize money transfer APP or bank wire transfer fees - we prefer a personal or bank check.

We can except PayPal payments (where you can either use your credit card, or bank account within PayPal). With PayPal there are fees associated with money transfers. Our account is listed under our Email address kitfox.training@gmail.com @ <https://www.paypal.com/us/home>

“Zelle” is also an option - and our account is listed under my wife’s (Terry) telephone # 208-863-7499 @ <https://www.zellepay.com/>

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

Typically out-of-country pilots - wire transfer funds from their bank to our US bank. Once this method is decided - we will then Email the wire transfer routing and account numbers.

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 the demand for our training - we may not be able to make any changes - as other clients may be immediately leading or following your training window.

Based on our lengthy Email & phone choreography required to set up, and assure, your overnight “*Backcountry Training Tour*” - Any changes to your Wilderness lodging reservations - will be charged @ \$50/lodge administration fee.

Because of the higher demand on their availability - within their short open duration (typically about May 15 - October 15) - Lodging payments are NON-refundable less than 90 days out, and typically incur their administration fee(?) in the refund - some lodges up to 50% of the total cost.

Your “TRAINING” deposit is also NON-refundable, if you cancel within 90 days of your reservation.

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Should circumstances arise that you must cancel, we will courtesy hold your "TRAINING" deposit on account within our training season (ending about Thanksgiving due to snow covering the airstrips), in hopes you will attempt to re-schedule. In addition, the Wilderness Lodges also always do their best to re-schedule us (only within the same season), but their availability is not guaranteed.

Once you start your training, the deposit will be used towards your overall 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 other options around your preferred dates.

We **need** a start date of your proposed training AND and the last day of your training to help choreograph your training based on your goals.

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 "Training" deposit within 7 business days - we will Email you a "*Just curious if still interested*" reminder requesting an immediate "TRAINING" deposit and signed "Contract for Services", Without an immediate reply from you - your dates will be opened back up to be available for other Pilots.

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.

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.

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We would appreciate (and expect) payment immediately upon receiving your Emailed invoice - via a personal check, PayPal, Zelle, or bank wire transfer Your invoice balance is due upon receipt.

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 lovely wife Terry. Unfortunately, based on our margins & our few transactions - the processing fee we are charged (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)

- 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 an "Annual Condition Inspection" (every 100 hours rather than yearly).

Therefore, historically, in conjunction with Kitfox's high reliability - mechanical issues are few. With our symbiotic relationship with Kitfox & Rotax experienced maintenance facility (AERO COLOR) ~ 13 min (8.9

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miles) away by air - 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 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 reserve the right to postpone training, if we determine you are not adequately prepared for the training. Please follow our Email instruction and Web site recommendations for "How to prep for your training" AND "What to bring".

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

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:

_____ Overnight Wilderness Lodge "Backcountry Training Tour"

_____ Tank-of-Gas Day-loop Backcountry Training - returning to hotel civilization each day

_____ Sales Demo/1st Lesson

_____ Kitfox Owner "Type" Training

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Address (if different list both):

Postal: _____

Physical: _____

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

E-mail: _____

Total time: _____

Tailwheel time: _____

What types of TW airplanes:

Currency (hours last 90 days): _____

Tailwheel currency (last 90 days): _____

If none above, When was last currency: _____

BFR completed (date): _____

Physical description and age:

(For weight and balance, cockpit comfort, flight control freedom of movement, and pacing our lessons to the individual). Kitfox Aircraft 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 pace of training, and average length of lessons/day) _____

(We defer to your preference and ability, and also evaluate your progress to the new skills)

Today's Date: _____