

Safety Procedures & Practices Blue Skies Flight Training LLC (BSFT)

Welcome to Blue Skies Flight Training LLC (BSFT). Our goal here is to provide you with the SAFEST possible flight training available anywhere. In order to do this, it is imperative that the safety procedures listed in this document be adhered to. If you have any questions, comments, or concerns regarding these procedures, contact Matt Cole for an explanation via telephone call at 405-361-5978. These procedures are available at <https://blueskiesflightschool.com/preflight-planning/>. **All Instructors, Renters, Student Pilots, & Student Pilots who own & fly their own aircraft must acknowledge they have read and agree to abide by the procedures herein by signing the last page.**

WEATHER MINIMUMS:

Dual (VFR) Local:

In traffic pattern: Minimum 1500' ceiling, 3 sm visibility
In practice area: Minimum 2500' ceiling, 5sm visibility
Maximum Wind: 30 knots, Max Crosswind 20 knots

Dual (VFR) Cross Country:

Minimum 3000' ceiling, 5sm miles visibility
Maximum Wind: 30 knots, Max Crosswind 20 knots

Student Pilot Solo Local:

In traffic pattern: 1500' ceiling, 5sm miles visibility AND forecast to remain at or better than these minimums for entire route and duration of flight
In practice area: 3000' ceilings, 6sm visibility
Maximum Wind: 20 knots, Max Crosswind: 5 knots (unless higher has been practiced with and/or endorsed by the CFI) AND forecast to remain at or less than these maximums for the entire duration of flight

Student Pilot Solo Cross Country:

4000' ceiling, 6sm visibility, AND forecast to remain at or better than these minimums over the entire route and duration of flight
Maximum Wind: 20 knots, Max Crosswind: 5 knots (unless higher has been practiced with and/or endorsed by the CFI) AND forecast to remain at or less than these maximums for entire route and duration of flight

Any Activity Including: Dual or w/DPE:

30 knots maximum wind including gusts, 20 knot max cross wind including gusts AND forecast to remain at or less than these maximums for entire duration of flight.

Instructors shall NEVER simulate an emergency during actual IMC Conditions

IFR in the yellow aircraft N12867:

ALL IFR Equipment in operable condition including the WAAS GPS

Ceiling reported or forecast to be 1000 feet AGL or higher and at or better than 2 miles visibility for the entire route and duration of the flight.

VFR or IFR in the blue aircraft N20464:

NOTE: Blue aircraft has no GPS to get back into Guthrie

Reported or forecast ceilings of 2000 feet or better, no less than 3sm visibility

Traffic Pattern Only: A minimum of 1500 foot ceilings is ok for traffic pattern work only.

Thunderstorms: **All pilots are to remain at least 20 miles away from ANY thunderstorm whenever possible** unless it becomes necessary to get closer in order to get to safety. No flights shall launch if there are thunderstorms within 20 miles of KGOK or if not at Guthrie then the airport from which you are departing. The LYNX 9000 Transponder contains ADSB Radar and its use is highly encouraged. However, be advised that information on this transponder and any NEXRAD RADAR displaying type device may be up to 20 minutes old DESPITE what the refresh screen says; hence, the 20 mile safety buffer. No solo cross country flights shall depart if there is a Tornado Watch, Severe Thunderstorm Watch, Convective Sigmet, or Convective Outlook in effect for Guthrie, anywhere along the route, or at the destination of the solo cross country flight. Extreme caution should be exercised by licensed pilots, renters, and instructors giving flight training within a Tornado Watch, Severe Thunderstorm Watch or a Convective Sigmet. Flying in such watch areas is discouraged by Blue Skies Flight Training.

Winter Weather: No solo cross country flights shall depart Guthrie if there is a winter storm warning, blizzard warning, or ice storm warning. Extreme caution should be exercised if flying in areas where there are winter storm watches, ice storm watches, blizzard watches, or winter weather advisories, and launching in such watch areas, especially when going cross country, is discouraged by Blue Skies Flight Training.

STARTING PROCEDURES

1. Private Pilots or better may start the Blue Skies aircraft without a flight instructor at the Blue Skies hangar. It is always encouraged for an instructor to be at the airport for all solo flights; however, for advanced solo students going on a local solo, the instructor may dispatch the flight while not at the airport as long as they or another instructor are/is available by telephone call, text, radio frequency, or by any means of instant communication, and an instructor is in a position to stay similarly in touch to check the weather prior to and during the local solo flight. Cross country flights need an endorsement each time so generally an instructor is at the airport for each solo cross country flight. For first solos, the instructor shall be at the airport for the duration of the solo as well as in a position to observe all landings. **Student pilots who own their own aircraft are bound by the exact same limitations as solo students renting Blue Skies Aircraft.**
2. Multiple Fire extinguishers are available in the Blue Skies Hangar AND each of the Blue Skies aircraft are equipped with a fire extinguisher.
3. **PRIOR TO STARTING THE ENGINE, ALWAYS COMPLETE A FINAL 360 WALK-AROUND TO VERIFY ONE LAST TIME THAT THE TOW BAR IS REMOVED, CHALKS REMOVED, GUST LOCKS REMOVED, FUEL CAPS ARE POINTING IN THE CLOSED DIRECTION, THE OIL DIPSTICK DOOR IS CLOSED, & THE AREA AROUND THE PROPELLER IS VISUALLY CLEAR.**
4. The checklist says to raise the flaps AFTER engine start, however, it is prudent to raise them prior to starting the aircraft as this increases visibility and allows you to see potential pedestrians who could easily be blocked by fully extended flaps.
5. When getting ready to start the engine ALWAYS yell "CLEAR PROP" prior to engaging the ignition.
6. **DO NOT PRIME THE ENGINES WITH THE PRIMER KNOB.** Only on rare occasions in the dead of winter may it need ONE SHOT of primer if it has unavoidably been parked outside for a few hours; however, the planes shall generally be kept parked inside the hangar during the winter when at KGOK and hangar temp set to 55 degrees.
7. Instead of using the primer knob, start cranking the ignition. While cranking ignition quickly push the throttle to about the halfway point, then pull back to the 1/4" open position. It should promptly start thereafter. If it does not start, try similarly pumping the throttle one more time.

8. Crank the engine for no longer than 10 seconds at a time and allow one minute to cool between cranks. Attempt this only four times, then 20 minutes must be allowed for starter to cool.
9. There shall be no engine starts when ambient air temperatures are below 30 degrees F (0 degrees C) if the engine block has NOT been heated or the aircraft was not left in a heated hangar.
10. **Always lean the mixture immediately AFTER startup**, especially in warm temperatures (i.e. 70 degrees F/21 degrees C or warmer). Lean the mixture back approximately one inch from full rich position immediately after starting the engine. Failure to do this over 70 degrees F can result in a failed mag check or rough running engine by the time you get to the end of the taxiway for the runup. If the mag check happens to fail (i.e. drops more than 125 rpm, or drops more than 50 rpm differential, and the engine runs rough), providing oil temp is up in the green (91 Degrees F or higher as indicated on the EDM 730's), then set the throttle to full power and lean the mixture until a sizeable RPM drop is observed. Allow about 20 seconds at this reduced RPM for carbon to be burned off the plugs. Then, enrichen the mixture slightly for max power until ready for takeoff. Do this multiple times and if multiple attempts to burn off the deposits fail, aircraft should be taxied back to the ramp until Cole, another CFI, or the mechanics can look at it.
11. **Takeoffs in all temperatures should be performed with the mixture full rich.** Always monitor the EDM 730 during climb out to ensure cylinder head temp (CHT) doesn't get to the red line of 450 degrees. We have been having trouble with cylinder number three getting way too hot especially in N20464. Therefore, climb outs in the hot summer months in both planes should be done at no less than 90 mph and 100 mph may be needed when CHTs start rising past 400 degrees.

FIRE PRECAUTIONS AND PROCEDURES:

1. Extreme care should be taken to avoid over-priming the engine especially during cold weather. **Do not "PUMP" the throttle in an attempt to prime the engine UNLESS you are simultaneously cranking the ignition** and then only pump 1-2 times while cranking (see #6, 7, 8 above for detailed instructions regarding priming the engine). Pumping the throttle with the ignition not cranking can create a fire hazard.
2. If a fire should occur during the starting procedure, keep the engine cranking in an attempt to complete the start in an effort to draw the fire into the induction system. If the engine fails to start after a few more seconds, or the fire fails to be drawn into the engine, turn the fuel selector valve to the **OFF** position, throttle and mixture to the **IDLE CUT-OFF** position, Master Switch **OFF**, and evacuate the aircraft immediately and request emergency fire assistance.
3. If not at the home base, call immediately for further instructions concerning the airworthiness of the aircraft. In no case should the aircraft be operated until cleared by the flight school.

TAXI PROCEDURES:

1. **Always ensure your seat is locked into the seat tracks by firmly and evenly pressing straight back on the brake pedals prior to starting the initial taxi and again prior to taxiing into position for takeoff. Both aircraft have front seats that have a tendency to not easily lock into place despite strict adherence to the seat track AD. Be advised if the pilot seat or the instructor seat, if applicable, does NOT properly lock, a crash could occur.**
2. Taxiing on ramp areas and close to other aircraft shall be at the speed of a slow walk. When out on the main taxiway, taxiing at the speed of a brisk walk or even a slow jog is acceptable; airspeed indicator should never be indicating a speed while on the ground. If it does, you are taxiing too fast.

3. Do not ride the brakes while taxiing. Control taxi speed with power; once desired taxi speed is achieved, reduce rpm to 1000, then consciously get off the brakes. When pressing the brakes, throttle should be at idle when pressing the brakes, then once at desired speed or stopped, rpm adjusted back to 1000.
4. Do not attempt to maneuver the aircraft in a tight area without an outside observer watching the wing tips.
5. Always observe the correct position of the flight controls with respect to the wind direction during taxi, takeoff and landing.

REPORTING AIRCRAFT DISCREPANCIES:

1. Make note of any discrepancies during the flight or maintenance issues that may occur.
2. Verbally communicate those discrepancies to your instructor and/or Matt Cole.

SECURING THE AIRCRAFT:

1. After each dual flight, the instructor is responsible for ensuring the aircraft is secured, i.e. Master Switch OFF, Magnetos OFF, key back in the book, Beacon left in the ON position at all times, the aircraft locked with the control lock in place (if parked outside), pitot tube cover ON, and the parking brake OFF. **NEVER leave the tow bar attached when finished parking the aircraft in the hangar or on the ramp.** Bad habits such as leaving the tow bar attached to the aircraft any longer than the bare minimum necessary to move the aircraft can easily lead to a \$20,000 to \$30,000 mistake. **Never attach the tow bar with the key still in the ignition.** In fact, the key should never be left in the ignition any longer than absolutely necessary to accomplish the engine start procedures at the beginning of a flight and the engine shut down procedures at the end of a flight. In other words, don't put the key into the ignition until you reach the starting engine checklist; it should be dangling from the VOR OBS Knob or the Kollsman Window altimeter adjustment knob. Then, take the key out of the ignition when you reach the mags OFF section of the engine shut down checklist. All other times the key should NOT be in the ignition.
2. Student pilots going solo and rated renter pilots, see previous paragraph in this section. You are responsible for the exact same things.
3. Instructors, students, and renters are fully accountable for the security and care of the aircraft during all flights, stop overs, and layovers.
4. Remember to record the Hobbs time and Tachometer time at the completion of each flight.
5. When back in Guthrie, please return the aircraft back into the hangar if the next scheduled flight's pilots have not yet arrived. If they are already there, leave it chocked and out on the ramp on the side close to the Blue Skies building. If the next scheduled flight's pilots have not yet arrived by the time you are ready to leave the airport, please place the aircraft back in the hangar, secure the doors, shut off the lights, and lock the office door. Do NOT assume because there is a scheduled flight after yours that they will show up and fly.

FUEL RESERVE:

Local Flights:

No local flights will be made unless, at the beginning of the flight, the fuel tanks have enough fuel in them to allow the entire flight to occur plus one hour reserve as observed by dipping both tanks with the dip stick kept in the glove compartments of each aircraft. **NEVER RELY ON THE FUEL GAUGES TO DETERMINE FUEL QUANTITY. FUEL GAUGES IN AIRCRAFT ARE NOTORIOUSLY INACCURATE. A minimum of one hour of fuel must be onboard at the completion of ALL**

flights per Blue Skies Safety Procedures.

Cross Country Flights:

All cross country flights shall begin with FULL fuel whenever possible, as verified by dipping both tanks with the dip stick. **NEVER RELY ON THE FUEL GUAGES TO DETERMINE FUEL QUANTITY. FUEL GUAGES IN AIRCRAFT ARE NOTORIOUSLY INACCURATE. A minimum of one hour of fuel must be onboard at the completion of ALL flights per Blue Skies Safety Procedures.**

REDISPATCH PROCEDURES:

1. Should a student pilot solo landing be required at an airport not on the flight plan, contact your flight instructor or Matt Cole immediately for further instructions.
2. If forced to remain overnight because of weather or other circumstances, call your instructor or Matt Cole immediately when such a delay is encountered. If necessary, your flight will be redispached by phone conversation with your flight instructor or Matt Cole the following day. Student pilots will have their logbook signed for the return flight by the dispatching instructor.
3. If, due to an emergency or mechanical issue, an unscheduled landing is made at an airport other than the airport on the flight plan, **CONTACT YOUR FLIGHT INSTRUCTOR OR MATT COLE IMMEDIATELY AND DO NOT ATTEMPT TO TAKEOFF.**

COLLISION AVOIDANCE:

1. At all times, each person occupying a pilot seat will maintain a constant surveillance for other aircraft to avoid possible collision both on the ground and in the air. Particular care must be exercised anywhere within 10 miles from any airport/ part of both practice areas and when passing over or near NAVAIDS.
2. Students learning the role of pilot in command should request that any qualified pilot in the right seat provide assistance (e.g. reading checklists, monitoring engine instruments, or provide any other assistance necessary) in an emergency.
3. Prior to each flight, both student, instructor, and/or renter pilot should insure the windshield is clean, i.e. free from bugs and dirt. Cleaning fluid (Clear View Windshield in a green can) and a microfiber towel are provided for cleaning the windows at the hangar. If you are away from Blue Skies, NEVER spray the windshield or any of the other windows with Windex or similar type cleaning fluid. Clear View, Plexus, Prist or an aviation plexiglass cleaner are the only products approved for cleaning the windows. Never clean the windows with anything other than a microfiber towel, make sure the towel is clean, and strokes are from the top of the windshield to the bottom of the windshield.
4. All flights, dual or solo, whether out to a practice area or on a cross country, whenever possible should request Radar Advisories when local in the practice areas or Flight Following when leaving OKC Approach Control Area i.e. Cross Country Flight:
 - a. West Practice Area OKC Approach 124.60
 - b. East Practice OKC Approach 124.20
 - c. North Practice Kansas City center 127.80
 - d. "Center Advisories", i.e. Flight Following, to your destination should also be requested for dual and solo cross country flights that are departing the OKC area.
5. Know how to operate the Lynx 9000 Traffic Page and Weather Pages. It's as simple as sliding your finger left or right on the screen of the transponders installed in both aircraft; however, be advised they will NOT pick up other aircraft that are not using or do not have an operable Mode C or better transponder.

6. All day VFR flights should include the use of ALL exterior anti-collision lights including the LED landing/taxi lights from takeoff to landing. Night VFR, lights per FAR and as necessary.

PRACTICE AREA & OTHER IMPORTANT ITEMS:

1. The practice areas are located starting 10 miles east and 10 miles west of Guthrie airport, and extend another 20 miles east if in the east practice area and another 20 miles west if in the west practice area, and 20 miles south in both practice areas. You and your instructor will be expected to use these areas for local training flights which include VFR and IFR maneuvers (not including approaches or cross countries). All solo and training flights to the practice areas should include radar services/radar advisories for additional safety margins. The closest very tall tower from Guthrie is located 6.8nm SSW and is 1110 AGL/2105 MSL. Always check the NOTAMS prior to each flight and review a VFR sectional for obstruction tower information etc.
2. Simulated emergency landings shall only be practiced with a Blue Skies Authorized Instructor or FAA DPE onboard the aircraft and shall be terminated no lower than **500ft AGL** unless in a position to make a safe landing on a specified point of a runway only. When not near a runway the minimum is **500ft AGL which is 1800ft MSL in the west practice area or 1700ft MSL in east Practice Area**. Simulated emergency landings shall be terminated as soon as it is determined whether the landing could be made successfully which in some cases may be higher than 500 ft AGL. Extreme Caution must be exercised to ensure the maneuver is NOT conducted in populous areas and no closer than **500** feet from any person or structure on the surface i.e. no closer than the minimum safe altitude specified in 14 CFR Part 91.119.
3. **No Instructor or DPE shall ever simulate an in-flight engine failure via the fuel selector, mixture, or magneto/ignition switch, i.e. the key. Student Pilots going solo or renter pilots without an instructor onboard, are prohibited from practicing simulated engine failures at all.** When conducting a SIMULATED engine failure complete the pre-maneuver checklist including carb heat ON, and then VERY SLOWLY retard the throttle to idle over a period of about 20 seconds. Watch the EDM 730 for indications of shock cooling to the cylinders. You will see this indicated on the EDM 730 when you see a blinking two digit number at the bottom of the screen with a red blinking "CLD" enunciation indicating potential shock cooling to a/the cylinder(s). If this happens, slowly and at a normal rate, bring the throttle back to between 1700- 2100 rpm for a few seconds and the enunciation should extinguish. Then you can bring the throttle very slowly back down to idle.
4. Aerobatic maneuvers and buzzing type maneuvers are prohibited. Low fly overs such as when conducting a low approach after an instrument approach procedure or a low pass over the runway in the interest of a CFI teaching landings or during a go around are the only types of "low flying" allowed.
5. Intentional spins may be completed in either of the Cessnas ONLY if it is a dual flight (i.e. with a flight instructor only) and you have briefed ahead of time. All student who are seeking a private license or any subsequent license are encouraged to do a full stall panel spin lesson however this is not part of the Private Pilot Syllabus. As of current, Matt Cole is the only instructor approved at Blue Skies to conduct spin training. All approved spin training shall be completed **ONLY** in Blue Skies Company Aircraft unless otherwise approved by Matt Cole. Spins (with an instructor on board **ONLY**) shall be entered into only over non-populous areas, within the local practice areas and shall be recovered by no lower than 3000 feet AGL.
6. Stalls shall be entered into only over non-populous areas within the local practice areas and recovered by no lower than 1500 feet AGL (see #2 above for practice area recovery minimums). **No power-on stall practice or simulated engine failure practice should be allowed during student pilot solo flights and extreme caution should be used on solo flights when conducting ground reference maneuvers.**

7. Complete all checklists each time you fly, including the ADM checks, such as PAVE and IMSAFE.
8. Solo means solo!! There will be NO passengers allowed on any student pilot solo flights. ALL student pilots are responsible for keeping track of the date of their 90 day local solo endorsement and requesting a new endorsement from their flight instructor when needed. Student Pilots going solo are also responsible for making sure they are in possession of their student pilot certificate, medical certificate, drivers license and appropriately endorsed logbook when going on any and each solo flight. No student pilot solo flights may be conducted unless the student pilot has flown within the last 30 days.
9. Always use carb heat when RPM is reduced below the green arc of the tachometer regardless of outside air temperature. Do not forget to push carb heat to cold when performing a go around, application of full power after a practice stall, completion of slow flight, or anytime full power is desired. Be advise the engine may burble slightly when carb heat is ON due to the richening of the mixture effect.
10. Be sure that weather conditions have not changed since an instructor has cleared you for a solo training flight. If there is ever any question whether you should launch on a flight for any reason, **ALWAYS** contact an instructor pilot for further verification.
11. Be sure your solo cross country flight planning is complete and that you are familiar with appropriate aircraft operating airspeeds, the fuel system, fuel capacity, fuel consumption, performance, NOTAMS, weather, airport information including runway directions, lengths, pattern altitudes etc. Weather conditions should be such that you are always assured that the above listed weather minima are complied with. Remember that if you encounter unexpected weather or get lost, radar vectors to your destination can be provided by the Air Traffic Control Center.
12. Remember, you must have a copy of the appropriate checklist and ALL AROW items on board the aircraft for ALL flights. Always check to ensure those items are aboard and don't assume the last pilots checked for them and they are aboard. Everything except the POH is contained in the Blue or yellow notebook which otherwise contains mostly everything the aircraft legally needs to fly.
13. Student pilots flying solo must have their logbook w/ applicable endorsements, medical certificate, student pilot certificate, and drivers license with them aboard the aircraft for all solo flights. If they do not have all of those items, they cannot fly solo. Pilots who fly the Blue Skies Aircraft must legally have their pilot certificate, medical certificate or Basic Med paperwork, and their drivers license with them and aboard the aircraft at all times during solo flight operations.
14. Whenever possible and most certainly when there is other traffic in the pattern, enter the traffic pattern at Guthrie (KGOK) or any uncontrolled field at a 45 degree angle to the downwind leg AT pattern altitude. If coming from the opposite direction of traffic, conduct a midfield flyover at 500-1000 feet ABOVE pattern altitude (if there is traffic in the pattern) and conduct a descending teardrop to re-intercept the 45, OUTSIDE the traffic pattern at the correct altitude, i.e. pattern altitude. If there is no conflicting traffic and coming from the opposite direction, a mid field flyover conducted at pattern altitude with an immediate turn to the downwind is acceptable. If you have verified there is no other traffic at the uncontrolled field you are flying in or out of or there is maybe only one aircraft in the pattern that won't pose a collision hazard, a VFR straight in or straight in after completing an instrument approach may be accomplished however; the recommended entry is always preferred. Try to announce to the CTAF initially at least 10 miles out. This means you will need to cancel VFR radar advisories or flight following in a timely fashion with ATC. Don't assume ATC will drop flight following for you prior to 10 miles out if on a cross country. However, solo students who do not yet have the airport in sight may consider staying with ATC until the airport is in sight even if they are less than 10 miles from the uncontrolled field. See AC-90-66B-CHG1 for the latest changes to uncontrolled field ops.

15. Please do not place headsets, kneeboards, iPads, or any items on the dash board of the aircraft. Placing items on the dash can easily scratch the windshields and both windshields already have scratches on them from pilots/passengers doing just that and possible misuse of the Rosen Sun Visors.
16. All renter pilots and all safety pilots must be checked out by a BSFT instructor. All renter pilots and all safety pilots who have not flown a single engine land aircraft of similar weight to a C-172, within the last **90 days**, must be re-checked out by a Blue Skies flight instructor prior to renting the aircraft and/or acting as pilot in command (PIC). All student pilots going solo who own their own aircraft or rent from BSFT and have not flown a single engine land aircraft within the last **30 days** must have a checkout administered by a BSFT flight instructor prior to renting BSFT aircraft or flying their own aircraft on a solo flight.
17. If the aircraft was parked outside away from the home field and frost/snow/ice accumulates on the aircraft, no flying will occur per 14CFR Part 91.527 until frost/snow/ice is melted off.
18. **Under no circumstances shall any instructor pilot, student pilot, or renter pilot attempt to hand prop the propeller for any reason.** If the aircraft cannot be started via the normal starting procedures then there is a mechanical issue that will need to be addressed by the mechanics. Should it become necessary to move the prop to allow the tow bar to be connected, ensure the master switch is OFF, the ignition switch is OFF and the **key is removed from the ignition**. When sitting in the cockpit, the propeller normally spins clockwise. Therefore, very slowly moving the prop in the **opposite** direction, using extreme caution, will allow for safest manipulation of the prop should it be necessary to move it to connect the tow bar.
19. **Never allow passengers to enter or exit the aircraft with the propeller/engine running.** There are limited circumstances in which an instructor might need to enter or exit the aircraft with the prop still running, such as when sending a student on their first solo. If attempted, the instructor should use extreme caution and a crouching exit towards the right rear of the aircraft, providing the CFI sits in the right seat (i.e. the 4 o'clock to 5 o'clock position) should be achieved.
20. If at Guthrie and the aircraft needs fuel, call Crabtree Aircraft at 405-282-4250 and have them charge the bill to the BSFT account which they should already know to do.

CANCELLATION POLICY:

1. If you cannot make a scheduled flight, please cancel the reservation on Flight Schedule Pro and call your instructor if applicable at least **twenty-four (24) hours** in advance.
2. Generally your instructor will call you an **hour in advance** of your scheduled flight time to cancel if it looks like the weather conditions are not within the safety margins provided herein or greater margins they feel may be applicable. Nonetheless, if you have not heard from your instructor an hour prior to the flight and suspect the weather is or could be bad or the weather is outside your comfort level, do not hesitate to call your instructor. Do not assume your flight is cancelled and then fail to show up.
3. **No shows** will be charged a minimum of one hour aircraft rental AND a minimum of one hour instructor time, currently worth **\$180 in the blue aircraft or \$190** if scheduled in the yellow aircraft. Students who own their **own aircraft** will be charged two hours of instruction time: **\$80** no show fee. A no show includes cancelling with less than 24 hours notice as well as failing to show up for a scheduled flight.
4. No show charges will NOT be assessed to pilots who in good faith cancel a flight inside of 24 hours for any of the IMSAFE or PAVE ADM reasons. A no show with no call, text or email, however, is unacceptable at any time and for any reason and will be assessed the no show rate.

**Safety Procedures & Practices
Signature Page**

All Instructors, Renters, Safety Pilots, and Student Pilots, including Student Pilots who own their own aircraft, must print out this LAST PAGE ONLY and have it signed and dated prior to your next flight with BSFT.

If flying BSFT aircraft WITHOUT an approved flight instructor, i.e. solo or as a renter pilot, remember to bring a copy of your signed renters agreement (last page only) AND your proof of Renters Insurance Page (declarations page only) to be placed in the appropriate file at Blue Skies.

If flying your own aircraft, remember to bring a copy of your policy listing Blue Skies Flight Training LLC as an additional insured AND this signed safety procedures page acknowledgement.

I, (Print Name Here) _____ have carefully read in its entirety these safety procedures and agree to always adhere to them while flying in aircraft owned by 8231 Tango Enterprises LLC DBA Blue Skies Flight Training LLC and/or with a BSFT authorized instructor and when flying as a student pilot who owns their own aircraft.

Signed _____

Dated _____