



Important information for members hiring SAC aircraft

Introduction

The purpose of this pack is to ensure that members understand the procedure for aircraft hire and their related responsibilities. Following these procedures is essential for a safe and legal flight.

Currently, aircraft available for hire are:-

G- FLYJ EV97 Eurostar SL G- CFNW Ev97 Team Eurostar G – DTAR Quick GT450
Flexwing

Hiring an aircraft

Before hiring an aircraft for the first time any member will require to arrange a check flight with an instructor from Alba Airsports who will check their log book, medical certificate and licence before conducting the check flight to assess their flying skills on the aircraft. Once the instructor is satisfied, members can be registered on the e-allocator internet system and book an aircraft for their own use.

Prior to the check flight, and to make subsequent hire straightforward, members should complete and sign the [Pilot Declaration](#) which acknowledges the responsibilities the pilot is assuming when hiring the aircraft, and give it to their instructor. These responsibilities are set out in the [Conditions of Hire](#) document. The instructor will be happy to answer any queries at this time.

In any subsequent hiring the completion of the booking-out sheet by a member will be assumed as re-confirmation of the disclosures on the initial Pilot Declaration.

Documentation library

It is essential that all hirers have read and understand the Pilots Operating Handbook (POH) for their aircraft before any flight. These can be accessed through the links below.

[G-FLYJ POH](#)

[G-CFNW POH](#)

[G-DTAR POH](#)

Copies of these handbooks are also available in the aircraft.

Hirers may also view other documentation held by Alba Airsports which comprises

Permit to fly	Registration document	Maintenance manual
Certificate of Validity	POH (inc weight& balance report)	Insurance certificate

Other documentation available to hirers:-

Airfield information	General permission to hire microlight aircraft
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Aircraft Hire: G-FLYJ, G-CFNW (Eurostar fixed-wing) / G-DTAR (GT 450 flexwing)

Pilot Declaration

This form is to be read and signed by SAC Members on first hiring any of the above aircraft. The completed form will be held on file by Alba Airsports. Completion of the booking-out sheet on subsequent occasions will be taken as confirmation that the declarations below are still valid at the time of your flight. If this is not the case you should alert Alba Airsports immediately.

Name of Pilot.....a/c reg.....

Contact tel no(s).....

e-mail address.....

Pilot licence no.....Medical declaration/certificate no.

Declaration by Pilot:

- a) I meet the necessary licence and medical conditions to hire the aircraft
- b) I have read the Self-Hire Information Pack available on the Club's website, including the conditions of hire.
- c) I am under the age of 75
- d) I have made no claims under aircraft insurance or been refused cover under any aircraft insurance in the last five years.
- e) I accept that for the duration of any hire period of this aircraft I bear the responsibilities of Pilot-in-Command.
- f) I agree to make a note in the Defect Reporting Book (kept in the a/c) of any mechanical/technical/airframe defects noticed during any period of hire and make them known to Alba Airsports

Signature of Pilot.....Date.....

Print off this page, complete it and give it to your Alba Airsports instructor.



Aircraft Conditions of Hire: G-FLYJ, G-CFNW (Eurostar fixed-wing) / G-DTAR (GT 450 flexwing)

1. These conditions are to be read by any pilot hiring the above aircraft. The pilot is also to have read the operating handbook and made a note of all relevant limitations and performance figures.
2. All aircraft bookings must be made through the e-allocator on-line booking system.
3. The aircraft are owned by The Scottish Aero Club (which grants permission for hiring under these terms) and are leased to Alba Airports, who are the Operators. Hiring pilots must be full Pilot Members of SAC, must have acknowledged and recorded their acceptance of the Members' Handbook, and must also fulfil the relevant competence and currency requirements (which are applied and checked by the Operator).
4. Carriage of a passenger is permitted but no charge may be made. Reasonable cost sharing is acceptable.
5. The pilot is liable for the following charges: -
 - a. Use of the aircraft at the published hourly rate, the elapsed time being determined from brakes off to brakes on. This time may also be able to be checked by means of a Hobbs meter or other recording device in the aircraft.
 - b. If hired for periods of over four hours or overnight, a minimum charge of three hours will be levied unless the weather is too poor to permit a landing back at the home airfield during that time, in which case only the flying time will be charged.
 - c. All landing fees, except for their final landing at the home airfield, which is Perth EGPT.
 - d. In the event of an accident, an insurance excess of £500.
 - e. Full cost of any loss or damage to the headset, helmet, radio, operator's manual and funnel (if applicable) provided with the aircraft.
6. Payment should be made by cash, cheque, card or other means acceptable to Alba Airports .
7. The aircraft may not be flown outside UK airspace (Isle of Man and Channel Islands are not UK airspace) without written permission of the owner (SAC), and in any case not outside the permitted area covered by the insurance.
8. Both aircraft should be re-fuelled with unleaded fuel to BS(EN)228 or Avgas 100LL. A filter funnel (kept in the aircraft) must be used when re-fuelling. Fuel purchases will be reimbursed, on production of a receipt, at the applicable rate for unleaded fuel.
9. In the event of a mechanical failure, the pilot is to secure the aircraft, if possible at an airfield, and contact the hirer for instructions.
10. In the event of an accident, the pilot, as aircraft commander, is responsible for notifying the relevant authorities. Unless incapacitated by injury, the pilot is also responsible for notifying the operator (Alba Airports) before the end of the hire period.
11. No other pilot, including another club member, is to fly the aircraft without the hirer's permission.
12. The Pilot must complete the booking-out sheet provided on completion of the hire period (to include Hobbs reading). Any defects noted during flight MUST be reported immediately, using the book provided.