

Rental/Solo Dispatch Form

| Name | Tail # | Departure Date\Time | Return Date\Time | | |
|---------------------------------|--------------|------------------------------|---------------------------------|--|--|
| Route of flight: Leg 1: | | Leg 2: | Leg 2: | | |
| | | | | | |
| Max Takeoff Weight/C.G | . Leg 1:/ | Max Takeoff Weight/C.G. Leg | 2:/ | | |
| Current Takeoff Weight/ | C.G. Leg 1:/ | Current Takeoff Weight/C.G. | Leg 2:/ | | |
| T.O. Distance/Rwy Lengt | h Leg 1:/ | T.O. Distance/Rwy Length Leg | g 2:/ | | |
| Ldg Distance/Rwy Length Leg 1:/ | | Ldg Distance/Rwy Length Leg | Ldg Distance/Rwy Length Leg 2:/ | | |
| X-W Component Leg 1: _ | | X-W Component Leg 2: | | | |
| METAR Leg 1: | | METAR Leg 2: | METAR Leg 2: | | |
| TAF Leg1: | | TAF Leg 2: | TAF Leg 2: | | |

Rental Terms:

There is a minimal all-day rental charge per 8 hour period of 3 hours on weekdays and 4 hours on weekends for C172N/Cessna, C172N/Cessna, PA-28-161/Piper, and PA28-181/Piper. The customer agrees to these minimums and authorizes Global Aviation Center to charge the credit card on file for the minimum or the actual Hobbs meter time, whichever is greater. The aircraft must be returned on time. Failure to return aircraft on time will result in a late return fee of \$50 per hour. The undersigned also acknowledges that if the aircraft is abandoned away from KFRG, the renter will be charged pilot expenses plus aircraft flight time at dual rates to return the aircraft back to KFRG. Customer agrees to report any aircraft damage, accident or incident to Global Aviation Center as soon as possible. Customer agrees to abide by all aircraft checkout limitations and procedures. Customer agrees to abide by all Federal Aviation Administration regulations and policies set forth in the Global Aviation Center Rental Agreement. Acceptance of this agreement does not constitute a waiver of additional liabilities contained in the Global Aviation Center Rental Agreement.

Name of person on board

| Customer Signature | Date | Passenger(s) Name(s) |
|--------------------|----------|----------------------|
| Credit Card Number | Security | Code Expiration Date |

Preflight Risk Assessment

Pilots with less than 50 hours of Pilot in Command time are limited to a maximum 15kt and 5kt gust factor Before each flight, assess each of the following conditions and assign a numerical rating of 1 to 5 in the right-hand (Rating) column. Add up entries in the rating column to obtain an overall risk estimate and see where It falls in the Green/Yellow/Red Risk Chart.

| | 1 | 2 | 3 | 4 | 5 | RATING |
|---------------------------------|-----------------------|------------------|--------------------|-------------|---------------------|--------|
| Terrain | Flat Urban | | Flat Remote | | High Rugged Remote | |
| Crewmembers | Pilot & Instructor | Pilot & Co-pilot | Pilot-Solo | | | |
| Day/Night | Day | | Night-Full moon | | Night-no moon | |
| Rating | CFI/ATP | Comm | PPI Instr | PPL | Student | |
| Rest in last 24 hrs | >7 hrs | 6-7 hrs | | 3-5 hrs | <3 hrs | |
| Visibility | >15 miles | 10-15 miles | 6-9 miles | 3-5 miles | <3 miles | |
| Ceiling | >10,000 | 5,000-9,000 | 3,000-4,000 | 1,000-2,000 | <1,000 | |
| Crosswind-Departure | 0-5 kts | 6-10 kts | 11-15 kts | 16-20 kts | >20 kts | |
| Weather Stability | Stable | | Slow deterioration | | Rapid deterioration | |
| Destination airport familiarity | Yes | | No | | | |
| Hours in aircraft | >200 | 151-199 | 100-150 | 50-99 | <50 | |
| Hours in last 90 days | >20 | 15-20 | 10-14 | 5-9 | <5 | |
| Total Hours PIC | >2,000 | 501-2,000 | 251-500 | 100-250 | <100 | |

IS THIS A NIGHT FLIGHT? YES NO ARE YOU NIGHT CURRENT? YES NO

if yes attach copy of logbook

| No Unusual hazards. Use normal flight planning and established personal minimums and operating | 14-30 |
|--|--------|
| procedures. | |
| Somewhat riskier than usual. Conduct flight planning with extra care. Review personal minimums and | 31-47 |
| operating procedures to ensure that all standards are being met. Consider alternatives to reduce risk. | or a 5 |
| Have an instructor sign you off before flying. | in any |
| | row |
| Conditions present much higher than normal risk. Conduct flight planning with extra care and review all elements to identify those that could be modified to reduce risk, if available, consult with more experienced pilot or instructor for guidance before flight. Develop contingency plans before flight to | 48-63 |
| deal with high risk items. Decide beforehand on alternates and brief passengers and other crew | |
| members on special precautions to be taken during the flight. Consider delaying flight until conditions | |
| improve and risk is reduced. Have an office administrator sign off before flying. | |

Customer Signature

| Useful Load | 861.3 |
|---------------------|-------|
| Pavload (Full Fuel) | 573.3 |

Weight and Balance Sheet - PA28-161

| As of 02/18/2011 | | Weight (lbs) | Arm (inches) | Moment (in-lbs / 1000) |
|--|--|-----------------|---|------------------------------|
| Basic Empty Weight | | | , | |
| Fuel (48 max, 34 at tabs) | | | 95.00 | |
| Pilot | | | 80.50 | |
| Front Passenger | | | 80.50 | |
| Rear Passenger(s) | | | 118.10 | |
| Baggage (200 lbs max) | | | 142.80 | |
| | | | | |
| Totals (Weight and Moment) [Gross Weight: 2550 lbs] | | | | |
| Total (Over) or Under Gross | | ~ | = Total Wei | ght - Gross Weight |
| Center of Gravity (CG inches)* | | #VALUE! | = Total Moment / Total Weight * 1000 | |

Global Aviation Instructor Signature

N2225D – wt. 1475.45@ 86.22 N38433 – wt. 1425.19 @ 85.76 N38577 – wt. 1471.60 @ 86.35 N709DF- wt. 1534.70 @ 89.38 N8131R – wt. 1509.47@ 87.14 N8222D – wt. 1580.20 @ 82.65 N246ND – wt. 1552.10 @ 85.97

N8131R – wt. 1509.47@ 87.14 N8222D – wt. 1580.20@ 82.65 N246ND – wt. 1552.10@ 85.97 N5319M – wt. 1552.10@ 85.97 N13593 – wt. 1491.10@ 39.130 N8341A - wt. 1565.2@86.84 N977PA – wt. 2661.17@ 112.48

