

About Magnum Aviation

Magnum Aviation provides flight instruction, aircraft rental, maintenance and fuel service. We must comply with rules from the FAA, Santa Clara County, our aircraft owners and our vendors. In order to comply with all of these rules we have to make sure that everyone who is using our services understands and follows them. These rules provide for the safe and enjoyable use of our aviation services.

Application & Termination

The application fee is \$20 and is due with your application. The application fee may be waived. To terminate your membership you must send Magnum Aviation an email or letter before the last day of the month in which you wish to terminate. All amounts due must be paid before your account can be terminated. Any amount left unpaid will be charged interest in the amount of 1.5% per month.

Monthly Fees and Other Charges

You will be charged \$25 per month for aircraft rental and scheduling privileges. The monthly fee may be waived. You will be charged for aircraft rental on the same day (or the next day depending on the circumstances). You may pay by check, credit card or cash. You may not be allowed to rent aircraft until any previous balance has been paid.

Aircraft keybooks have forms to record the Hobbs and tach times (all Magnum aircraft are billed on Hobbs time). When recording the Hobbs time you must round up to higher number visible. Record the "Hobbs Out" time before starting the aircraft, and compare it to the "Hobbs In" from the previous pilot. If you find a discrepancy (e.g. actual Hobbs time is 100.5 and previous pilot recorded 100.4), you must alert a Magnum Aviation staff member before starting or using the aircraft so that the correct reading can be verified. If a staff member confirms the discrepancy the prior pilot will be billed (or credited) the corresponding amount.

If you schedule an aircraft for any period greater than four hours, there is a minimum charge of 2 hours per 24-hour period (or fraction of 24 hours). For example a reservation from 10 AM to 3PM for a short, local flight results in a flight time of only 1.5 hours - the charge would be the minimum 2 hours. The minimum fee may be waived depending on the how busy the fleet is, or at the discretion of the aircraft owner.

Members are responsible for Magnum aircraft at all times and may be held financially responsible for any damage done to or caused by the aircraft. You are required to report all known trouble, malfunctions, or damage by recording it on a form provided in the aircraft keybook, and by notifying Magnum Aviation as soon as possible. There is an emergency number in the binder in each aircraft.

You will be charged for any damage or abuse not previously squawked. If you find any aircraft damage before operation of the aircraft (e.g. during pre-flight inspection), you must record the details of the damage on the form provided. If you do not have Magnum Aviation verify that the damage (such as a flatspotted tire) was present before your operation of the aircraft, you will be charged for repairing the damage, or replacing the damaged part.

Credits

If an aircraft requires maintenance during a rental flight, you must obtain approval from Magnum Aviation prior to authorizing any maintenance work on the aircraft. If such approval cannot be obtained, the person who rented the aircraft must use his or her best judgment in authorizing work, and may be held accountable for expenses for such work. All maintenance or repair work on Magnum aircraft must be done by FAA certificated mechanics or repair stations. The person who rented the aircraft must obtain an invoice and/or statement describing all work performed on the aircraft, including the signature and license number of the mechanic or repair station.

If you purchase fuel you must submit the receipt to Magnum Aviation, Inc. within 60 days to receive credit. All receipts submitted for credit to your account must have the name of the person who rented the aircraft, the date, and the tail number of the aircraft.

Magnum Aviation does not provide credits for landing fees, tiedown charges, or other fees you may incur on your flight.

Scheduling

Scheduling for flight instruction and aircraft rentals is done through flightschedulepro.com. You can also call the club during office hours to request a schedule reservation. The scheduling software enforces checkout and currency requirements (e.g. 90 day currency; unexpired medical, BFR current, etc.). To ensure you have access to the aircraft and that the keybook is made available, please schedule the aircraft 24 hours or more prior to your desired flight time. For flights that will start before the office opens or after the office closes the keybook will be left in the lockbox outside the office. Your flight instructor will provide the access combination codes during your initial club checkout.

If you must cancel a flight or will be more than 15 minutes late please notify the office as soon as possible. The club may release the aircraft for rescheduling if you have not arrived 30 minutes after your scheduled time. Repeated occurrences of late arrivals or late cancellations may subject you to a minimum use fee for the lost aircraft rental time.

Due to circumstances beyond the control of Magnum Aviation, such as unscheduled maintenance or the delayed return of an aircraft, there may be occasions where aircraft are removed from service or otherwise made unavailable on short notice. When these situations arise we will make every effort to reschedule you in an appropriate alternate aircraft. Magnum Aviation cannot be held responsible for any inconvenience or expense incurred due to flights cancelled due to these circumstances.

Aircraft Currency & Checkout Requirements

All Magnum aircraft have currency and checkout requirements that will be reviewed by your flight instructor during your checkout flights. The details for checkouts and currency are in a separate document available on the Magnum website and in the Magnum office and are subject to change. Checkouts are conducted in accordance with FAA requirements, insurance company limits, and experience of the renting pilot. Checkouts are conducted by a club CFI, and approved by the Chief Pilot. Any modifications or changes to the checkout must be approved by the Chief Pilot.

Flight Training

Magnum Aviation provides flight training under 14 CFR Part 91 for the following: private, commercial and ATP certificates; flight instructor, instrument flight instructor, and ground instructor certificates; instrument rating; and complex and high performance endorsements. We also provide ground training for all certificates, ratings and endorsements. Training is conducted to the specifications in the FAA regulations, Practical Test Standards and limits set forth in manufacturers documents.

Each Magnum Aviation CFI is an independent contractor and has established syllabuses for their different training programs. They all meet the requirements of the FAA, and may be amended to meet the requirements and desires of pilots receiving instructions. In no instance will the standards be less restrictive or stringent than those required by the FAA.

During your training you may be required to take a Phase Check where you will fly with another instructor to evaluate your progress and readiness to take the practical flight test. This is to ensure you are prepared to pass the test, and also to evaluate the quality of training provided by your primary instructor.

All Magnum Aviation flight instructors are required to pass an annual line check with the Chief Pilot to ensure they remain prepared and competent to provide safe and efficient training to our clients. The Chief Pilot is required to pass an annual line check with a senior instructor from another flying organization to ensure that they also remain competent to manage and deliver flight training.

Flight Operations

All flight operations must be conducted with the highest attention to safety. This starts with the preflight inspection and ends when the keybook is returned to the office. The renting pilot is the PIC, and must exercise that authority to ensure a safe flight.

Preflight Responsibilities

- Renting pilots are responsible for briefing their passengers on the importance of safety, and ensuring that they know how to properly conduct themselves around the airport and in the airplane. A passenger briefing should include: use of seatbelts (when required, how to use), doors & windows, safety equipment (e.g. fire extinguisher), flight controls (don't push on the "foot rests"), smoking, headsets and intercoms, traffic observation, and a sterile cockpit.

- Prior to all flights you must evaluate the pilot readiness, aircraft airworthiness, aircraft performance requirements, and weather conditions. During the flight you should update your knowledge of weather conditions to ensure you will not encounter any conditions for which you are not prepared or trained. You are encouraged to use an official source of weather data such as a FSS briefing, DUAT or DUATs. This will create a record of you having received an official weather briefing.
- You are responsible for knowing about TFRs along your route of flight, and getting updated TFR information once aloft. Pay especial attention to TFRs for firefighting and VIP travel in our area.
- You are strongly encouraged to file and activate flight plans for any flights over 100NM. You are also encouraged to use flight following on all flights.

General Operating Requirements

- You must comply with and operate in accordance with applicable regulations, laws and rules (FAA, state, county, local, Magnum Aviation). This includes noise abatement procedures and airport operating hours.
- **Commercial use of Magnum Aircraft is not permitted. You may not conduct "for hire" operations of any kind. Review CFR Part 91 or contact the Chief Pilot if you have any question about the legality of a flight.**
- Only Magnum flight instructors may fly from the right seat unless you have been checked out by a Magnum instructor and approved by the Chief Pilot to fly from the right seat. You may not permit any person other than those authorized to rent from Magnum Aviation to fly any Magnum aircraft.
- Do not use any fuel other than 100LL even if the aircraft has an STC for 87-octane fuel. Make sure your destination airport has the proper fuel before departing.
- Each Magnum aircraft has a specified type of oil and minimum quantity required. Your flight instructor will discuss this during your checkout.
- Aircraft have the right of way over vehicles. If you use your car to bring luggage or equipment to the aircraft be vigilant for other cars and aircraft, drive slowly, and once you have unloaded your vehicle drive it off the ramp and to the parking lot.
- Taxi at a reasonable speed - no faster than you can stop straight ahead with the loss of the brakes. Taxi on the centerline, and pay particular attention when taxiing past other aircraft. At night reduce your taxi speed. Do not taxi aircraft through or into a tiedown. When parking an aircraft you should stop on the taxiway and push the aircraft back into the tiedown using the tow bar. When two moving aircraft are on the same taxiway, and aligned in opposing directions the arriving aircraft is required to shutdown and push back out of the way.
- All Magnum aircraft should be operated with proper leaning procedures per the POH/AFM. Use the fuel flow gauge, EGT or engine roughness as appropriate. Do not operate lean of peak – always enrichen after the initial RPM drop when leaning the mixture.
- Flight operations must be conducted in a manner that will allow normal climbs, cruises and descents consistent with careful and considerate operation of the aircraft. In particular, descents from altitude shall be planned in a manner to prevent shock cooling of the aircraft engine due to rapid power reduction.
- No renting pilot may knowingly exceed the operating limitations of and aircraft except during an emergency.
- Except in emergencies, operations on dirt, sod, or gravel runways - or at any airport that is not listed in the Airport/Facility Directory - requires prior approval by the Manager or Chief Pilot. In addition, each person renting a Magnum aircraft must obtain proper permission from the airport operator/owner prior to using any restricted or private use airport.
- Flights outside of California must be approved by the Manager. For flight outside of California, or lasting over night, enter the following information in the "comments" section of your reservation: destination airport, basic route, contact phone at destination.
- Flights outside of the United States are prohibited without explicit approval from Magnum Aviation.
- Animals are permitted in an aircraft only if carried in a cage. You will be charged the full expense for cleaning or damage resulting from the transport of an animal even when the animal was in the cage.
- Intentional spins and aerobatics may only be done in Magnum aircraft that are properly certified, and only with a Magnum CFI or approval of the Chief Pilot. Solo spins and aerobatics require completion of a Magnum Aerobatics Checkout.

Turbocharged Aircraft

- All takeoffs in turbocharged aircraft must be done from a brakes-held full stop on the runway. This allows you to focus on setting the manifold pressure properly to prevent overboost.
- When descending be sure to properly reduce throttle to keep manifold pressure below the limit.
- All turbocharged aircraft must be given a minimum five-minute "cool down" period after exiting the runway prior to engine shutdown. This allows the turbocharger time to properly cool and prevents heat damage.

Complex Aircraft

- Gear should not be retracted until there is no more runway remaining to land straight ahead. Prior to retraction hold the brakes to stop the tires from rotating.
- Gear should be extended no later than the 45-degree entry point to the pattern.
- Repeated circuits in the pattern should be done with the gear left down. Do not cycle the gear in the pattern as this increases wear & tear, and increases the likelihood of forgetting to extend the gear.

High-Altitude Operations

- Initial flights to airports between 1500-2500' require a preflight discussion with a Magnum CFI to ensure you are prepared for the terrain, density altitude and airspace considerations.
- Flights to airports over 2500' or over terrain higher than 8000' requires a mountain checkout with a Magnum CFI. This checkout will be conducted to a number of representative high altitude airports (e.g. Alpine County, Truckee, Blue Canyon), and will include training on drainage flying, mountain crossing, survival considerations and remote communications.

Accidents, Incidents & Equipment Failures

- If a Magnum Aircraft is involved in an incident or accident the renting pilot is responsible for properly documenting the event, securing the aircraft, and notifying proper authorities (at a minimum the Manager and the Chief Pilot).
- In the case of an incident or accident involving a Magnum Aircraft, the renting pilot may not exercise flight privileges in a Magnum Aircraft without the approval of the Manager and the Chief Pilot. This will occur after a remediation process to address any training requirements.
- If a Magnum aircraft is involved in an accident or incident, the renting pilot shall be responsible for all costs associated with returning the aircraft to Magnum Aviation. These costs may include, but are not limited to, the rental charge for a ferry aircraft and the cost of the ferry pilot.
- In the case of an aircraft that experiences mechanical difficulties the cost of returning the aircraft to Magnum Aviation will not be charged to you unless you are found responsible for the difficulty.
- You are responsible for all personal costs associated with a flight wherein the aircraft is unable to return for any reason, accident/incident or mechanical, even if you did not cause the problem.

Postflight Responsibilities

- At the conclusion of the flight, return the aircraft to its assigned parking place and properly secure with tiedown chains and chocks. Install all control locks, pitot tube covers, and other aircraft protective devices. Remove all trash and personal belongs, and leave the aircraft interior neat and clean.
- Double check that the aircraft ignition and master switch are off, and all doors are locked. Leaving the master switch on may result in a dead battery, for which you will be charged (usually the cost of recharging, may require replacement of the battery).
- Do not operate Magnum aircraft on dirt or in other unimproved areas. You will be charged for the total cost of any damage caused by off-pavement operations (e.g. propeller, paint, etc.). Use the towbar to move the aircraft into and out of any non-paved parking areas.

FLY SAFE AND ENJOY YOUR FLIGHT