

### Checkout Procedure

All Magnum members must complete a checkout to receive solo privileges to fly in Magnum fleet aircraft. The checkout process is governed by our insurance requirements, FAA requirements, and best practices as determined by the Chief Pilot. The goal is to ensure you are able to safely operate the aircraft that you wish to fly. The specific ground and flight tasks for the checkout are listed on the current Magnum Aviation Checkout form. Once you have been checked out in a particular airplane you must also fly it on a regular basis to maintain currency and flight privileges in that airplane. This is to ensure that your piloting skills are fresh and recently exercised. Flight in a "bigger" airplane in a family renews currency for "smaller" airplanes in the family (e.g. a Cessna 182 flight would reset currency in C172, C152 and C150).

The matrix below lists the checkout requirements for flight privileges in the different aircraft in the Magnum fleet. Exceptions to these limits must be approved by the Chief Pilot. Checkouts for fleet aircraft not in this list will be customized to the pilot's experience and unique features of the aircraft.

---

### Fixed-gear tricycle aircraft less than 201HP (C150/C152, C172, PA28-151/161/181, etc.)

Pilot time: Total time = no minimum, PIC time = no minimum  
Certificate: Student Certificate with solo endorsements or higher  
Currency: 2 hours & 3 takeoff/landings in previous 90 days  
Minimum Checkout Requirements

- Checkout is "as required" to satisfaction of a Magnum CFI

---

### Tailwheel (conventional) Aircraft (7ECA, 7KCAB, 8KCAB, etc.)

Pilot time: Total time = no minimum, PIC time = no minimum  
Certificate: Student Certificate or higher; Conventional Endorsement  
Currency: 2 hours & 3 takeoff/landings in previous 45 days  
Minimum Checkout Requirements

- With 10 hours and 25 landings in make & model, checkout is "as required" to satisfaction of a Magnum CFI
- With 10 hours in tailwheel aircraft, checkout is 5 hours with 15 takeoff/landings
- Otherwise checkout is 10 hours and 25 takeoff/landings

---

### Complex Aircraft less than 201HP (C172, PA28-200/201, etc.)

Pilot time: Total time = 125 hours, PIC time = 75 hours  
Certificate: Private Pilot or higher, Complex Endorsement  
Currency: 2 hours & 3 takeoff/landings in previous 60 days  
Minimum Checkout Requirements

- With 10 hours in make & model, checkout is "as required" to satisfaction of a Magnum CFI
- With 10 hours in complex airplanes, checkout is 2 hours with 10 takeoffs and landings
- Otherwise checkout is 5 hours and 15 takeoff/landings

---

### High-Performance Aircraft less than 300HP (C182, PA28-236, etc.)

Pilot time: Total time = 125 hours, PIC time = 75 hours  
Certificate: Private Pilot or higher, High-Performance Endorsement in logbook  
Currency: 2 hours & 3 takeoff/landings in previous 60 days  
Minimum Checkout Requirements

- With 10 hours in make & model, checkout is "as required" to satisfaction of a Magnum CFI
- With 10 hours in high-performance airplanes, checkout is 2 hours with 10 takeoffs and landings
- Otherwise checkout is 5 hours and 15 takeoff/landings

---

### Mountain Operations: landing at airports higher than 2500' or flying over terrain higher than 6000'

Checkout will be based on the Magnum Aviation Mountain Checkout form and pilot's previous high-altitude operations training and experience. Pilots with little or no experience at "low mountain" airports below 2500' must discuss proposed "low mountain" flights with a Magnum CFI to review planning and operational considerations. You are strongly encouraged to take a training flight with a CFI to the nearest "low mountain" airport to experience the different flying characteristics.

---

### Aerobatics

Checkout will be based on the Magnum Aviation Aerobatics Checkout form and pilot's previous aerobatics training and experience. Currency is 1 hour of aerobatic flight in previous 30 days.

---