**Steven M. Magnuson Pilot/ Mechanic**

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# PERSONAL Licenses: FAA Airline Transport Pilot License, MEL Instrument

 **FAA Commercial Pilot License, SEL**

 **FAA Private SES**

 **FAA Airframe & Powerplant Mechanic**

 **W/ Inspection Authorization**

 **CAAFI Airline Transport Pilot License, MEL Instrument**

  **CAAFI Aircraft Maintenance Engineers License**

 **Medical:** FAA First Class

 **Citizenship:** USA

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| FLIGHT TIME | TYPE RATINGS HELD |
|  **TOTAL TIME 6751** |  RA-390S Premier 1A Proline 21 |
|  Pilot In Command 5872 |  BE-300 Super King Air B350 Proline 21 |
|  Multi-Engine 5329 |  Super King Air B300 EFIS-85 |
|  Multi-Engine Turbine 5287 |   |
|  Jet 1226 |   |

# RECENT TRAINING

01/14 Premier Single Pilot Recurrent *Flight Safety*  Wichita, KS

12/12 Premier Single Pilot Recurrent *Flight Safety* Wichita, KS

05/12 Premier Single Pilot Recurrent *Eldorado Air* Sacramento, CA

12/11 King Air B350 Single Pilot Recurrent *Eldorado Air* Sacramento, CA

04/11 Premier Single Pilot Recurrent *Eldorado Air* Sacramento, CA

10/10 King Air B200 Single Pilot Recurrent *Flight Safety* Wichita, KS

02/10 SMS Training – 40 hrs – Administered by *QSL Consultants* at CAAFI Nadi, Fiji

11/09 King Air B350 Single Pilot Recurrent *Flight Safety* Wichita, KS

**AVIATION CAREER HISTORY**

12/12 **Chief Pilot, Premier 1A** *Pacific Bells*Aurora, Oregon

Present As Chief Pilot, I manage and fly a Hawker Beechcraft Premier 1A for a Corporate Part 91 operator.

 I take care of all facets of aircraft management and trip planning for company executives and staff.

12/10 **Contract** **Captain, King Air B200 /B350/ Premier 1** California

12/12 As a Contract Captain, I provide pilot services to owners and managers of Beechcraft King Air and Premier Aircraft. I have primarily been flying for Axis Jet in Sacramento, covering their Premier owner flights and Axis Charter flights. I was Part 135 Single Pilot current in the B350 and Premier.

11/09 **Captain, King Air B200** *Air Laucala Ltd.* Laucala Island, Fiji

11/10 Responsibilities included flying a King Air B200 w/ Proline 21 between the seven star Laucala

 Island Resort and Nadi Airport, which is the main International Airport in Fiji. We operated on a

 CAA Aircraft Operating Certificate which is the Fijian equivalent to a FAA 135 Certificate. Other

 responsibilities included the duties of Quality Assurance Manager for the Flight Operations and the

 145 repair station that we operated. I also assisted the Chief Engineer with all inspections and

 maintenance tasks on the King Air and performed all maintenance on our Aviat Husky Amphibian.

05/05 **Captain, King Air B200 / B350 / Premier 1A** *Sunset Aviation/Jet Direct* Petaluma, California

03/09 As the leading provider of Part 135 Charter Services in Northern California, my responsibilities

included flying the Beechcraft King Air C90B, B200, B300, and B350 in single pilot and crew operations, and the Beech Premier 1A in crew operations, throughout the western US, including all of the popular mountain resorts, such as Aspen, Telluride, and Jackson Hole. I gained extensive Proline 21 experience at Sunset as we had 5 Proline 21 B350s and a Premier 1A.

03/03 **Captain, King Air C90 / B200, SIC B300 / B350** *Sierra Jet LLC* Stockton, California

01/05 As a new pilot in Corporate Part 91 operations, I initially started as an SIC and after gaining the confidence of the owner, gradually worked my way into the left seat on the King Air C90-1 and B200. Other responsibilities included providing technical help in the maintenance department, and auditing maintenance invoices for accuracy, from a variety of Service Centers.

07/01 **Pilot / Mechanic, King Air 90 / C206** *Aerosports Inc.* Byron, California 03/03 My first job as a Commercial Pilot was flying skydivers in a Cessna 206 and a King Air 90 for a

 busy San Francisco Bay Area Drop Zone. I was also responsible for inspecting and maintaining

 the aircraft.

02/00 **Aircraft Mechanic / Inspector** *Sky Trek Aviation* Modesto, California 07/01 Responsible for line maintenance inspections, troubleshooting and repair of a wide variety of

 business aircraft including Challenger CL601, King Air series, and Beech Barons, used in a Part

 135 Charter operations. Also performed phase inspections on the Challenger and King Airs.

10/85 **Airframe & Powerplant Mechanic** *US Air Force and Airlines* Various Bases

01/00 Enlisted in the USAF in 1985 as a Jet Engine Mechanic. Attended the USAF Jet Engine School at Chanute AFB. Assigned to work at Travis AFB on the C-141 Starlifter and the C-5 Galaxy, starting as an in-shop field level Mechanic, then went on to work in the test cell. I finished up my USAF duty as a flight line Mechanic, and was run qualified on both aircraft. After discharge from the USAF, I went on to work for United Airlines as a Powerplant Mechanic, working in-shop overhaul and test cell on the JT8D, CF6, CFM56, and PW2000 series engines.

**EDUCATION & TRAINING**

United States Air Force Basic Jet Engine Mechanic / 338 hours / 04 February 1986
United States Air Force Jet Engine Technician / TF-39 Engine / 90 hours / 02 July 1987
United States Air Force Jet Engine Technician / TF-33 Engine / 60 hours / 09 December 1986
United States Air Force C-141 Engine Run / 32 hours / 13 January 1989
Solano Community College School of Aeronautics / Certificate of Completion / Powerplant Maintenance 1 & 2 / 750 hours / 17 May 1988
Solano Community College School of Aeronautics / Certificate of Graduation / Airframe Maintenance / 1150 hours / 18 May 1989
Pratt & Whitney / JT8D Post Maintenance Test / 31 January 1991
FAA Aviation Maintenance Symposium / 8 hours / 24 March 2000
Global Jet Services / Canadair Challenger CL601 Initial Maintenance / 80 hours / 02 February 2001
Baker's School of Aeronautics / Inspection Authorization / 13 December 2002
SimCom Training Center / King Air 200 recurrent / 29 April 2003
SimCom Training Center/ King Air 200 recurrent / 26 May 2004
FAA Aviation Maintenance and Safety Symposium / 9 hours / 13 May 2004
FAA Aviation Maintenance and Safety Symposium / 8 hours / 12 March 2005
Flight Safety / King Air 200 recurrent w/ 135 checks / 03 August 2005
FAA Aviation Maintenance and Safety Symposium / 8 hours / 11 March 2006
Flight Safety / King Air 350 w/ Proline 21 Initial type Rating Course w/ 135 checks / 21 September 2006
FAA Aviation Maintenance and Safety Symposium / 8 hours / 16 March 2007
CAE Simuflite / King Air 200 Recurrent w/ 135 checks / 8 March 2008
FAA Aviation Maintenance Symposium / 8 hours / 14 March 2008
Flight Safety / Hawker Beechcraft Premier 1A Initial Type Rating Course w/ 135checks / 25 June 2008
Flight Safety / King Air 350 w/Proline 21 Recurrent w/ 135 checks / 06 September 2008

Flight Safety / King Air 350 w/Proline 21 Recurrent / 11 November 2009

Air Pacific, Fiji / Dangerous Goods and Emergency Procedures / 21 December 2009

QSL Consultants, Fiji / ICAO Safety Management Systems / 40 hours / 29 January 2010

FAA Aviation Maintenance Symposium / 8 hours / 04 March 2010

Flight Safety / King Air B200 w/Proline 21 Recurrent / 30 September 2010

Eldorado Air / Premier 1 Single Pilot Recurrent w/ 135 checks / 14 April 2011

Eldorado Air / King Air B350 Single Pilot Recurrent w/ 135 checks / 02 December 2011

Eldorado Air / Premier 1 Single Pilot Recurrent w/ 135 checks / 18 May 2012

Flight Safety / Premier 1A Single Pilot Recurrent / 12 December 2012

Flight Safety / Premier 1A Single Pilot Recurrent / 11 January 2014

**INTERESTS**

Include Windsurfing, Mountain Biking, Seaplanes, and Travel.