



IIC's ESTIMATE OF THE PILOTS'S FLIGHT EXPERIENCE

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NTSB Accident Number: CEN16FA304 – N1549W, Schweizer 269C-1 Helicopter at Jeanerette, LA

Federal Aviation Administration (FAA) records show that the pilot held an FAA commercial pilot certificate with a rating in only Rotorcraft-Helicopter. He did not hold an instrument rating.

The pilot's logbook was recovered from the submerged wreckage. It was marked as "Logbook Number 1" with the pilot's name, Casey Clark, and showed entries beginning on August 8, 2012 until the last entry on August 2, 2016. A notation in the pilot's logbook showed that the pilot successfully completed the practical test for the private pilot certificate on September 4, 2013, when he then had a total of about 78 hours of flight experience.

Another notation in the pilot's logbook showed that the pilot successfully completed the practical test for the commercial pilot certificate on March 29, 2015, when he then had a total of about 427 hours of flight experience. This satisfactory practical test for a pilot certificate met the biennial flight review requirements of 61.56 (d).

The most recent entry for dual-instruction received was on May 21, 2015, when the pilot then had a total of about 91.0 hours of dual-instruction.

Personnel records at Gulf Coast Helicopters, Inc. (GCH), show that the pilot began employment there on June 8, 2015, when he then had a total of about 488 hours of flight experience. The operator reported that most of the pilot's activity in the past year was "pipeline patrol" with most of that flying at about 500 feet above ground level.

Based on a review of the pilot's logbook; his most recent FAA airman medical certification application; information provided by the operator; aircraft daily logs for the accident helicopter; and other records, the pilot's flight experience on August 2, 2016, was estimated as:

Total pilot experience (<i>all in helicopters</i>)	1,611	hours	
Pilot experience in "cross-country" flights	1,470	hours	
Pilot experience in 269 helicopters	> 800	hours	(<i>rough estimate</i>)
Pilot experience at night	10	hours	
Pilot experience in simulated instrument conditions	5	hours	
Pilot experience in the previous year	1,069	hours	
Pilot experience in the previous 3 months	225	hours	
Pilot experience in the previous month	72	hours	
Pilot experience in the previous 24 hours	8	hours	

FAA records show that the pilot's most recent medical certificate was a second class certificate issued on April 24, 2015, with a restriction "must wear corrective lenses".

(end)