



IIC's ESTIMATE OF THE FLIGHT INSTRUCTOR'S FLIGHT EXPERIENCE

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NTSB Accident Number: CEN17FA005 – N76S, Beechcraft D95A at Hitchcock, Texas

The National Transportation Safety Board investigator-in-charge (IIC) was able to examine eight different original pilot logbooks for Mr. Brian G. Arnott which covered the period from 1974 through 2016.

Pilot logbook number 1 showed entries beginning on August 19, 1974, to the last entry in that book on July 5, 1982. Logbook number 2 had entries from July, 1982, through January, 1984. Logbook number 3 had entries from January, 1984, through June, 1984. Logbook number 4 had entries from June, 1984, through September, 1985. Logbook number 5 had entries from September, 1985, through August, 2003. Logbook number 6 had entries from August, 2003, through January, 2013. Logbook number 7 had entries from January, 2013, with the last flight logged on October 1, 2016.

An additional logbook marked “logbook number 3 Glider” had entries beginning on August 4, 2007, with notations that Mr. Arnott then had 154.6 hours of previous glider experience, and a total of 86.8 hours of previous glider flight instruction given. The last entry in that logbook was on March 21, 2016, showing a total of 302.3 hours of glider pilot experience and a total of 207.1 hours of glider flight instruction given. Other logbooks showing glider flight entries prior to August, 2007, were not available for examination.

Entries in the logbooks show that Mr. Arnott was issued a United Kingdom private pilot license in Glasgow, Scotland, on June 15, 1976. All further aviation certifications were completed in the United States. He was issued a Federal Aviation Administration (FAA) private pilot certificate with a rating in airplane single-engine land on July 20, 1977, a rating in airplane multi-engine land on March 2, 1978, and a rating in instrument airplane on April 15, 1978.

Mr. Arnott was issued an FAA commercial pilot certificate with a rating in airplane single-engine land on April 22, 1980, and a rating in airplane multi-engine land on September 29, 1984.

Mr. Arnott was issued an FAA flight instructor certificate with a rating in airplane single-engine on March 30, 1981, a rating in instrument airplane on March 5, 1982, a rating in airplane multi-engine on September 29, 1984, and a rating in glider on December 19, 2004.

Mr. Arnott completed a certification flight test in a Cessna 414 and was issued an FAA airline transport pilot certificate with a rating in airplane multi-engine land on August 20, 1986.

A logbook entry on March 8, 1981, showed that Mr. Arnott received 1.0 hours of flight instruction in a Cessna 152 with the remarks “*spins – emerg proc – spot landings*”. A logbook endorsement on the same date read “*I certify that I have given Brian Arnott instruction on spin procedures and have found him competent in both left and right spins*”. Another entry on August 23, 1981, showed that Mr. Arnott received 0.6 hour of flight instruction in a Piper PA-38-112 with the remarks “*stall, spin, two takeoffs & landings 20 degree flaps*”.

No other logbook entries were found which referenced flight experience in either spins or aerobatics.

During the period from 1987 until 1991 logbook entries show that Mr. Arnott flew as a first officer on several different large turboprop and turbojet airplanes for two different Part 121 scheduled passenger airlines. There were logbook entries in the flight instructor’s handwriting showing second-in-command pilot experience in the Embraer 110 and Saab SF-340 for Comair, and logbook entries showing second-in-command pilot experience in the Douglas DC-9 for Eastern Airlines.

Logbook entries in 2016 show that Mr. Arnott then had a total of 1,762 hours of pilot experience in turboprop airplanes, and a total of 1,149 hours of pilot experience in turbojet airplanes.

Logbook entries and a flight instructor’s endorsement showed that Mr. Arnott completed a flight review on August 11, 2016, in the accident airplane, N76S, a Beechcraft D95A.

There were no logbook entries before August 11, 2016, showing that Mr. Arnott had any previous pilot experience in Beechcraft D95A airplanes.

Logbook entries show that Mr. Arnott flew N76S on two personal flights on August 13, 2016, and on September 11, 2016. Subsequent logbook entries show Mr. Arnott gave a total of 6.7 hours of flight instruction in N76S during six flights from August 21, 2016, through September 13, 2016.

Based on entries in Mr. Arnott’s pilot logbooks his flight experience on October 1, 2016, was estimated as:

Pilot experience in single-engine airplanes	4,993	hours
Pilot experience in multi-engine airplanes	4,635	hours
Flight instructor experience in multi-engine airplanes (<i>previous eleven years</i>)	16.0	hours
Pilot experience in Beechcraft D95A (<i>all within the previous two months</i>)	11.6	hours
Flight instructor experience in Beechcraft D95A	6.7	hours
Total pilot experience in all aircraft	9,898	hours

(end)