

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN23FA239

PILOT FLIGHT HISTORY SUMMARY

ACCIDENT

Location: Watertown, Wisconsin
Date: June 14, 2023
Time: 0903 central daylight time
Airplane: Mooney M20R, Registration No. N1025C

ACCIDENT SYNOPSIS

On June 14, 2023, about 0903 central daylight time, a Mooney M20R airplane, N1025C, was destroyed during an accident near Watertown, Wisconsin. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* (CFR) Part 91 personal flight.

PILOT CERTIFICATION

The pilot held a private pilot certificate with ratings for airplane single-engine land and instrument airplane. On September 19, 2016, the pilot was issued a Federal Aviation Administration (FAA) Third-Class Medical Certificate with the limitation, "Must wear corrective lenses for distant, have glasses for near vision. Not valid for any class after 9/30/2017."

Although the pilot's Third-Class Medical Certificate had expired for all classes in 2017, he applied for BasicMed and completed both the BasicMed Course and the Comprehensive Medical Examination Checklist (CMEC) on September 17, 2021. The pilot was medically eligible to fly with a valid driver's license and if in compliance with 14 CFR Part 68 "Requirements for operating certain small aircraft without a medical certificate", 14 CFR Part 61.53 "Prohibition on operations during medical deficiency", and other applicable FAA regulations.

PILOT FLIGHT HISTORY

As of his last FAA aviation medical examination, dated September 19, 2016, the pilot reported his civil flight experience included 1,051 hours, of which 46 hours were flown in last six months.

The pilot's flight logbook was recovered at the accident site. The final logbook entry was dated May 15, 2023, and based on postaccident calculations the pilot had a total flight experience of 1,714.9 hours. Although the pilot routinely logged actual and simulated instrument flight time, the recovered logbook pages did not include a previously accumulated total instrument flight time parameter that could be used to calculate his total instrument flight experience.

According to the pilot's son, the pilot was the only individual who flew the accident airplane (Mooney M20R, Registration No. N1025C). A postaccident review of ADS-B flight data associated with the airplane concluded that the pilot flew the airplane at least 26.1 hours during the year before the accident, 8.3 hours during the previous 6 months, 8.3 hours in the previous 3 months, and 5.7 hours during the month before the accident. The pilot flew at least 4.5 hours after his final logbook entry; when combined with his flight logbook information the pilot had a total flight experience of about 1,719.4 hours.

On October 4, 2022, the pilot completed his last flight review and instrument proficiency check (IPC) in the airplane. According to the pilot's flight logbook, during the 6 months following his last IPC he routinely logged the entirety of the flight as simulated instrument time and having completed one instrument approach every flight. However, the logbook entries did not provide the location and type of each instrument approach nor the name of the individual who acted as the safety pilot while the pilot flew the airplane under simulated instrument conditions as required by 14 *CFR* 61.51. As such, the pilot's recent instrument flight experience could not be adequately assessed with the available logbook evidence.

FEDERAL REGULATIONS CONCERNING MAINTAINING AND LOGGING INSTRUMENT EXPERIENCE

According to 14 *CFR* 61.57, an instrument-rated pilot may not act as pilot-in-command under IFR or weather conditions less than the minimums prescribed for visual flight rules (VFR) unless they have within the 6 calendar months preceding the month of the flight performed and logged, in either actual or simulated instrument conditions, at least 6 instrument approaches, holding procedures and associated tasks, and intercepting/tracking courses through the use of navigational electronic systems.

According to 14 *CFR* 61.51, a pilot may only log instrument flight time if operating the aircraft by reference to instruments under actual or simulated flight conditions. Additionally, for the purposes of logging instrument time to meet recent instrument experience requirements the pilot must record the location and type of each instrument approach flown and, if required, the name of the safety pilot.