

LOGBOOK & SAFETY REVIEW

PREPARED FOR

Ben Reyes

DATE	May 19, 2026	REPORT ID	TALSR-2026-05-19-BCBED0
FLIGHTS	45	TOTAL TIME	45.6 hr

~~CONFIDENTIAL~~

APPROVED FOR RELEASE

INTRODUCTION

What this is

The Logbook and Safety Review is built on your logbook, and it has two halves. The first, the **Constellation**, compares your flying career against the entire NTSB aviation accident record. The second is a full audit of the logbook itself, a check on the completeness and quality of your records and what they show about where you stand today.

The Constellation compares your profile against the accident record to find the accidents most similar to it. Each accident report it processes is an **Angel File**, and it calculates how closely each one matches your overall profile. Its purpose is to surface safety considerations and possible blind spots in your training or preparation, drawn from accidents that involved pilots who looked just like you.



The map is a similarity layout. The star at the center represents you. Every other star is an Angel File, placed by how closely it matches your profile: the closer the star, the stronger the match. The gold stars are the accidents cited directly in this report. The fainter stars are accidents the analysis also drew on, and every accident that shaped this review is listed in the references. This constellation is specific to you and to this moment. As your experience changes it will change, and no two pilots produce the same one. It is a snapshot.

These are similarity matches, not predictions. No probability of any outcome is implied or claimed.

Reflected Risks From the Accident Record

Pilot Profile

Your record as of May 19, 2026, shows a pilot in the primary phase of training. Three key facets define this profile:

1. **Experience Level:** You are a student pilot with 45.6 total hours of flight time. The great majority of this time, 43.8 hours, has been with an instructor. 2. **Experience Scope:** Your experience is focused. All of your time is in a single aircraft type, the Cessna 172, and has occurred during the day in good weather. The record indicates your crosswind experience appears to have stayed around 5 knots, and you have not yet flown at night or in instrument conditions. 3. **Solo Proficiency:** A key pattern in your record is a recent gap in solo flight. While you have been flying regularly with an instructor, your last flight as the sole occupant of the aircraft was 44 days ago.

Reflections

When your profile is compared against a library of incidents, your experience aligns with two primary themes of how accidents happen to pilots at your stage: failures by an individual pilot operating alone, and failures of the instructional system itself. The vast majority of relevant accidents fall into the first category.

Within the theme of **The Individual Pilot Failure**, accidents tend to follow distinct pathways.

1. The Skill-Deficit Pathway

This is the most common pattern. It describes accidents where a pilot's handling skills were not sufficient for the situation, leading to a loss of control during a routine phase of flight, most often landing. These are not cases of intentional recklessness, but of a mismatch between the pilot's ability and the demands of the moment.

Your profile, with its narrow experience and lapsed solo currency, is strongly reflected in this pattern.

- A student pilot on their first solo flight in over 30 days bounced a landing. The report notes they reacted incorrectly, pushing the yoke forward, which caused the nose gear to collapse¹. This accident highlights how fundamental landing skills can degrade after a period of no solo practice, even when dual instruction continues.
- A 33-hour student pilot lost directional control during a touch-and-go landing, a high-workload maneuver. He became overwhelmed while reconfiguring the aircraft, veered off the runway, and struck a sign².
- A recently certificated private pilot with 48 hours of total time encountered a light 6-knot crosswind on landing. He failed to apply sufficient control inputs, drifted off the centerline, and hesitated before initiating a go-around. During the late go-around, the aircraft struck a taxiway sign³.

These cases illustrate a clear pattern: when a pilot with a sheltered experience history or lapsed solo currency encounters a challenge just outside of what they have practiced, even a seemingly minor one, a basic loss of control can occur.

2. The Judgment-Deficit Pathway

This pathway is fundamentally different. The accident is not caused by a lack of skill in routine flight, but by a pilot's willful decision to operate outside of rules, instructions, and safe practices.

- An 18-hour student pilot, who had written to a friend about his "unbelievable talent for flying," attempted low-altitude aerobatic maneuvers. He lost control and entered a fatal spin⁴.
- A student on his first solo cross-country was specifically instructed by his CFI not to fly to his parents' town. He did so anyway. Witnesses saw the airplane in a descent just before it collided with trees next to his parents' house⁵.
- A student pilot took off at night with a passenger, which he was not authorized to do. He was also found to have a blood alcohol level of 0.149%. During a low approach, he stalled the aircraft and crashed⁶.

These accidents are about a failure of mindset and decision-making, where a pilot intentionally creates a dangerous situation.

3. The Instructional System Failure Pathway

A third, less common pattern points to accidents where the instructional safety net fails. This can happen on the ground, before the flight even begins.

- A flight school allowed a student to depart late on a long solo cross-country flight without the required night training. As darkness fell, the student became lost and was unfamiliar with the aircraft's lighting. He eventually ran out of fuel and made a forced landing on a city street, colliding with a car⁷.

This pattern shows that accidents can be set in motion by failures in supervision or training that leave a student unprepared for the flight they were approved to take.

Summary

Your record shows a pilot who is actively training but has a significant gap in recent solo command practice and a narrow base of experience, particularly with crosswinds and night flight. The historical record shows that pilots with these characteristics have primarily encountered trouble through a simple, unintentional failure of skill during landing. A less frequent but more severe pattern involves pilots who, despite their inexperience, make a conscious decision to break rules. This report is intended to provide you with a clear, data-driven reflection of these patterns, as seen through the lens of your own flight history.

By the Numbers

Logbook covers 2026–2026 · 45 flights · 45.6 hours.

Data confidence

100% of your logbook was read and confirmed. 5 of 5 currency requirements are confirmed directly from your logged flights; the rest are shown as unconfirmed where your flights don't establish them.

Experience

TOTAL	PIC	DUAL GIVEN	XC	NIGHT	INSTR
45.6	1.8	0.0	1.0	0.0	0.0

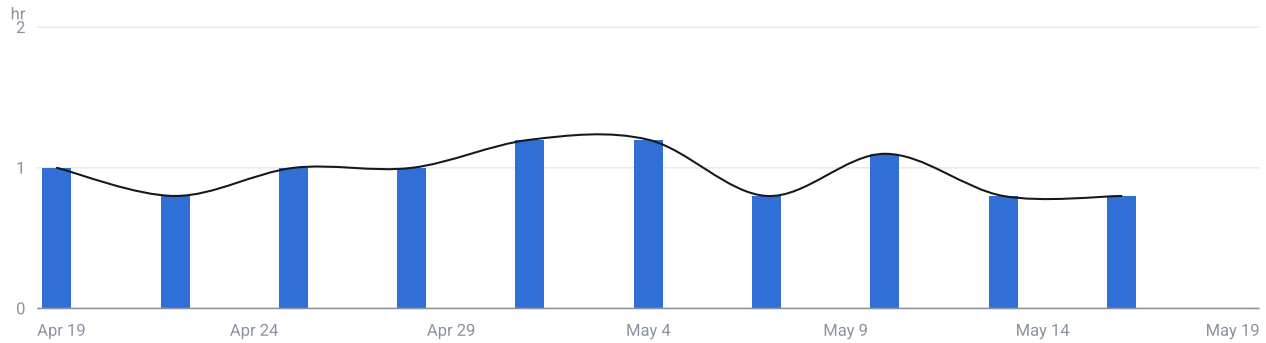
Hours by category

Total		45.6
PIC		1.8
Cross-Country		1.0
Solo		1.8

Activity over time (flight hours)

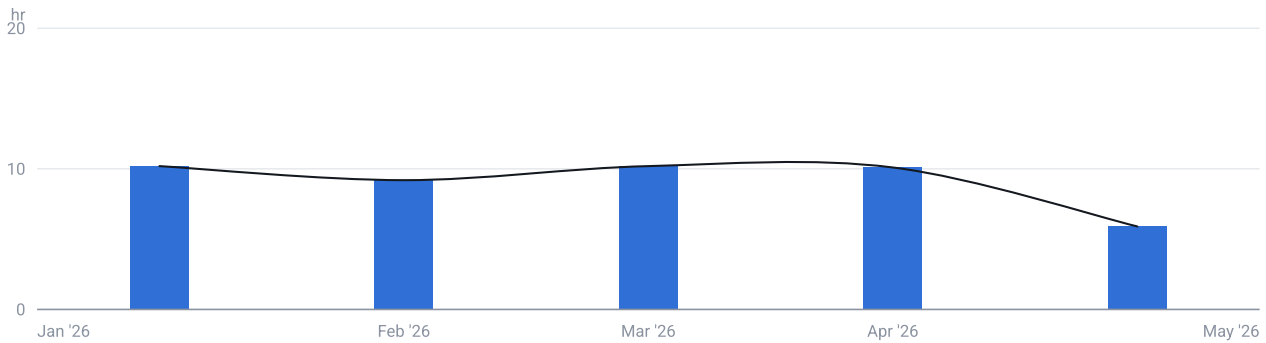
Last 30 days

9.7 hr



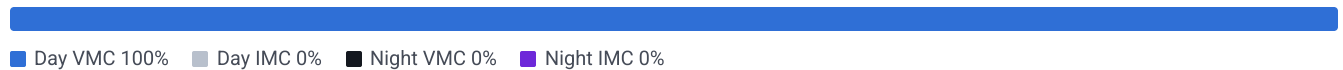
Lifetime

45.6 hr



Day VMC 100% Day IMC 0% Night VMC 0% Night IMC 0%

Experience composition — day / night · visual / instrument (whole career)



Currency

REQUIREMENT	14 CFR	STATUS
● Medical Certificate (3rd Class (<40)) medical certificate · issued on Jan 1, 2026 · 1,718 days remaining	61.23	CURRENT until Jan 30, 2031
● Day Passenger (ASEL) A student pilot may not carry passengers (14 CFR 61.89). Applies once you are certificated.	61.57(a)(1)	N/A
● Night Passenger (ASEL) A student pilot may not carry passengers (14 CFR 61.89). Applies once you are certificated.	61.57(b)(1)	N/A
● Instrument Currency Applies once you hold an instrument rating.	61.57(c)	N/A
● Flight Review Applies once you are certificated.	61.56	N/A

Unlogged Data

None.

Recommended next milestone · Private Pilot Certificate

18%

2 of 11 logbook-measurable requirements met · 14 CFR 61.109. Still needed:

● 3 Hours Dual Instrument	0.0 / 3 hours, 3.0 to go
● 3 Hours Dual Cross-Country	0.0 / 3 hours, 3.0 to go
● 3 Hours Dual Night	0.0 / 3 hours, 3.0 to go
● 10 Night Full-Stop Landings	0.0 / 10 count, 10.0 to go
● Long Solo Cross-Country	0.0 / 1 count, 1.0 to go
● 3 Solo Towered Landings	0.0 / 3 count, 3.0 to go
● 10 Hours Solo	1.8 / 10 hours, 8.2 to go
● 5 Hours Solo Cross-Country	1.0 / 5 hours, 4.0 to go

Reaching Private Pilot Certificate · at your recent pace

Projected from your historical flying trends and pace.

● 3 Hours Dual Instrument, 3 hours to go	Not Started
● 3 Hours Dual Night, 3 hours to go	Not Started
● 5 Hours Solo Cross-Country, 4 hours to go	>2 years
● 3 Hours Dual Cross-Country, 3 hours to go	Not Started
● 10 Hours Solo, 8.2 hours to go	~Jun 2026

When to book your checkride

When you're ready to test, build DPE scheduling into your plan — checkride scheduling is roughly 4–8 weeks on average, but often longer for CFI checkrides and in high-demand regions. Line up an examiner early.

What a DPE will check

● **Aeronautical experience (8710)** Verify

8 hour/experience requirement(s) still short — an examiner verifies these line-by-line.

● **Logbook completeness & consistency** Met

No unreadable entries detected in what we reviewed.

● **Endorsements & knowledge test** Not provided

Confirm you have passing knowledge-test results and the required endorsements.

5 CLOSEST EXAMINERS TO KMYF

● **Brunno Winnubst** San Diego, CA · 6 NM (971) 222-5730

Private Pilot Examiner (AMEL) · Flight Instructor Examiner · Private Pilot Examiner (ASEL)

● **David William Leonard** SAN DIEGO, CA · 6 NM (619) 274-0804

Flight Instructor Examiner · Sport Pilot Examiner (ASEL) · Airline Transport Pilot Examiner (AMEL)

● **Gregory Michael Madariaga** SAN DIEGO, CA · 6 NM (818) 402-4860

Flight Instructor Examiner · Sport Pilot Examiner (ASEL) · Airline Transport Pilot Examiner (AMEL)

● **John Warren Hardy** SAN DIEGO, CA · 6 NM (858) 722-2571

Flight Instructor Examiner · Airline Transport Pilot Examiner (AMEL) · Private Pilot Examiner (ASEL)

● **Mary Adene Schu** San Diego, CA · 6 NM (541) 390-3980

Flight Instructor Instrument Examiner · Flight Instructor Examiner · Sport Pilot Examiner (ASEL)

Pilot profile — derived from your logbook

1 TYPES C172

LOGGED THEMES

Stall / slow flight		9
Checkride / evaluation		2

Insurance readiness

Pilots carry aircraft insurance two ways. A policy on an aircraft you own covers the hull and your liability. Non-owned coverage, often called renter's insurance, covers you when you fly aircraft you do not own. Either way, the carrier prices the policy largely on your flight experience, measured against a standard set of figures. The rows below lay your logbook against those fields, the same ones a broker's pilot-history form asks for, and note the direction each one typically pushes a quote. Read it to see where your record already stands, and which figures a carrier weighs most heavily, before you shop for coverage.

● Total time	45.6 hr
<i>Baseline experience screen. Most benefit lands as you cross carrier minimums.</i>	
● PIC time	1.8 hr
<i>Weighed separately from total time.</i>	
● Most-flown types	C172 45.6h
<i>Time in make and model is often weighted more heavily than total time, and carriers set per-type minimums.</i>	
● Hours last 12 months	45.6 hr
<i>Recency is increasingly weighted; ~60 hr/yr is a commonly cited healthy benchmark.</i>	
● Hours last 90 days	30 hr
<i>Short-term currency check.</i>	
● Instrument	0 hr · N/A
<i>One of the most consistently rewarded credentials, especially on complex/high-performance types.</i>	
● Night time	0 hr
<i>Part of the overall experience picture underwriters review.</i>	

What a carrier also asks for

- Claims and loss history, and your FAA and NTSB accident or violation record
- Age, and medical class + expiry (or BasicMed)
- Certificates, ratings & type ratings held (FAA records)
- Recurrent, factory, or simulator training dates (some carriers credit recurrent training; USAIG publishes a 7.5% figure)

TallyAero shows where your logbook puts you on the factors underwriters weigh. It does not quote, calculate, or guarantee any premium, discount, or savings. Pricing is carrier- and market-dependent and set by your broker.

Open-pilot warranty

When you fly an aircraft you do not own, such as a club plane, a friend's, or a leaseback, the owner's insurance covers you only if you meet the open-pilot minimums written into their policy. The rows below compare your experience to the typical open-pilot minimums for common aircraft classes, so you can see where you would already be covered and where an owner would need to add you by name. These are representative industry figures, not any one carrier's terms.

- **Fixed-gear single (C172 / PA-28 class)** Short 154.4 hr total

200 hr total + ~10 hr in make/model

- **High-performance / complex single** Short 454.4 hr total

500 hr total + ~25 hr in type, HP/complex endorsement

- **Cabin-class / high-performance retract** Short 954.4 hr total

1,000 hr total + ~25 hr retractable, instrument rating

- **Light piston twin (DA42 / Seminole class)** Short 954.4 hr total + 25 hr multi

1,000 hr total + 25 hr multi + instrument rating

Map of your flying life

3

AIRPORTS

1

STATES

12 NM

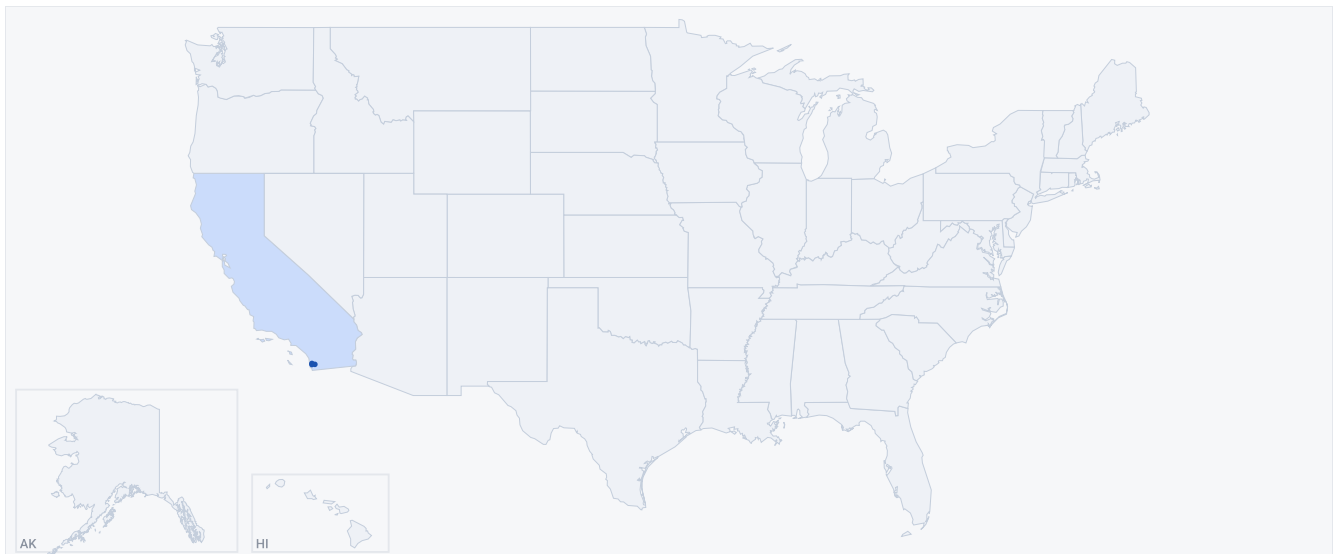
DISTANCE

0×

AROUND EARTH

3/3

TOWERED



Each dot is an airport you've flown (blue = towered).

AIRSPACE VISITED B 0 · C 0 · D 3 · E 0 · G 0 · other 0 | towered 3 · non-towered 0

Records & achievements

• Highest airport landed	KMYF Montgomery-Gibbs Exec... — 427 ft
• Longest single flight	1.2 hr · - (Jan 7, 2026)
• Longest leg flown	9 NM · KMYF-KSEE
• Most landings in a day	6 (Jan 7, 2026)
• Busiest month	10.2 hr (2026-02)
• Aircraft flown	1 types · 1 tail numbers
• Total landings	206

Your aviation journey

- Jan 4, 2026 **First logged flight**
- · C172
- Mar 11, 2026 **First solo**
KNKX-KMYF · C172
- Apr 4, 2026 **First cross-country**
KMYF-KSEE · C172

Logbook quality assurance — 0 of 45 entries flagged for review

Every entry passed our cross-field and route-geometry consistency checks.

How this review was produced

Currency	14 CFR 61.57, computed by TallyAero's rules engine from your logged flights and sim time.
Experience	14 CFR 61.159 / 61.109 / 61.65 / 61.129 — only requirements your flights can measure. Knowledge tests, medical, age and English are omitted.
Data confidence	How much of your logbook we could read and confirm. Anything we could not confirm is shown as a caution, never assumed current.
Additional records	Items like a medical, flight review, or endorsements that were not in the data provided are invited for you to add, so this review can include them.

References

Directly Cited

1.

CHI91LA151
Accident, no injuries · May 11, 1991 · Pontiac, Michigan · Cessna 152
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/15061/pdf

2.

CHI03LA111 cited as 20030502X00615
Accident, no injuries · Apr 23, 2003 · Three Rivers, Michigan · Cessna 150F
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/56922/pdf

3.

FTW95LA329
Accident, no injuries · Aug 5, 1995 · Englewood, Colorado · Piper PA-28-180
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/19525/pdf

4.

DEN88FA062
Fatal accident · Feb 3, 1988 · Brighton, Colorado · Piper PA-18-125
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/17350/pdf

5.

ATL90FA061
Fatal accident · Feb 6, 1990 · Norris, Tennessee · Piper PA-28-161
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/8112/pdf

6.

FTW88FA024
Accident, serious injury · Nov 7, 1987 · Bryan, Texas · Cessna 140
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/22525/pdf

7.

LAX94LA335 cited as 20001206X02089
Accident, serious injury · Aug 20, 1994 · Simi Valley, California · Cessna 172N
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/28838/pdf

Also Analyzed

Full reports at data.nts.gov

20001207X03151	20001207X03549	20001207X04843	20001212X21186
20001214X37503	20001214X38979	20030618X00906	ATL85FA182
CHI91LA084	DEN08CA043	DEN87LA006	DEN91LA093
FTW83FA078	LAX82DA214	MKC84FA049	NYC07CA112
NYC84FA310	SEA90FA100	SEA93LA167	

DISCLAIMER

Not official information. Generated from pilot-provided data and historical records; it makes no claims or determinations. Refer to primary sources and official publications for authoritative guidance. Portions were produced with AI, which can make mistakes, so verify anything important. The pilot in command remains solely responsible for the safe conduct of every flight (14 CFR 91.3).

The experience figures in this report are taken directly from your logbook entries. Weather and route characterizations are reconstructed from historical records and are approximate.