

LOGBOOK & SAFETY REVIEW

PREPARED FOR

Jordan Tate

DATE	June 18, 2026	REPORT ID	TALSR-2026-06-18-81F960
FLIGHTS	682	TOTAL TIME	1363.6 hr

~~CONFIDENTIAL~~

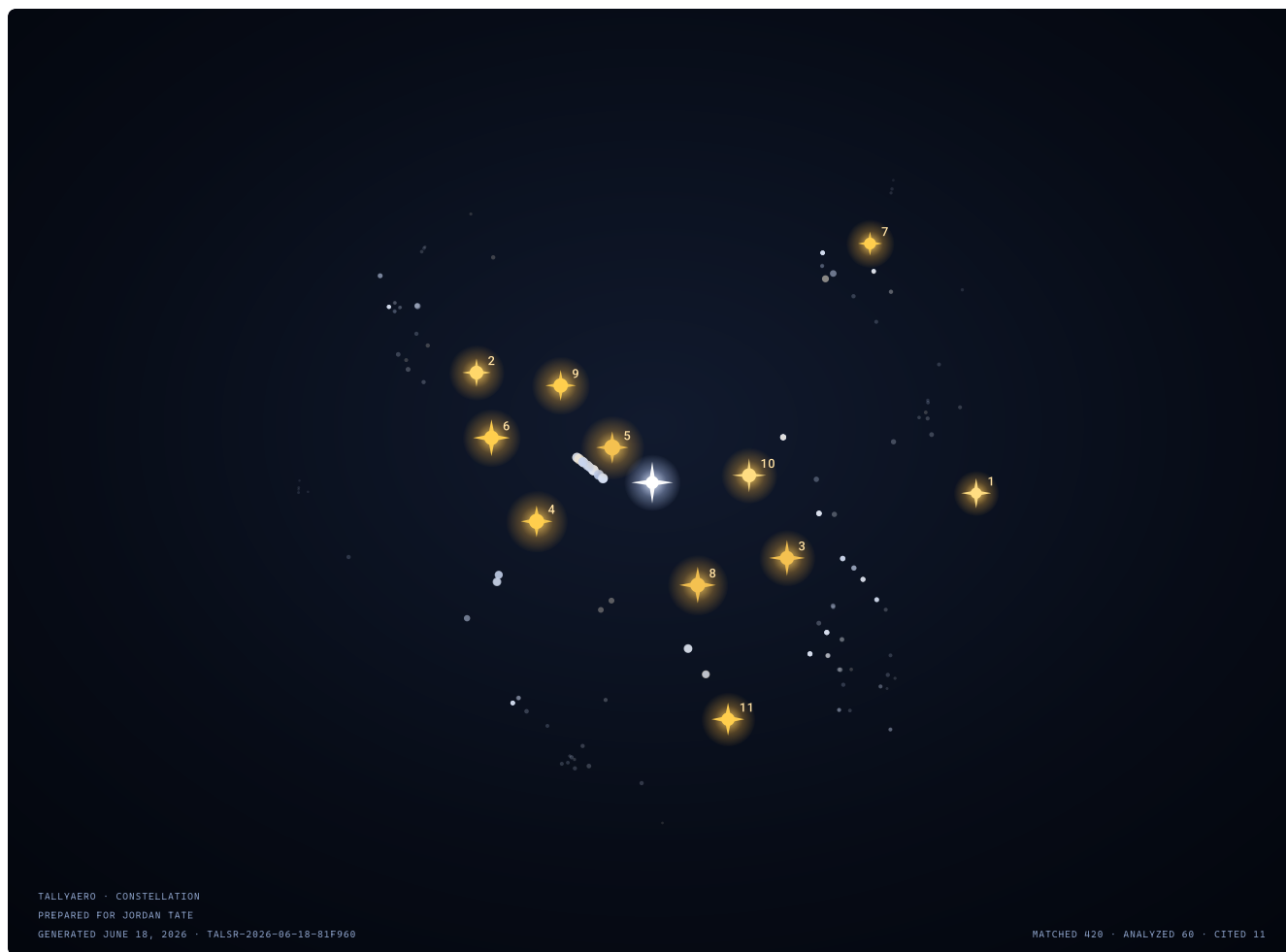
APPROVED FOR RELEASE

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 shows the clear progression of a professional pilot, moving from trainee to instructor. You have accumulated over 1,300 hours, almost all of it in single-engine land aircraft like the Cessna 172. Your flying has been highly localized, with the vast majority of your flights beginning and ending at the same airport.

Two facts stand out. First, your experience is deep but narrow, concentrated in specific aircraft and a familiar, low-elevation operating area. Second, and most critically, your record shows a significant and recent period of inactivity. You have not flown at all in the last 30 days, and your primary professional activity—flight instruction—appears to have ceased nearly five months ago.

Reflections

When your profile is compared against the accident record, two major themes emerge. The first relates to your professional past as an instructor. The second, more immediate theme relates to your current state of inactivity.

1. The Risks of the Instructional Environment

A significant number of accidents in the record occur during flight instruction. These are not random events; they are breakdowns in the instructional system. Your career has been defined by managing these risks. The record shows these breakdowns happen in several distinct ways:

- **Failure of Supervision:** In an accident,¹ an instructor was late to intervene when a student made a basic error on landing, resulting in a runway excursion and a nosed-over aircraft.
- **Failure of Assessment:** In one case,² an instructor overestimated the ability of a rusty, returning pilot and failed to take control in time to prevent a ground loop.
- **Failure of Decision-Making:** In one case,³ an instructor reacted to an engine failure by momentarily flying away from the runway, making a safe return impossible and forcing a ditching.
- **Failure of Doctrine:** In a fatal accident,⁴ an instructor had taught a student to use dangerous S-turns on final approach for spacing. When put in that situation by air traffic control, the student performed the maneuver as taught, stalled, and crashed.

These cases reflect the complex environment you have successfully navigated as an instructor.

2. The Risks of the Solo Pilot: Proficiency and Competence

The second, more pressing theme concerns pilots operating outside the instructional safety net. The accidents show that these failures are consistently driven by a loss of proficiency due to inactivity, a lack of competence for a specific situation, or a hazardous attitude. Your current period of inactivity places you directly in this risk profile.

Proficiency Decay: The Consequence of Inactivity

The accident record is unambiguous about what happens when pilots return to flight after a long layoff without remedial instruction. The fundamental skills of aircraft control atrophy.

- In an accident,⁵ a pilot attempted to fly after a 27-year hiatus without any instruction. He lost directional control on his first touchdown and crashed.
- In one case,⁶ a pilot who had not flown in over two years successfully made two landings, but on the third, his degraded skills led him to attempt a downwind landing. He landed long and fast, overran the runway, and went down an embankment.
- In a fatal accident,⁷ a pilot with a significant gap in his logbook attempted a flight, displaying overconfidence in his rusty abilities. He stalled at low altitude after a touch-and-go and crashed.

These accidents demonstrate that a logbook full of past experience is no defense against the immediate reality of skill decay.

Lapsed Instrument Proficiency

Your record shows you are instrument-rated, but it also shows you have not flown in actual instrument conditions for a very long time. The accident record shows this is one of the most critical forms of proficiency decay. A paper rating without current skill is a well-documented trap.

- In a fatal accident,⁸ an instrument-rated pilot, who had recently been assessed by his own CFI as "not sufficiently competent" on instruments, took off into a 300-foot overcast. After a minor electrical issue, he became spatially disoriented and lost control, even though his primary flight instruments were still working.
- In one case,⁹ a pilot who had earned his instrument rating six months prior but had logged zero actual instrument time since, attempted an approach in IMC. He flew it improperly, broke out of the clouds high and misaligned with the runway, and crashed while attempting a desperate, steep maneuver to salvage the landing.

These cases show that for a non-current instrument pilot, failure can happen either in the clouds (loss of control) or after breaking out of them (unstable approach).

Competence Deficit: The Limits of Localized Experience

Your record shows your experience is concentrated in a low-elevation environment. The accident record clearly shows that proficiency in one environment does not translate to competence in another.

- In a fatal accident,¹⁰ a pilot with no mountain flying experience attempted to cross the Rocky Mountains. He flew into a box canyon where the high-density altitude made it impossible for his aircraft to out-climb the rising terrain, leading to a stall and crash.
- In one case,¹¹ a pilot accustomed to flying from 4,000-foot elevation airports attempted to land at a field with an elevation over 8,000 feet. He flew a dangerously fast and unstable approach, misjudged the aircraft's performance in the thin air, and crashed during a botched go-around.

These accidents highlight that flying in a new, more demanding environment like high-altitude mountains requires specific training, not just general experience.

Summary

Your record tells the story of a professional pilot who has spent a career managing the risks of flight instruction. However, your current state of inactivity has shifted your risk profile. You are no longer the instructor mitigating risk; you are now the pilot with lapsed proficiency.

The accident record provides a clear reflection: pilots who are inactive for extended periods are exposed to accidents caused by the simple decay of fundamental skills. For an instrument-rated pilot like yourself, this risk is magnified, with a demonstrated danger of losing control in the very conditions your rating is meant to handle. Finally, your deep but localized experience creates a competence gap, exposing you to performance-related accidents should you operate in unfamiliar environments like the high mountains.

By the Numbers

Logbook covers 2023–2026 · 682 flights · 1363.6 hours.

Most recent logged flight Apr 26, 2026 (2 months ago); the recency figures below reflect that gap.

Data confidence

83% of your logbook was read and confirmed. 5 of 6 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
1363.6	637.9	369.8	464.0	30.5	184.7

Hours by category

Total		1363.6
PIC		637.9
Dual Given		369.8
Cross-Country		464.0
Night		30.5
Instrument		184.7
Solo		192.6

Activity over time (flight hours)

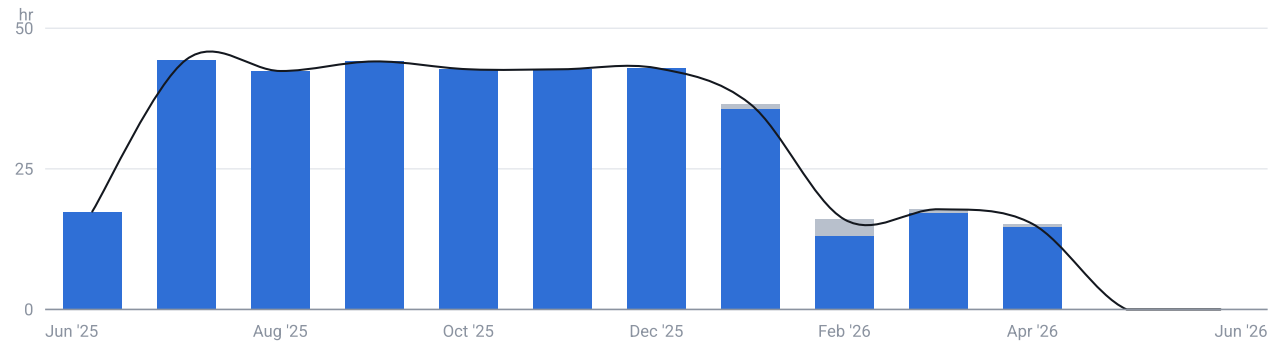
Last 30 days

0.0 hr



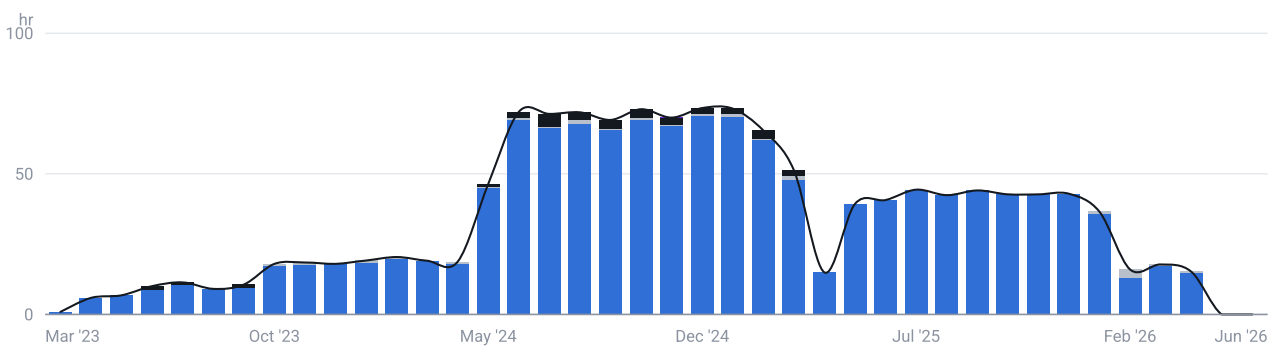
Last 12 months

362.1 hr



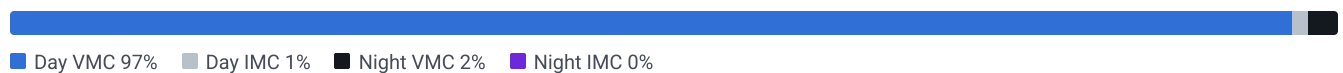
Lifetime

1363.6 hr



Day VMC 97% Day IMC 1% Night VMC 2% Night IMC 0%

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



Currency

REQUIREMENT	14 CFR	STATUS
● Day Passenger (ASEL) 3 takeoffs and landings in 90 days · last met on Apr 26, 2026 · 35 days remaining	61.57(a)(1)	CURRENT until Jul 22, 2026
● Instrument Currency 6 approaches, holding and tracking in 6 months · last met on Apr 26, 2026 · 104 days remaining	61.57(c)	CURRENT until Sep 29, 2026
● Medical Certificate (2nd Class) medical certificate · issued on Dec 9, 2025 · 196 days remaining	61.23	CURRENT until Dec 30, 2026
● Flight Review flight review every 24 calendar months · last met on Feb 2, 2026 · 621 days remaining	61.56	CURRENT until Feb 28, 2028
● Night Passenger (ASEL) 3 night full-stop landings in 90 days · last flown Mar 18, 2025	61.57(b)(1)	NOT CURRENT
● CFI Certificate CFI renewal every 24 calendar months · Add CFI certificate expiration date	61.197	NOT PROVIDED

Unlogged Data

None.

Recommended next milestone · Airline Transport Pilot



3 of 6 logbook-measurable requirements met · 14 CFR 61.159-61.167. Still needed:

● 100 Hours Night	30.5 / 100 hours, 69.5 to go
● 1,500 Hours Total Time	1363.6 / 1500 hours, 136.4 to go
● 500 Hours Cross-Country	464.0 / 500 hours, 36.0 to go

Reaching Airline Transport Pilot · at your recent pace

Projected from your historical flying trends and pace.

● 100 Hours Night, 69.5 hours to go	>2 years
● 1,500 Hours Total Time, 136.4 hours to go	~Nov 2027
● 500 Hours Cross-Country, 36 hours to go	~Sep 2027

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

● **Logbook completeness & consistency** [Verify](#)

Some entries we could not fully confirm — examiners scrutinize logbook completeness and totals.

● **Endorsements & knowledge test** [Not provided](#)

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

5 CLOSEST EXAMINERS TO KCHD

● **Henry Curtis Brunjes** Chandler, AZ · 3 NM [\(480\) 409-9000](#)

Private Pilot Examiner (ASEL) · Commercial/Instrument Examiner (ASEL) · Private Pilot Examiner (AMEL)

● **Jeffrey Peter Gerencser** CHANDLER, AZ · 3 NM [\(480\) 650-8390](#)

Commercial/Instrument Examiner (AMEL) · Commercial/Instrument Examiner (ASEL) · Private Pilot Examiner (AMEL)

● **Tristan Gibbs** Chandler, AZ · 3 NM [\(209\) 747-6412](#)

Commercial/Instrument Examiner (ASEL) · Private Pilot Examiner (AMEL) · Commercial/Instrument Examiner (AMEL)

● **Mark Andrew Rebholz** Aquila, AZ · 4 NM [\(520\) 839-3757](#)

Private Pilot Examiner (ASEL) · Commercial/Instrument Examiner (ASEL) · Airline Transport Pilot Examiner (ASEL)

● **Ben York** Mesa, AZ · 9 NM [\(480\) 236-4634](#)

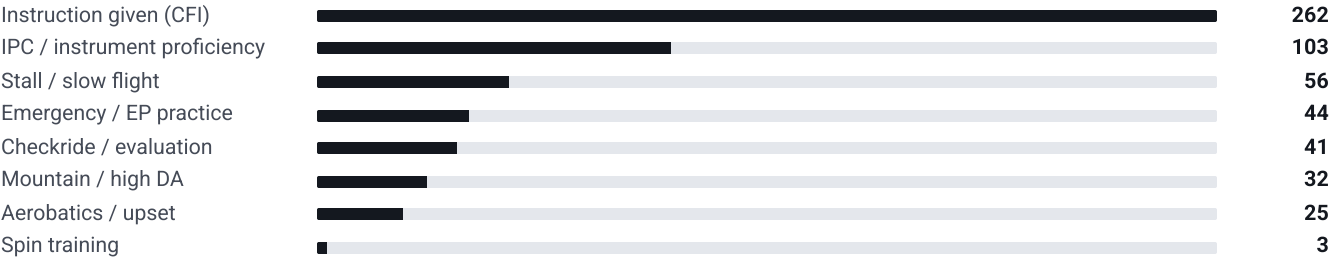
Private Pilot Examiner (ASEL) · Commercial/Instrument Examiner (ASEL) · Airline Transport Pilot Examiner (ASEL)

Pilot profile — derived from your logbook

- CFI / instruction given
- Night cross-country
- Aerobatic / upset experience
- Mountain flying

3 TYPES C172S · DA40NG · PA28-181

LOGGED THEMES



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** 1363.6 hr
Baseline experience screen. Most benefit lands as you cross carrier minimums.
- **PIC time** 637.9 hr
Weighed separately from total time.
- **Most-flown types** C172S 870.6h · DA40NG 298h · PA28-181 195h
Time in make and model is often weighted more heavily than total time, and carriers set per-type minimums.
- **Hours last 12 months** 363.9 hr
Recency is increasingly weighted; ~60 hr/yr is a commonly cited healthy benchmark.
- **Hours last 90 days** 23.2 hr
Short-term currency check.
- **Instrument** 184.7 hr · CURRENT
One of the most consistently rewarded credentials, especially on complex/high-performance types.
- **Night time** 30.5 hr
Part of the overall experience picture underwriters review.

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)** Meets

200 hr total + ~10 hr in make/model

- **High-performance / complex single** Meets

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

- **Cabin-class / high-performance retract** Meets

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

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

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

Map of your flying life

10

AIRPORTS

1

STATES

10,037 NM

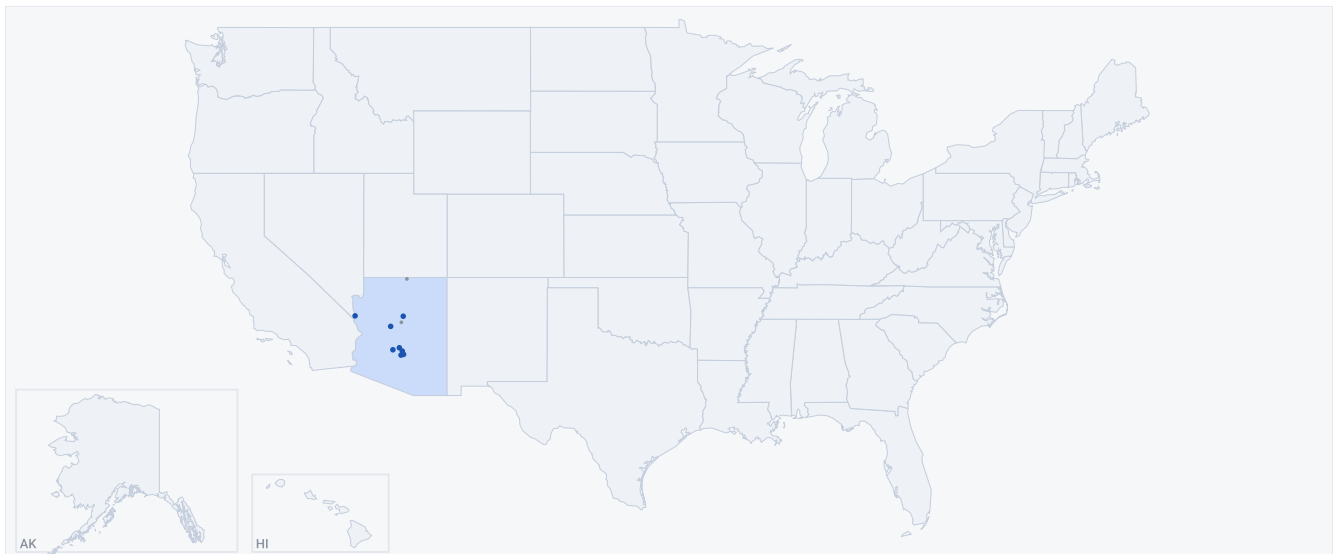
DISTANCE

0.5×

AROUND EARTH

8/10

TOWERED



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

AIRSPACE VISITED B 0 · C 1 · D 7 · E 2 · G 0 · other 0 | towered 8 · non-towered 2

Records & achievements

• Highest airport landed	KFLG Flagstaff Pulliam Air... — 7,014 ft
• Longest single flight	5.9 hr · KCHD-KPGA (May 26, 2024)
• Longest leg flown	220 NM · KCHD-KPGA
• Most landings in a day	8 (Dec 3, 2025)
• Busiest month	76.5 hr (2025-01)
• Instrument: actual vs simulated	17.1 actual / 167.6 simulated (9% actual)
• Aircraft flown	3 types · 3 tail numbers
• Total landings	1,589

Your aviation journey

• Mar 28, 2023	First logged flight	KCHD-KCHD · C172S
• May 27, 2023	First cross-country	KCHD-KFFZ · C172S
• Jun 1, 2023	First solo	KCHD-KCHD · C172S
• Jun 5, 2023	First night	KCHD-KCHD · C172S
• Jun 10, 2023	First instrument time	KCHD-KCHD · C172S
• Dec 15, 2023	100 hours	<i>crossed 100 total time</i>
• Jun 7, 2024	250 hours	<i>crossed 250 total time</i>
• Sep 22, 2024	500 hours	<i>crossed 500 total time</i>
• May 6, 2025	First instruction given (CFI)	KCHD-KCHD · C172S
• Jun 17, 2025	1,000 hours	<i>crossed 1,000 total time</i>

Logbook quality assurance — 51 of 682 entries flagged for review

These are entries flagged for review as possible errors or mistakes.

• Instrument exceeds total flight time	5
2023-10-16 N5234L: instrument 2 > total 1.5	2024-01-21 N5234L: instrument 1.6 > total 1.4
2023-11-27 N5234L: instrument 2.2 > total 1.8	2026-02-09 N409DA: instrument 2 > total 1.6
	2026-02-15 N409DA: instrument 2.1 > total 1.7

● Night full-stop landings exceed night landings

2

2023-06-06 N5234L: night F/S 2 > night Idg 1

2023-09-15 N5234L: night F/S 2 > night Idg 1

● Instrument approaches logged with no instrument time

44

2024-05-17 N409DA: 2 approaches, 0.0 instrument
2024-05-23 N5234L: 2 approaches, 0.0 instrument
2024-05-28 N812SP: 1 approaches, 0.0 instrument
2024-06-03 N5234L: 2 approaches, 0.0 instrument
2024-06-14 N812SP: 1 approaches, 0.0 instrument
2024-06-19 N409DA: 1 approaches, 0.0 instrument
2024-06-25 N5234L: 2 approaches, 0.0 instrument
2024-06-30 N812SP: 1 approaches, 0.0 instrument
2024-07-06 N5234L: 2 approaches, 0.0 instrument
2024-07-17 N812SP: 2 approaches, 0.0 instrument
2024-07-22 N409DA: 1 approaches, 0.0 instrument
2024-07-28 N5234L: 2 approaches, 0.0 instrument
2024-08-02 N812SP: 1 approaches, 0.0 instrument
2024-08-19 N812SP: 1 approaches, 0.0 instrument
2024-08-24 N409DA: 1 approaches, 0.0 instrument
2024-08-30 N5234L: 1 approaches, 0.0 instrument
2024-09-04 N812SP: 2 approaches, 0.0 instrument
2024-09-10 N5234L: 1 approaches, 0.0 instrument
2024-09-21 N812SP: 1 approaches, 0.0 instrument
2024-09-26 N409DA: 2 approaches, 0.0 instrument
2024-10-02 N5234L: 1 approaches, 0.0 instrument
2024-10-07 N812SP: 2 approaches, 0.0 instrument

2024-10-13 N5234L: 1 approaches, 0.0 instrument
2024-10-24 N812SP: 1 approaches, 0.0 instrument
2024-10-30 N409DA: 2 approaches, 0.0 instrument
2024-11-04 N5234L: 2 approaches, 0.0 instrument
2024-11-15 N5234L: 2 approaches, 0.0 instrument
2024-11-26 N812SP: 1 approaches, 0.0 instrument
2024-12-02 N409DA: 2 approaches, 0.0 instrument
2024-12-07 N5234L: 1 approaches, 0.0 instrument
2024-12-13 N812SP: 1 approaches, 0.0 instrument
2024-12-18 N5234L: 1 approaches, 0.0 instrument
2024-12-29 N812SP: 2 approaches, 0.0 instrument
2025-01-04 N409DA: 2 approaches, 0.0 instrument
2025-01-09 N5234L: 2 approaches, 0.0 instrument
2025-01-15 N812SP: 2 approaches, 0.0 instrument
2025-01-21 N5234L: 1 approaches, 0.0 instrument
2025-01-31 N812SP: 1 approaches, 0.0 instrument
2025-02-06 N409DA: 2 approaches, 0.0 instrument
2025-02-17 N812SP: 1 approaches, 0.0 instrument
2025-02-23 N5234L: 2 approaches, 0.0 instrument
2025-03-06 N812SP: 1 approaches, 0.0 instrument
2025-03-11 N409DA: 1 approaches, 0.0 instrument
2025-03-17 N5234L: 2 approaches, 0.0 instrument

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. **LAX98LA024** cited as 20001208X09067
Accident, no injuries · Oct 28, 1997 · Prescott, Arizona · Cessna 152
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/29987/pdf
2. **ANC12CA098**
Accident, no injuries · Aug 30, 2012 · Juneau, Alaska · Maule M-5-210C
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/84903/pdf
3. **MIA89LA037**
Accident, no injuries · Nov 18, 1988 · San Juan, Puerto Rico · Cessna 150J
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/32361/pdf
4. **BFO89FA027**
Fatal accident · Apr 15, 1989 · West Chicago, Illinois · Cessna 152
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/11456/pdf
5. **NYC06CA153**
Accident, no injuries · Jun 16, 2006 · South Boston, Virginia · Piper PA-22-108
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/63947/pdf
6. **ERA13CA315**
Accident, minor injury · Jul 4, 2013 · Easton, Pennsylvania · Beech A23-19
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/87417/pdf
7. **SEA89FA176**
Fatal accident · Sep 19, 1989 · Cave Junction, Oregon · Cessna 150M
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/40936/pdf
8. **ATL82FA196**
Fatal accident · Jul 15, 1982 · Roswell, Georgia · Piper PA-24-250
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/72429/pdf
9. **BFO92LA066**
Accident, serious injury · May 16, 1992 · Caldwell, New Jersey · Cessna 172
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/11790/pdf
10. **CEN14FA328**
Fatal accident · Jun 30, 2014 · Georgetown, Colorado · Piper PA 28-235
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/89568/pdf
11. **CEN21LA449**
Accident, no injuries · Aug 27, 2021 · Granby, Colorado · Columbia Aircraft Mfg LC41-550FG
data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/103953/pdf

Also Analyzed

Full reports at data.nts.gov

20001206X00763	20001207X03151	20001208X06296	20001211X15945
20001213X32252	20030618X00906	20110729X03107	20240206193751
3 0726	3 2701	3 2945	3 3922
ATL82DA234	ATL87LA037	ATL89FA090	ATL89LA111
ATL90FA070	ATL93FA039	BFO85LA021	CEN10CA100
CEN10LA497	CEN11CA306	CEN13CA457	CHI89LA137
CHI89LA147	CHI91DEM06	CHI95LA214	DEN83LA174
DEN86FA008	DEN89FA154	DEN89LA160	FTW84FA021
FTW87FA029	FTW90LA153	FTW98LA341	LAX85FA188
LAX86LA306	LAX89LA135	MIA07CA151	MKC84FA049
NYC82FA210	NYC93FA026	SEA02FA146	SEA85FA100
SEA85LA177	SEA87FA129	SEA89LA030	SEA90FA100
WPR10CA129			

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.