



# National Transportation Safety Board

## Office of Aviation Safety Central Region

### PILOT INFORMATION

NTSB Accident No:	CEN20FA001
Accident Date/Time:	Thursday, 3 October 2019, at 0858 EDT
Accident Location:	Lansing, Michigan
Aircraft Make/Model:	Socata TBM 700 C2
Aircraft Registration:	N700AQ
Aircraft Serial No:	252

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### PILOT-IN-COMMAND

According to FAA records, the 48-year-old pilot held a commercial pilot certificate with single-engine land and instrument airplane ratings. His most recent FAA second-class medical certificate was issued on January 4, 2019, with no restrictions or limitations. On the application for his current medical certificate, the pilot reported having accumulated 1,325 total hours of flight experience and 125 hours within the previous 6 months.

The pilot's flight history was established using his logbook. The final logbook entry was dated September 30, 2019, at which time he had accumulated 1,403.8 hours total flight time. The pilot had 1,404.8 hours total flight experience including the 1 hour accident flight. The pilot had flown 1,375 hours in single-engine airplanes and 29.8 hours multi-engine airplanes. He had logged 1,365 hours as pilot-in-command, all of which were flown in single-engine airplanes. He had flown 250.6 hours, 125.9 hours, 88.2 hours, and 35.5 hours during the year, 6 months, 90 days, and month before the accident, respectively. Based on available information, the 1 hour accident flight was his only flight time during the previous 24 hours.

The pilot's most recent flight review, as required by Title 14 CFR 61.56, was completed upon the issuance of his commercial pilot certificate dated May 8, 2019. His last instrument proficiency check was completed in a Redbird SR22 simulator on September 12, 2019. He completed the SIMCOM TBM 700 Initial Course on September 30, 2018. According to the pilot's logbook, he had flown 76.4 hours and 9.8 hours in Socata TBM 700 and TBM 850 airplanes, respectively. The pilot had logged all his Socata TBM 700 flight time during the 12 months before the accident.

## PILOT-RATED PASSENGER

According to FAA records, the 67-year-old pilot-rated passenger held a commercial pilot certificate with single-engine land and instrument airplane ratings. He also held a flight instructor certificate for single-engine land and instrument. The pilot-rated passenger did not possess a valid FAA medical certificate; his previous third-class medical certificate expired on August 31, 2017. He obtained the required comprehensive medical examination for BasicMed from his physician on September 25, 2017, and completed the required medical education course on February 19, 2018. A pilot logbook was not located during the investigation. The pilot-rated passenger reported having a total flight time of 1,625 hours when he applied for his last FAA medical certificate on August 21, 2015.

The pilot-rated passenger was a friend of the pilot and did not have a pilot role during the accident flight; he was reported to have been on the flight as a companion to the pilot only.