

# AOPA AIR SAFETY INSTITUTE

## 2014-2015 GA ACCIDENT SCORECARD

**T**he AOPA Air Safety Institute (ASI) has prepared this brief statistical analysis of general aviation (GA) accidents in calendar years 2014 and 2015 as a supplement to its *25th Joseph T. Nall Report*. The *25th Nall Report* analyzes accidents during 2013, the most recent year for which reasonably complete data are available at the necessary level of detail.

After an unexpectedly sharp reduction in 2013, the number of non-commercial fixed-wing accidents showed modest additional decreases in both 2014 and 2015, falling by 1% and 3%, respectively, from the prior year. However, higher proportions were fatal; the number of fatal accidents increased 15% in 2014 before stabilizing the following year. Even so, 2013-2015 remain the only three years since before World War II to each see fewer than 200 fatal accidents and fewer than 1,000 total accidents in airplanes not being flown commercially, and the fatal accident rates for 2013 and 2014 are the lowest on record.

The estimated volume of non-commercial helicopter activity rebounded 21% in 2014, while the number of accidents increased less than 2% and the number of fatal accidents dropped by one-third. This resulted in decreases of 16% and 55%, respectively, in the total and fatal accident rates. There were 16 fewer non-commercial helicopter accidents in 2015, a 15% decline to a new low of 92, while the number of fatal accidents decreased by one.

The 15% decrease in commercial fixed-wing accidents from 2013 to 2014 also coincided with a resurgence of activity, which gained 5% over the same period. The overall accident rate declined some 20% and the fatal accident rate fell 15%. 2015 saw five more accidents overall but three fewer fatal accidents, and 2014-2015 replaced 2013-2014 as the two-year period with the fewest commercial fixed-wing accidents. The number of accidents on commercial helicopter flights remained squarely within the narrow range that has characterized the past 10 years, with fatalities in 14 of the combined 75 accidents during the most recent two-year period.

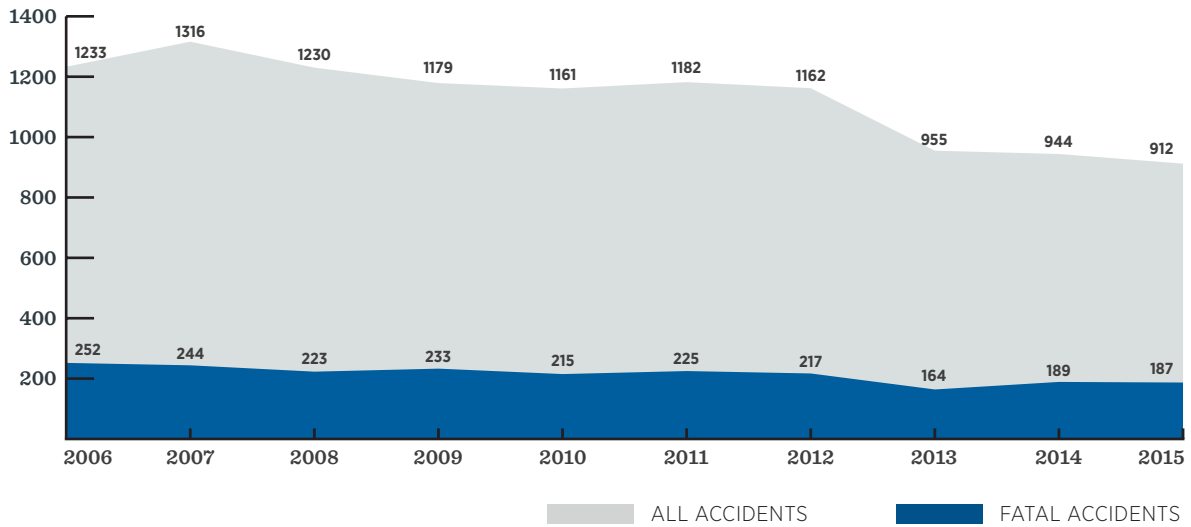
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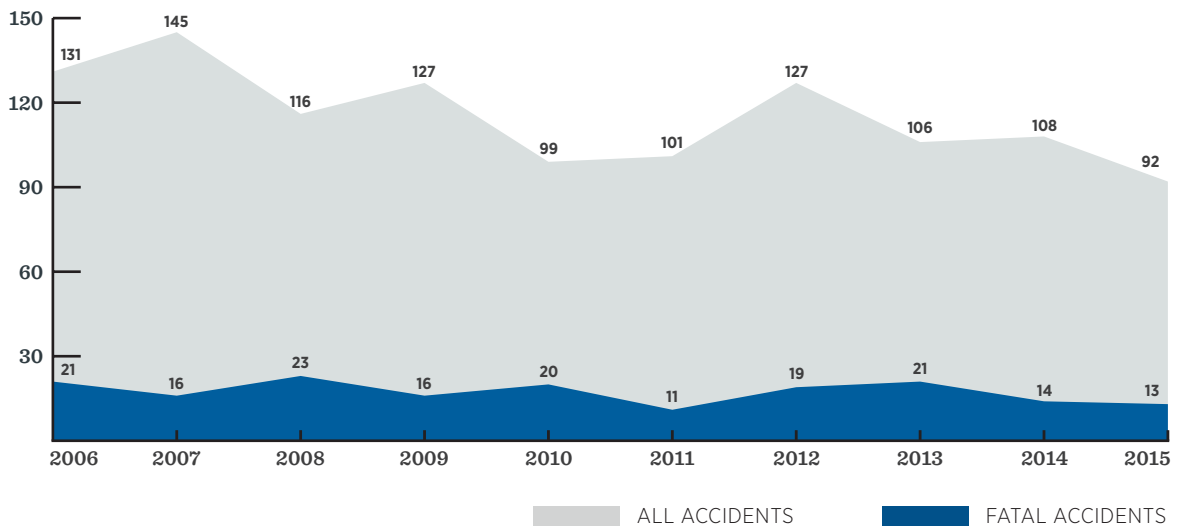


# General Aviation Accidents, 2006-2015

## NON-COMMERCIAL FIXED-WING

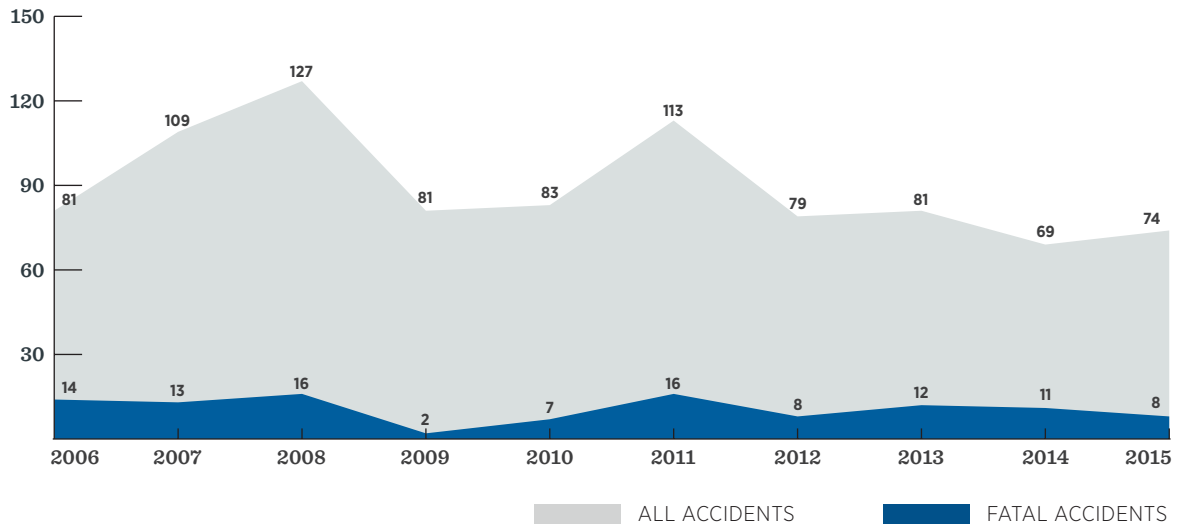


## NON-COMMERCIAL HELICOPTER

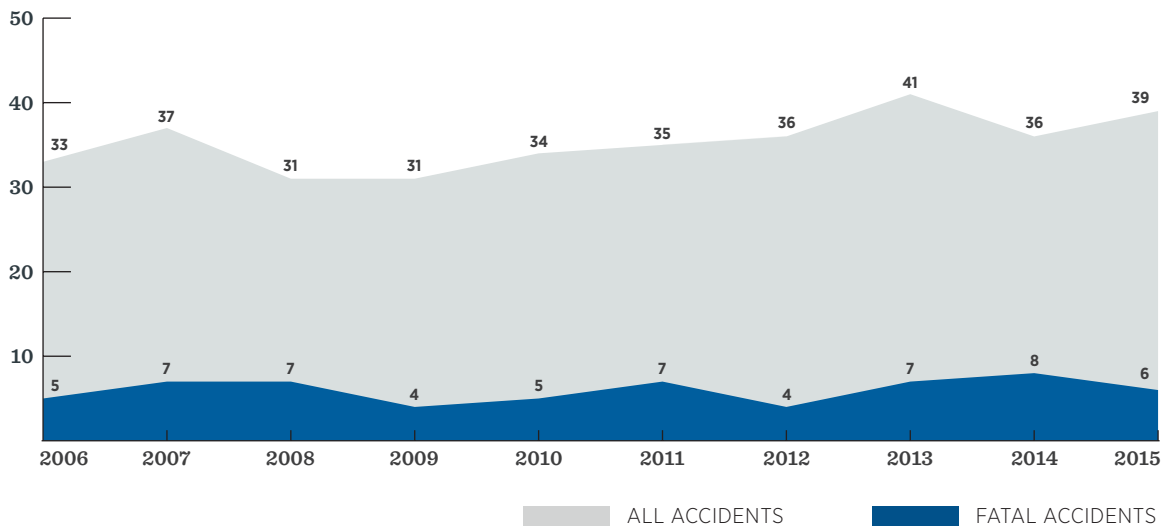


## General Aviation Accidents, 2006-2015 (Continued)

### COMMERCIAL FIXED-WING

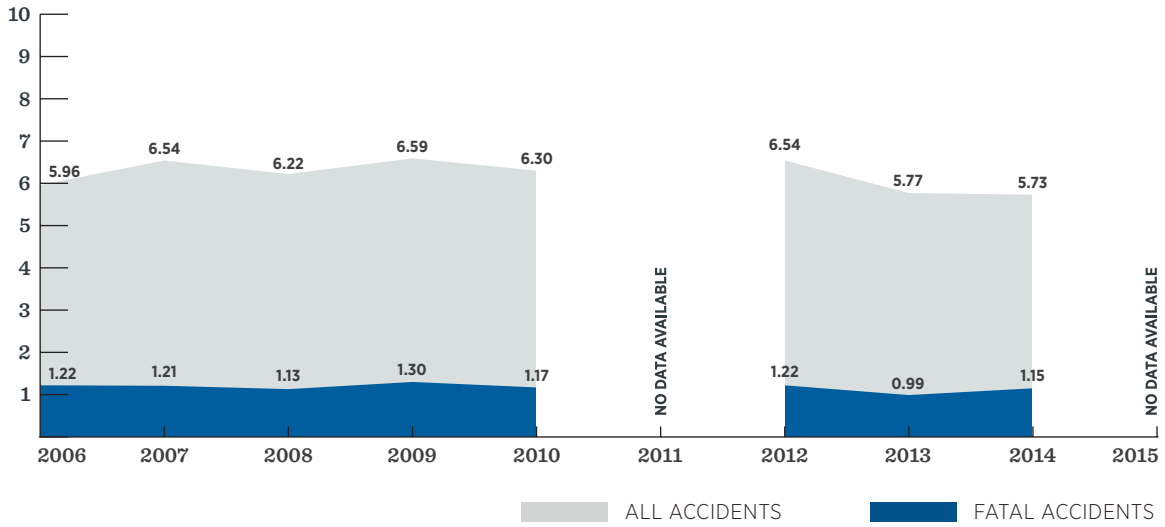


### COMMERCIAL HELICOPTER

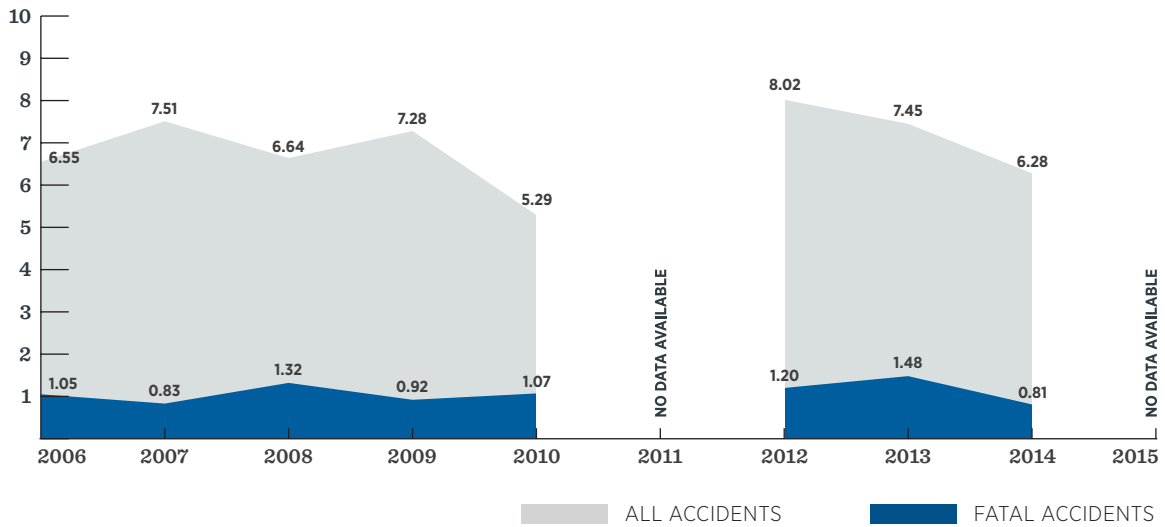


# General Aviation Accident Rates, 2006-2014

## NON-COMMERCIAL FIXED-WING

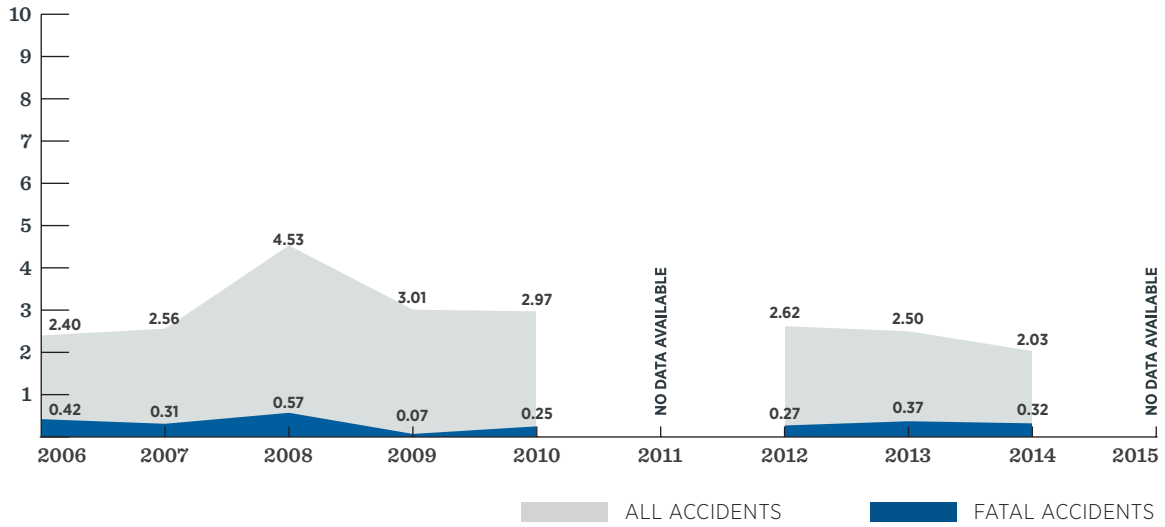


## NON-COMMERCIAL HELICOPTER

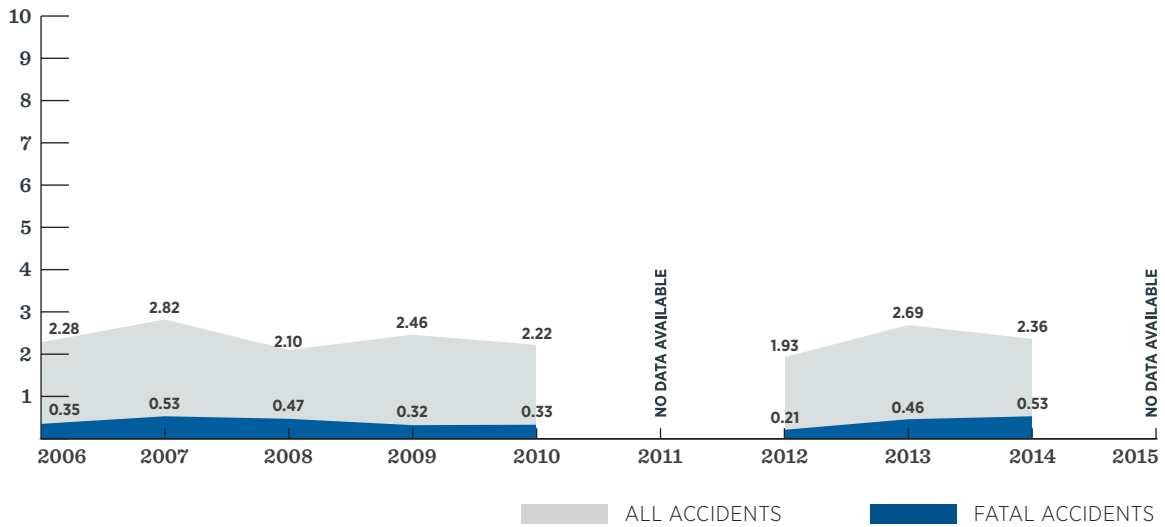


## General Aviation Accident Rates, 2006-2014 (Continued)

### COMMERCIAL FIXED-WING



### COMMERCIAL HELICOPTER



## Summary of General Aviation Accidents by Year

2014	Non-Commercial		Commercial	
	FIXED-WING	HELICOPTER	FIXED-WING	HELICOPTER
Number of Accidents	944	108	69	36
Number of Aircraft*	950	108	69	36
Number of Fatal Accidents	189	14	11	8
Lethality (Percent)	20.0	13.0	15.9	22.2
Fatalities	290	24	17	13

2015	Non-Commercial		Commercial	
	FIXED-WING	HELICOPTER	FIXED-WING	HELICOPTER
Number of Accidents	912	92	74	39
Number of Aircraft*	921	92	74	39
Number of Fatal Accidents	187	13	8	6
Lethality (Percent)	20.5	14.1	10.8	15.4
Fatalities	310	20	16	10

*\*EACH AIRCRAFT INVOLVED IN A COLLISION IS COUNTED SEPARATELY.*

## 2014 Accident Conditions: Non-Commercial Fixed-Wing

### AIRCRAFT CLASS

CONFIGURATION	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Fixed-Gear (SEF)	696	73.3%	116	60.4%	165	56.9%
SEF Tailwheel	306		48		58	
Single-Engine Retractable Gear	189	19.9%	60	31.3%	97	33.4%
Single-Engine Turbine	15		6		14	
Multiengine	65	6.8%	16	8.3%	28	9.7%
Multiengine Turbine	15		5		12	

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Personal	722	76.0%	159	82.8%	240	82.8%
Instructional	126	13.3%	16	8.3%	29	10.0%
Public Use	8	0.8%	1	0.5%	1	0.3%
Positioning	16	1.7%	4	2.1%	4	1.4%
Aerial Observation	5	0.5%	2	1.0%	2	0.7%
Business	24	2.5%	3	1.6%	6	2.1%
Other Work Use	25	2.6%	3	1.6%	4	1.4%
Other or Unknown	24	2.5%	4	2.1%	4	1.4%

**NOTE:** PERCENTAGES ARE PERCENT OF ALL ACCIDENTS, ALL FATAL ACCIDENTS, OR INDIVIDUAL FATALITIES, RESPECTIVELY.

## Non-Commercial Fixed-Wing, 2014 (Continued)

### PILOT QUALIFICATIONS

CERTIFICATE LEVEL	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
ATP	149	15.7%	32	16.7%	49	16.9%
Commercial	268	28.2%	57	29.7%	79	27.2%
Private	441	46.4%	93	48.4%	151	52.1%
Sport	15	1.6%	3	1.6%	4	1.4%
Recreational	2	0.2%	1	0.5%	1	0.3%
Student	50	5.3%	1	0.5%	1	0.3%
None	14	1.5%	3	1.6%	3	1.0%
Other or Unknown	11	1.2%	2	1.0%	2	0.7%
Second Pilot on Board	111	11.7%	29	15.1%	55	19.0%
CFI on Board*	199	20.9%	35	18.2%	54	18.6%
IFR Pilot on Board*	522	54.9%	113	58.9%	176	60.7%

\* INCLUDES SINGLE-PILOT FLIGHTS

### LIGHT AND WEATHER CONDITIONS

CONDITIONS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Day VMC	825	87.4%	140	74.1%	210	71.9%
Night VMC*	69	7.3%	19	10.1%	34	11.6%
Day IMC	23	2.4%	15	7.9%	24	8.2%
Night IMC*	17	1.8%	13	6.9%	22	7.5%
Not Yet Reported	10	1.1%	2	1.1%	2	0.7%

\* INCLUDES DUSK



## 2015 Accident Conditions: Non-Commercial Fixed-Wing

### AIRCRAFT CLASS

CONFIGURATION	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Fixed-Gear (SEF)	685	74.4%	113	60.4%	162	52.3%
SEF Tailwheel	283		36		52	
Single-Engine Retractable Gear	182	19.8%	58	31.0%	110	35.5%
Single-Engine Turbine	24		11		19	
Multiengine	54	5.9%	16	8.6%	38	12.3%
Multiengine Turbine	14		3		7	

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Personal	729	79.2%	155	82.9%	266	85.8%
Instructional	103	11.2%	11	5.9%	15	4.8%
Public Use	4	0.4%	2	1.1%	3	1.0%
Positioning	9	1.0%	1	0.5%	1	0.3%
Aerial Observation	6	0.7%	1	0.5%	1	0.3%
Business	23	2.5%	7	3.7%	12	3.9%
Other Work Use	19	2.1%	4	2.1%	4	1.3%
Other or Unknown	28	3.0%	6	3.2%	8	2.6%

## Non-Commercial Fixed-Wing, 2015 (Continued)

### PILOT QUALIFICATIONS

CERTIFICATE LEVEL	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
ATP	112	12.2%	27	14.4%	43	13.9%
Commercial	245	26.6%	57	30.5%	96	31.0%
Private	434	47.1%	83	44.4%	144	46.5%
Sport	25	2.7%	1	0.5%	2	0.6%
Recreational	2	0.2%	1	0.5%	1	0.3%
Student	60	6.5%	9	4.8%	10	3.2%
None	9	1.0%	6	3.2%	10	3.2%
Other or Unknown	34	3.7%	3	1.6%	4	1.3%
Second Pilot on Board	97	10.5%	21	11.2%	37	11.9%
CFI on Board*	168	18.2%	36	19.3%	58	18.7%
IFR Pilot on Board*	457	49.6%	106	56.7%	184	59.4%

\* INCLUDES SINGLE-PILOT FLIGHTS

### LIGHT AND WEATHER CONDITIONS

CONDITIONS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Day VMC	789	86.5%	136	72.7%	210	67.7%
Night VMC*	72	7.9%	16	8.6%	28	9.0%
Day IMC	30	3.3%	22	11.8%	41	13.2%
Night IMC*	13	1.4%	9	4.8%	23	7.4%
Not Yet Reported	8	0.9%	4	2.1%	8	2.6%

\* INCLUDES DUSK

## 2014 Accident Conditions: Non-Commercial Helicopter

### AIRCRAFT CLASS

CONFIGURATION	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	57	52.8%	6	42.9%	11	45.8%
Single-Engine Turbine	45	41.7%	7	50.0%	10	41.7%
Multiengine Turbine	6	5.6%	1	7.1%	3	12.5%

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Personal	37	34.3%	6	42.9%	9	37.5%
Instructional	27	25.0%	2	14.3%	4	16.7%
Public Use	10	9.3%	0			
Positioning	11	10.2%	4	28.6%	8	33.3%
Aerial Observation	8	7.4%	1	7.1%	2	8.3%
Business	6	5.6%	0			
Other Work Use	6	5.6%	0			
Other or Unknown	3	2.8%	1	7.1%	1	4.2%

## Non-Commercial Helicopter, 2014 (Continued)

### PILOT QUALIFICATIONS

CERTIFICATE LEVEL	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
ATP	19	17.6%	0			
Commercial	69	63.9%	11	78.6%	20	83.3%
Private	16	14.8%	2	14.3%	3	12.5%
Student	4	3.7%	1	7.1%	1	4.2%
Second Pilot on Board	29	26.9%	3	21.4%	6	25.0%
CFI on Board*	58	53.7%	7	50.0%	13	54.2%
IFR Pilot on Board*	79	73.1%	8	57.1%	14	58.3%

\* INCLUDES SINGLE-PILOT FLIGHTS

### LIGHT AND WEATHER CONDITIONS

CONDITIONS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Day VMC	98	90.7%	11	78.6%	17	70.8%
Night VMC*	6	5.6%	2	14.3%	5	20.8%
Day IMC	2	1.9%	0			
Night IMC*	1	0.9%	0			
Not Yet Reported	1	0.9%	1	7.1%	2	8.3%

\* INCLUDES DUSK

## 2015 Accident Conditions: Non-Commercial Helicopter

### AIRCRAFT CLASS

CONFIGURATION	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	63	68.5%	7	53.8%	12	60.0%
Single-Engine Turbine	26	28.3%	5	38.5%	7	35.0%
Multiengine Turbine	3	3.3%	1	7.7%	1	5.0%

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Personal	37	40.2%	5	38.5%	9	45.0%
Instructional	23	25.0%	3	23.1%	5	25.0%
Public Use	3	3.3%	1	7.7%	1	5.0%
Positioning	6	6.5%	2	15.4%	2	10.0%
Aerial Observation	6	6.5%	1	7.7%	1	5.0%
Business	5	5.4%	0			
Other Work Use	6	6.5%	0			
Other or Unknown	6	6.5%	1	7.7%	2	10.0%

## Non-Commercial Helicopter, 2015 (Continued)

### PILOT QUALIFICATIONS

CERTIFICATE LEVEL	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
ATP	11	12.0%	0			
Commercial	54	58.7%	6	46.2%	9	45.0%
Private	18	19.6%	4	30.8%	8	40.0%
Sport	2	2.2%	1	7.7%	1	5.0%
Student	4	4.3%	1	7.7%	1	5.0%
Other or Unknown	3	3.3%	1	7.7%	1	5.0%
Second Pilot on Board	20	21.7%	2	15.4%	4	20.0%
CFI on Board*	31	33.7%	1	7.7%	2	10.0%
IFR Pilot on Board*	54	58.7%	7	53.8%	10	50.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

### LIGHT AND WEATHER CONDITIONS

CONDITIONS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Day VMC	81	88.0%	9	69.2%	15	75.0%
Night VMC*	7	7.6%	3	23.1%	4	20.0%
Day IMC	2	2.2%	1	7.7%	1	5.0%
Night IMC*	1	1.1%	0			
Not Yet Reported	1	1.1%	0			

\* INCLUDES DUSK

# 2014 Accident Conditions: Commercial Fixed-Wing

## TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Aerial Application (Part 137)	44 63.8%	7 63.6%	7 41.2%
Charter or Cargo (Part 135)	25 36.2%	4 36.4%	10 58.8%

## AERIAL APPLICATION (PART 137)

AIRCRAFT CLASS	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Single-Engine Fixed-Gear	44 100.0%	7 100.0%	7 100.0%
SEF Tailwheel	44	7	7
Single-Engine Turbine	28	6	6

## CONDITIONS

Day VMC	42 95.5%	6 85.7%	6 85.7%
Night VMC*	1 2.3%	1 14.3%	1 14.3%
Not Reported	1 2.3%	0	

\* INCLUDES DUSK

## PILOT QUALIFICATIONS

ATP	2 4.5%	1 14.3%	1 14.3%
Commercial	41 93.2%	6 85.7%	6 85.7%
Other or Unknown	1 2.3%	0	
CFI on Board*	4 9.1%	0	
IFR Pilot on Board*	13 29.5%	4 57.1%	4 57.1%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Fixed-Wing, 2014 (Continued)

### CHARTER AND CARGO (PART 135)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Fixed-Gear	15	60.0%	0			
SEF Tailwheel	6		0			
Single-Engine Retractable	2	8.0%	1	25.0%	2	20.0%
Single-Engine Turbine	2		0			
Multiengine	8	32.0%	3	75.0%	8	80.0%
Multiengine Turbine	4		0			

### CONDITIONS

Day VMC	19	76.0%	1	25.0%	4	40.0%
Night VMC*	4	16.0%	2	50.0%	4	40.0%
Day IMC	1	4.0%	0			
Night IMC*	1	4.0%	1	25.0%	2	20.0%

\* INCLUDES DUSK

### PILOT QUALIFICATIONS

ATP	11	44.0%	1	25.0%	4	40.0%
Commercial	14	56.0%	3	75.0%	6	60.0%
Second Pilot on Board	2	8.0%	0			
CFI on Board*	14	56.0%	3	75.0%	7	70.0%
IFR Pilot on Board*	25	100.0%	4	100.0%	10	100.0%

\* INCLUDES SINGLE-PILOT FLIGHTS



## 2015 Accident Conditions: Commercial Fixed-Wing

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Aerial Application (Part 137)	50 67.6%	5 62.5%	5 31.3%
Charter or Cargo (Part 135)	24 32.4%	3 37.5%	11 68.8%

### AERIAL APPLICATION (PART 137)

AIRCRAFT CLASS	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Single-Engine Fixed-Gear	50 100.0%	5 100.0%	5 100.0%
SEF Tailwheel	45	4	4
Single-Engine Turbine	19	3	3

### CONDITIONS

Day VMC	48 96.0%	5 100.0%	5 100.0%
Night VMC*	2 4.0%	0	

### PILOT QUALIFICATIONS

ATP	6 12.0%	0	
Commercial	43 86.0%	5 100.0%	5 100.0%
Other or Unknown	1 2.0%	0	
CFI on Board*	5 10.0%	0	
IFR Pilot on Board*	20 40.0%	3 60.0%	3 60.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Fixed-Wing, 2015 (Continued)

### CHARTER AND CARGO (PART 135)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Fixed-Gear	14	58.3%	2	66.7%	10	90.9%
SEF Tailwheel	7		1		9	
Single-Engine Retractable	2	8.3%	1	33.3%	1	9.1%
Single-Engine Turbine	5		1		9	
Multiengine	8	33.3%	0			
Multiengine Turbine	2		0			

### CONDITIONS

Day VMC	16	66.7%	3	100.0%	11	100.0%
Night VMC*	4	16.7%	0			
Day IMC	2	8.3%	0			
Night IMC*	2	8.3%	0			

\* INCLUDES DUSK

### PILOT QUALIFICATIONS

ATP	10	41.7%	0			
Commercial	13	54.2%	3	100.0%	11	100.0%
Other or Unknown	1	4.2%	0			
Second Pilot on Board	2	8.3%	0			
CFI on Board*	8	33.3%	1	33.3%	1	9.1%
IFR Pilot on Board*	21	87.5%	3	100.0%	11	100.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

# 2014 Accident Conditions: Commercial Helicopter

## TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Aerial Application (Part 137)	17	47.2%	4	50.0%	4	30.8%
Charter or Cargo (Part 135)	12	33.3%	3	37.5%	8	61.5%
External Load (Part 133)	7	19.4%	1	12.5%	1	7.7%

## AERIAL APPLICATION (PART 137)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	10	58.8%	4	100.0%	4	100.0%
Single-Engine Turbine	7	41.2%	0			

## CONDITIONS

Day VMC	17	100.0%	4	100.0%	4	100.0%
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\* INCLUDES DUSK

## PILOT QUALIFICATIONS

ATP	4	23.5%	0			
Commercial	13	76.5%	4	100.0%	4	100.0%
CFI on Board*	8	47.1%	2	50.0%	2	50.0%
IFR Pilot on Board*	12	70.6%	3	75.0%	3	75.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Helicopter, 2014 (Continued)

### CHARTER AND CARGO (PART 135)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	1	8.3%	0			
Single-Engine Turbine	10	83.3%	3	100.0%	8	100.0%
Multiengine Turbine	1	8.3%	0			

#### CONDITIONS

Day VMC	10	83.3%	2	66.7%	5	62.5%
Night VMC*	2	16.7%	1	33.3%	3	37.5%

\* INCLUDES DUSK

#### PILOT QUALIFICATIONS

ATP	1	8.3%	0			
Commercial	11	91.7%	3	100.0%	8	100.0%
CFI on Board*	2	16.7%	0			
IFR Pilot on Board*	7	58.3%	2	66.7%	6	75.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Helicopter, 2014 (Continued)

### EXTERNAL LOAD (PART 133)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	1	14.3%	1	100.0%	1	100.0%
Single-Engine Turbine	5	71.4%	0			
Multiengine Turbine	1	14.3%	0			

### CONDITIONS

Day VMC	6	85.7%	1	100.0%	1	100.0%
Night VMC*	1	14.3%	0			

\* INCLUDES DUSK

### PILOT QUALIFICATIONS

ATP	1	14.3%	0			
Commercial	5	71.4%	1	100.0%	1	100.0%
Other or Unknown	1	14.3%	0			
Second Pilot on Board	1	14.3%	0			
CFI on Board*	3	42.9%	0			
IFR Pilot on Board*	4	57.1%	0			

\* INCLUDES SINGLE-PILOT FLIGHTS

## 2015 Accident Conditions: Commercial Helicopter

### TYPE OF OPERATION

PURPOSE OF FLIGHT	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Aerial Application (Part 137)	18 46.2%	2 33.3%	2 20.0%
Charter or Cargo (Part 135)	14 35.9%	4 66.7%	8 80.0%
External Load (Part 133)	7 17.9%	0	

### AERIAL APPLICATION (PART 137)

AIRCRAFT CLASS	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Single-Engine Piston	10 55.6%	2 100.0%	2 100.0%
Single-Engine Turbine	8 44.4%	0	

### CONDITIONS

Day VMC	16 88.9%	1 50.0%	1 50.0%
Night VMC*	1 5.6%	0	
Day IMC*	1 5.6%	1 50.0%	1 50.0%

\* INCLUDES DUSK

### PILOT QUALIFICATIONS

ATP	2 11.1%	0	
Commercial	16 88.9%	2 100.0%	2 100.0%
CFI on Board*	3 16.7%	0	
IFR Pilot on Board*	9 50.0%	1 50.0%	1 50.0%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Helicopter, 2015 (Continued)

### CHARTER AND CARGO (PART 135)

AIRCRAFT CLASS	ACCIDENTS		FATAL ACCIDENTS		FATALITIES	
Single-Engine Piston	1	7.1%	0			
Single-Engine Turbine	11	78.6%	4	100.0%	8	100.0%
Multiengine Turbine	2	14.3%	0			

#### CONDITIONS

Day VMC	11	78.6%	3	75.0%	7	87.5%
Night VMC*	3	21.4%	1	25.0%	1	12.5%

\* INCLUDES DUSK

#### PILOT QUALIFICATIONS

ATP	3	21.4%	1	25.0%	1	12.5%
Commercial	10	71.4%	2	50.0%	6	75.0%
Other or Unknown	1	7.1%	1	25.0%	1	12.5%
CFI on Board*	9	64.3%	2	50.0%	6	75.0%
IFR Pilot on Board*	10	71.4%	3	75.0%	7	87.5%

\* INCLUDES SINGLE-PILOT FLIGHTS

## Commercial Helicopter, 2015 (Continued)

### EXTERNAL LOAD (PART 133)

AIRCRAFT CLASS	ACCIDENTS	FATAL ACCIDENTS	FATALITIES
Single-Engine Turbine	6 85.7%	0	
Multiengine Turbine	1 14.3%	0	
CONDITIONS			
Day VMC	7 100.0%	0	
PILOT QUALIFICATIONS			
ATP	1 14.3%	0	
Commercial	6 85.7%	0	
Second Pilot on Board	1 14.3%	0	
IFR Pilot on Board*	3 42.9%	0	

\* INCLUDES SINGLE-PILOT FLIGHTS