

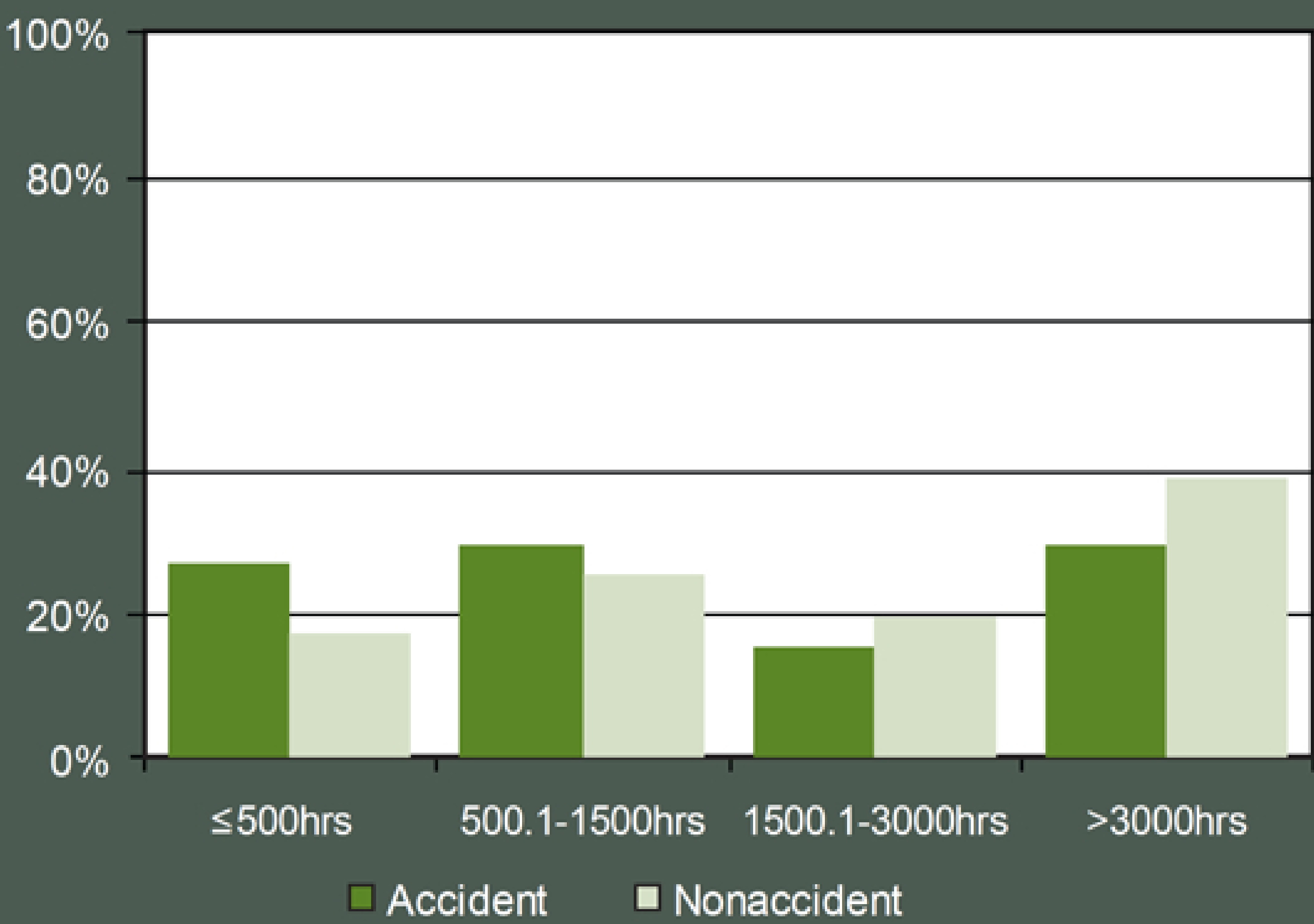
**MORE ABOUT THAT NTSB STUDY**

An article in our April 2013 issue, “Pilot-Related,” dived into a 2005 NTSB study, “Risk Factors Associated with Weather-Related General Aviation Accidents.” As we noted in that earlier article, the interesting thing about the study is that it “compared attributes of accident and non-accident pilots dealing with the same weather conditions at the same time.” The NTSB study examined a large number of variables but, for our purposes here, the demographics are of primary interest.

As we noted in April, the NTSB found “[t]he median total number of flight hours for the accident group (1300 hours) was lower than the median total flight hours for the non-accident group (2270 hours).” Additionally, “[t]he study’s group of non-accident pilots tended to be younger, while ‘the accident group included a higher percentage of pilots in the oldest [older than age 60] group.’ And non-accident pilots tended to have earned their first pilot certificates before age 25, ‘while the percentages represented in all other age groups were higher for accident pilots.’” In other words, “pilots who start flying earlier in life are at lower risk of being involved in a weather-related accident than those who start flying when they are older.” The graphs at right summarize some of the NTSB’s data from the study.

What does all this tell us? Generally, having more experience is better than having less, and flying for a couple of decades makes one a safer pilot than if only a couple of years have elapsed since his or her first lesson.

**Total Flight Hours of Study Pilots**



**Pilots by Years of Pilot Experience**

