

# E-AB Accidents

Simply put, flying an experimental, amateur-built aircraft is riskier than being in a certificated one. As the charts below demonstrate, mechanical failures and the ubiquitous “other” category dominate the accident causes. Of course, these results don’t tell the whole story.

The typical uses to which an E-AB aircraft is put—multiple, short flights (e.g., fly-in breakfasts)—means there are more takeoffs and landings, where pilots of all aircraft types find ways to screw up. The first few flights of an E-AB aircraft also is risky, for obvious reasons. One of the less-obvious reasons can be the lack of experience a pilot may have with the E-AB aircraft itself. It’s self-evident the pilot may not have much experience with the specific aircraft, but lack of time in the E-AB’s type, or in airplanes with similar power and wing loading, also contribute to the category’s greater risk.

