

According to the AOPA ASI's *Joseph T. Nall Report*, "[m]ost pilot-related accidents reflect specific failures of flight planning or decision-making or the characteristic hazards of high-risk phases of flight. Six major categories of pilot-related accidents consistently account for large numbers of accidents overall, high proportions of those that are fatal, or both."

The *Report* continues: "The relative frequency of different types of pilot-related accidents followed the familiar pattern. Landing accidents were the most common at more than 30 percent, but only two percent of them were fatal. The largest number of fatal accidents (31) occurred during low-altitude maneuvering, though this was only slightly more than in weather accidents and takeoffs gone wrong (28 each). Sixty-five percent of the accidents attributed to adverse weather were fatal; maneuvering accidents and accidents during descent and approach incurred lethalties close to 50 percent. Fewer than 20 percent of the accidents in any of the other major categories were fatal."

Finally: "Accidents caused by fuel mismanagement or adverse weather generally give reasonable warning to the pilot. As such, they can be considered failures of flight planning or in-flight decision-making. Takeoff and landing accidents in particular tend to happen very quickly, focusing attention on the pilot's airmanship (though the decision-making that leads airmanship to be tested can usually be called into question)."

