Charts And Graphs

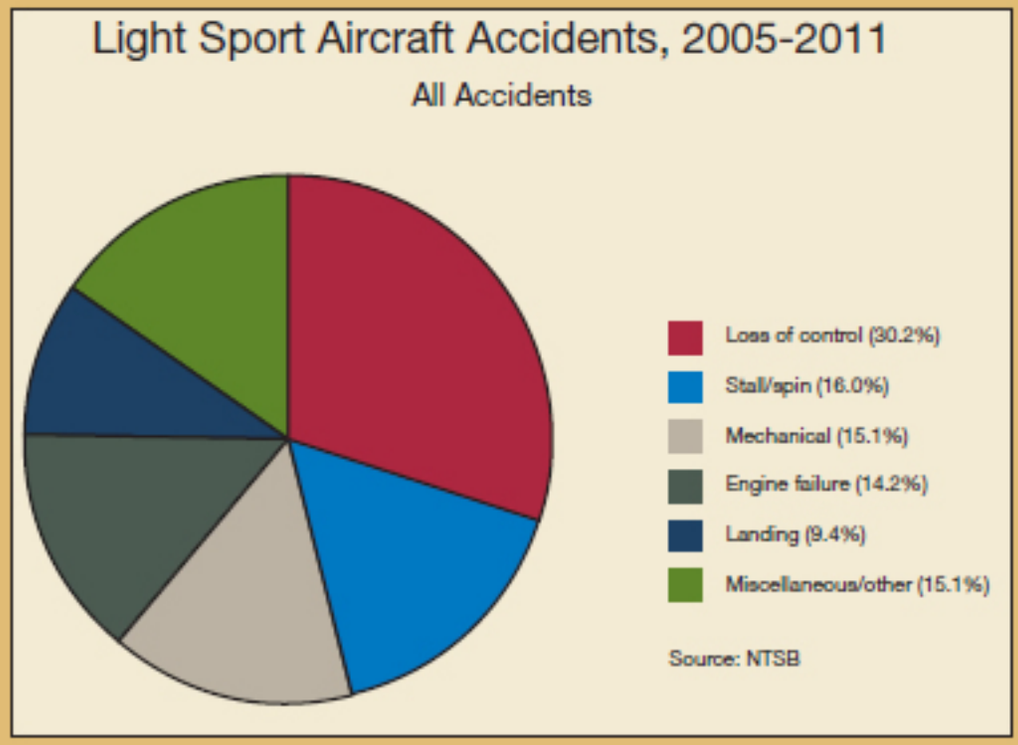
The pie charts at right summarize and organize the data extracted from the NTSB's database involving light sport aircraft accidents from the beginning of 2005 through the end of 2011. The top chart presents data for all accidents involving LSAs during the period, while the one at bottom involves only accidents resulting in a fatality or serious injury.

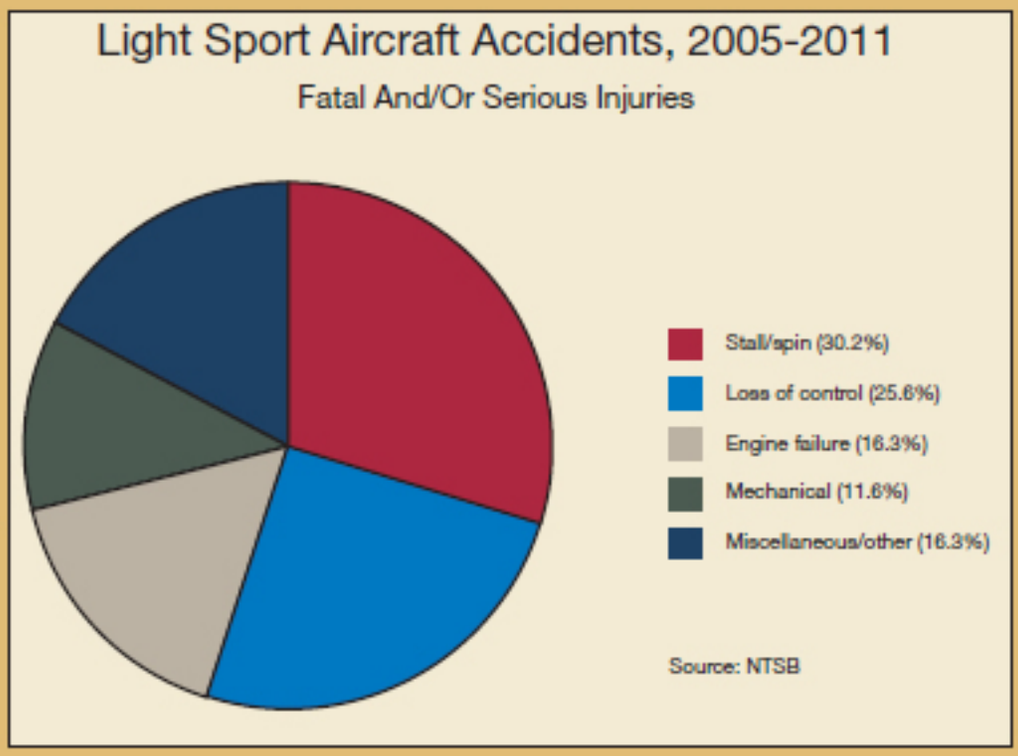
One thing these data do not so is tell us anything about sport pilot training or how well a private pilot or better performs in an LSA. It also doesn't tell us anything about how so-called legacy LSAs fare when compared to S-LSA or E-LSA types (see the sidebar on the previous page for definitions of these LSA types).

These data also don't tell us anything about how LSAs compare to certified aircraft. So... how *does* the light sport record compare to traditional general aviation airplanes?

To answer that question, we looked at each AOPA Air Safety Institute *Nall Report* for the years 2005-2010 (the 2010 *Nall Report* is the most recent available). The AOPA/ASI *Nall Report* analyzes general aviation accident rates, allowing us to compare the LSA record to that of the general population of fixed-wing airplanes. The table below summarizes both the NTSB-derived LSA accident causes and the data found in recent *Nall Reports*. From these data summaries, it appears clear that the light sport aircraft fleet has a significantly higher rate of mechanical failures when compared to certified aircraft.

The sidebar on the opposite page discusses how the FAA is reacting to such findings and what the future of LSAs may hold.





Aircraft Certification Basis	Mechanical Causes	Pilot-Related Or Unknown
LSA	23.9 %	76.1 %
CAR 3/FAR 23	16.0 %	84.0 %