

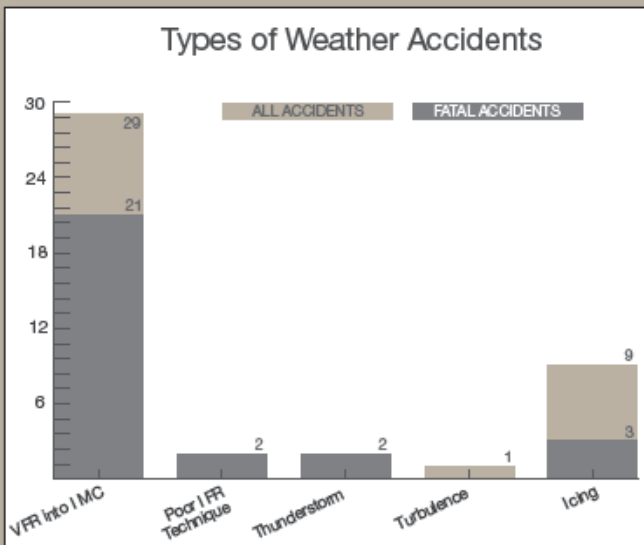
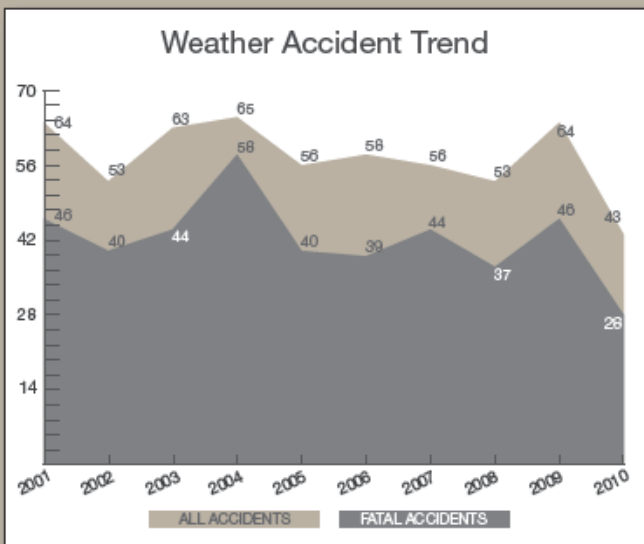
WEATHER-RELATED ACCIDENT DETAILS

When considering trends associated with weather-related GA accidents, the good news is the trend is generally downward—with 2009 being an exception—as demonstrated in the data reproduced here, courtesy of the AOPA Air Safety Institute and its 2011 *Nall Report*. The bad news is a majority of these accidents involve fatalities.

Attempting to visually fly in IMC is by far the greatest risk, though icing encounters also figure prominently. Meanwhile, the lethality of thunderstorms shouldn't come as a surprise.

Not included in these charts is data showing the accident airplanes had at least one instrument-rated pilot aboard 51.2 percent of the time. That also was true for a whopping 57.1 percent of the fatal accidents.

Determining what went wrong on these flights requires in-depth analysis and consideration of each one's environment plus their pilots' training and qualifications. We can, however, use these data points to remind ourselves that merely filing and flying IFR does not in itself make us immune from weather-related accidents.



Flight Conditions of Weather Accidents— Non-Commercial Fixed-Wing

Light and Weather	Accidents	Fatal Accidents	Lethality
Day VMC	11 25.6%	6 21.4%	54.5%
Night VMC	2 4.7%	1 3.6%	50.0%
Day IMC	21 48.8%	14 50.0%	66.7%
Night IMC	9 20.9%	7 25.0%	77.8%