Summary of Van's RV Series Accident Causes

The accident database covers 1998-2013, inclusive. The database generates automated summary based on the aircraft type. It may take a bit of study to understand since it was not designed for routine public use. It's designed for a weird size only to allow the entire summary to show on one "page" rather than force the reader to contend with page wrap.

The following pages cover the RV-3, -4, -6, -7, -8, -9, and -10 series aircraft. The trigear versions ("A" models) are lumped in together with the taildragger ones as the NTSB listings are a bit inconsistent with the nomenclature. Similarly, the RV-12s are not included, as there is uncertainty as to which are Experimental Amateur-Built and which are Experimental or Special Light Sport.

The "Baseline" or "Overall Homebuilt" columns refer to all Experimental Amateur-Built aircraft accidents in the period covered by the database.

The "Primary" column refers to the cases where the particular cause was the initial event that caused accident. The "Both" column includes both these cases, and ones where the cause was a secondary one. The accident causes were based on the author's own reading of the accident narrative, not on the NTSB's Probable Cause.

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Enter Aircraft Name:	Vans RV-3	Year				airframe time a	and time ir	n type matr		1/24/15							6/9/15		
Total Vans RV-3 accidents	15	22.20/	0	•	Т	otal Accidents		OF 10/	F	irst Flights 160	486				Flag - 7/18 ged roll-up	3 for power loss	s to look fo	or over 2, inste	ead of just 3
Fatal Accidents Average Pilot Hours	5 1780	33.3% In Type 8	0.0% 11 83 Av. Ac	0		atal Accidents ge Pilot Hours		25.1% In Type	167	6.5% 2452 Av. Acc/Yı	19.7% 16 209.3								
Median Pilot Hours Median Fatal	1568 1700	In Type 2 In Type 2	26			an Pilot Hours Median Fatal	1000	In Type In Type	58	,,,,,	20010								
Average Aircraft Hours/year	41.1				•	aft Hours/year	51.4												
Less Time in Type First Flight Purchased	9 0	90.0% 0.00%	10 Thresh Thresh			Time in Type	1217 105	59.28% 3.14%	2053										
Median Time in Type if Purchased	30				•	otal Purchased	1563	49.5%	3158										
Max Time in Type Total Purchased	565 12	80.0%	15									Change in nai	mes of Ph	ases, this	section is	not as reliable			
												Phase of Fli	ight (perce	ent of case	es where pl	<u>hase is given)</u>			
	Each Accident Is	6.67% (of the Total		Ba	aseline Homebu	uilt						Vans RV 3	- Vans RV 3 fatal	- All	All Fatal			
Pilot Miscontrol	Primary Only	46.7%	<u>Both</u> 7 46.7	0/		Primary Only 1292	38.6%	Both 1310	39.1%			Approach Climb	18.2% 0.0%	0.0% 0.0%	9.7% 2.0%	13.0% 2.9%			
Builder Error	0	40.7 % 0.0%	0 0.0%			178	5.3%	211	6.3%			Cruise	0.0%	0.0%	2.0 <i>%</i>	7.6%			
Maintenance Error	0	0.0%	1 6.7%			145	4.3%	199	5.9%	_		Descent		0.0%	2.3%	4.9%			
Undetermined Loss of Power Engine Mechanical	1	6.7% 0.0%	1 6.7% 2 13.3°			306 205	9.1% 6.1%	306 583	9.1% 17.4%		0 ,	escent/landing		0.0% 0.0%	1.8% 2.9%	1.4% 2.4%			
Engine Controller/Electronic Ignition	0	0.0%	0 0.0%	%		18	0.5%	26	0.8%			around (VFR)		0.0%	0.8%	0.6%			
Fuel System	0	0.0%	0 0.0%			117	3.5%	236	7.0%			Hover		0.0%	0.5%	0.0%			
Landing Gear/Brakes Other Mechanical	0 2	0.0% 13.3%	0 0.0% 2 13.3°			77 159	2.3% 4.7%	102 289	3.0% 8.6%		l anding - fla	Landing re/touchdown		25.0% 0.0%	24.7% 2.8%	5.8% 0.2%			
Fuel Exhaustion	1	6.7%	1 6.7%			114	3.4%	117	3.5%		Lanang na	Landing - roll		0.0%	4.3%	0.9%			
Fuel Starvation	0	0.0%	0 0.0%			47	1.4%	55	1.6%			Maneuvering		50.0%	12.3%	29.9%			
Carb Ice VFR to IFR	1 1	6.7% 6.7%	1 6.7% 1 6.7%			62 40	1.9% 1.2%	72 40	2.2% 1.2%	Ma	neuvering - t	<i>urn to landing</i> Other	0.0% 0.0%	0.0% 0.0%	0.2% 0.1%	0.3% 0.0%			
Manuevering at low alt	0	0.0%	0 0.0%			154	4.6%	166	5.0%			Standing	0.0%	0.0%	0.2%	0.2%			
Inadequate Preflight	1	6.7%	1 6.7%			65 25	1.9%	91	2.7%			Takeoff	0.00/	0.0%	19.3%	15.4%			
Fuel Contamination Midair Collision	0	0.0% 6.7%	0 0.0% 1 6.7%			35 41	1.0% 1.2%	51 41	1.5% 1.2%		la	keoff - roll/run Taxi	0.0% 0.0%	0.0% 0.0%	0.8% 1.9%	0.2% 0.6%			
Turbulence/Winds	0	0.0%	0 0.0%			19	0.6%	21	0.6%			Unknown		0.0%	1.6%	5.3%			
Loss of Control (Unknown)	0	0.0%	0 0.0%			55	1.6%	69	2.1%										
Taxi Accident Undetermined	0	0.0% 0.0%	0 0.0% 0 0.0%			17 48	0.5% 1.4%	19 48	0.6% 1.4%										
Other	0	0.0%	7 46.7			154	4.6%	1033	30.9%										
	15	100.0%				3348	100.0%						Voor	By year Vans RV-			Voor	Vans RV-3	Overall
Power Loss (Any Cause) By Flag	4	26.7%				1085	32.4%						1998	2	226		Year 2008	vans RV-3	Overall 213
All Mechanical Compare Primary	2	13.3%						Percenta	ge of ALL	accidents			1999 2000	2 0	218 221		2009 2010	1	240 188
	Vans RV-3	Overall				bevent was inv		liscontrol)	-				2001	2	211		2011	0	235
Landing Gear/Brakes Other Mechanical	0.0% 13.3%	2.3% 4.7%		Miscontro	<u>ol Subevents</u> Winds		Baseline 22.3%		Vans RV- 20.0%	CBaseline 8.6%			2002 2003	0	217 199		2012 2013	1 0	213 151
Undetermined Loss of Power	6.7%	9.1%	Fa	ilure to main			22.3%		20.0 <i>%</i>	8.5%			2003	1	186		2013	0	101
Fuel System	0.0%	3.5%			oss of control		2.9%		0.0%	1.1%			2005	1	208				
Engine Mechanical Builder/Manufacturer Error	0.0%	6.1% 5.3%		Engine Tune	o in Accident	Vans RV-3	Deceline		FF	0	0.0%		2006	1	201 221				
Maintenance Error	0.0% 0.0%	5.3% 4.3%	<u>I</u>	Engine Type	Traditional		Baseline 48.5%		гг 10 Not FF	•	0.0%		2007	1	221				
Inadequate Preflight	6.7%	1.9%		Aftermarke	et Traditional	0.0%	2.6%							-				-	
Carb Ice	6.7% 0.0%	1.9% 4.6%		Non (Foreign Cert 4 Stroke		0.6% 13.6%				<u> Total Time -</u> nulative	Filtered for Va Individual Co			raft Total T ulative	Time - Overall Individual Co			n Type Vans RV-3
Manuevering at low alt VFR to IFR	0.0% 6.7%	4.0% 1.2%			Conversion		13.6%		Hours	Vans RV-3					Overall %	Number			ns RV-3 Perc
Fuel Exhaustion/Starvation	6.7%				Two Stroke		12.5%	0					5 N V - 3 F C				DII 1 70		
Pilot Miscontrol	46.7%	4.8%						0	First Fligh	n 0	0.0%		0.0%	160	6.5%	160	Bin % 6.5%	0	0.0%
Total Pilot Error		4.8% 38.6%			Turbine		1.8%	10	<=10	n 0 0	0.0% 0.0%		0.0% 0.0%	160 282	6.5% 11.4%	122	6.5% 4.9%	4	33.3%
		38.6%	Accidents refe	erencina Airs	Turbine Other	6.7%	1.8% 6.7%	10 20	<=10 <=20		0.0% 0.0% 9.1%		0.0% 0.0% 9.1%	160 282 362	6.5% 11.4% 14.7%	122 80	6.5% 4.9% 3.2%	0 4 5 7	33.3% 41.7%
Total All Error	73.3% 73.3%	38.6% 53.0% 62.6%	Accidents refe	erencing Airs	Turbine Other		1.8%	10	<=10 <=20 <=30 <=40		0.0% 0.0% 9.1% 9.1% 9.1%		0.0% 0.0% 9.1% 0.0% 0.0%	160 282 362 429 486	6.5% 11.4% 14.7% 17.4% 19.7%	122 80 67 57	6.5% 4.9% 3.2% 2.7% 2.3%	4	33.3% 41.7% 58.3% 66.7%
	73.3%	38.6% 53.0%	Accidents refe	erencing Airs	Turbine Other	6.7%	1.8% 6.7%	10 20 30 40 50	<=10 <=20 <=30 <=40 <=50	0 1 1 1 1	0.0% 0.0% 9.1% 9.1% 9.1% 9.1%	0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0% 0.0%	160 282 362 429 486 585	6.5% 11.4% 14.7% 17.4% 19.7% 23.7%	122 80 67 57 99	6.5% 4.9% 3.2% 2.7% 2.3% 4.0%	4 5 7 8 9	33.3% 41.7% 58.3% 66.7% 75.0%
Total All Error	73.3% 73.3%	38.6% 53.0% 62.6%	Accidents refe	erencing Airs	Turbine Other	6.7%	1.8% 6.7%	10 20 30 40	<=10 <=20 <=30 <=40		0.0% 0.0% 9.1% 9.1% 9.1%	0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0%	160 282 362 429 486	6.5% 11.4% 14.7% 17.4% 19.7%	122 80 67 57	6.5% 4.9% 3.2% 2.7% 2.3%	4 5 7 8	33.3% 41.7% 58.3% 66.7%
Total All Error Mechanical Other Mechanical	73.3% 73.3% 20.0% Vans RV-3 13.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7%	Accidents refe	erencing Airs	Turbine Other	6.7%	1.8% 6.7%	10 20 30 40 50 60 70 80	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80	0 1 1 1 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2%	0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3%	122 80 67 57 99 95 64 53	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1%	4 5 7 8 9 10 10 10	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1%	Accidents refe	erencing Airs	Turbine Other peed Control	6.7% 6.7% 1	1.8% 6.7%	10 20 30 40 50 60 70 80 90	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90	0 1 1 1 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2%	0 0 1 0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7%	122 80 67 57 99 95 64 53 60	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4%	4 5 7 8 9 10 10 10 10	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5%			Turbine Other peed Control Vans RV-3	6.7% 6.7% 1 3 Number	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90 <=100	0 1 1 1 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2%	0 0 1 0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2%	122 80 67 57 99 95 64 53 60 60	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4%	4 5 7 8 9 10 10 10 10 10	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 83.3%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3%	# v # with AF	with AF Hour Hours and F	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90 <=100 <=200 <=300	0 1 1 1 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4%	0 0 1 0 0 1 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2%	160 282 362 429 486 585 680 744 797 857 917 1347 1615	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4%	122 80 67 57 99 95 64 53 60 60 430 268	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9%	4 5 7 8 9 10 10 10 10	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3%	# v # with AF	with AF Hour	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90 <=100 <=200 <=300 <=400	0 1 1 2 2 2 2 2 2 4 6	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3%	122 80 67 57 99 95 64 53 60 60 430 268 193	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9% 7.8%	4 5 7 8 9 10 10 10 10 10 10 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3%	# v # with AF	with AF Hour Hours and F	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90 <=100 <=200 <=300	0 1 1 1 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7%	122 80 67 57 99 95 64 53 60 60 430 268	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4%	4 5 7 8 9 10 10 10 10 10 10 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3%	# v # with AF	with AF Hour Hours and F	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=90 <=100 <=200 <=300 <=400 <=500 <=600 <=700	0 1 1 2 2 2 2 2 2 4 6 9 10	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 0.0% 27.3% 9.1%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.4%	4 5 7 8 9 10 10 10 10 10 10 11 11 11 11 12 12	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 91.7% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0%	# v # with AF # v	with AF Hour Hours and F with TiT Hour	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=100 <=200 <=300 <=400 <=500 <=600 <=700 <=800	0 1 1 2 2 2 2 2 2 2 4 6 9 10 11	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9% 100.0%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8%	4 5 7 8 9 10 10 10 10 10 10 10 11 11 11 11 12 12 12	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined)	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 0.0%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7%	# v # with AF # v Overall Perce 306 9.09	with AF Hour Hours and F with TiT Hour ent	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000	<=10 <=20 <=30 <=40 <=50 <=60 <=90 <=100 <=200 <=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000	0 1 1 2 2 2 2 2 2 2 2 4 6 9 10 11 11 11	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7%	# v # with AF # v Overall Perce 306 9.0% 1292 38.0°	with AF Hour Hours and F with TiT Hour ent %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	$\begin{array}{c} 10\\ 20\\ 30\\ 40\\ 50\\ 60\\ 70\\ 80\\ 90\\ 100\\ 200\\ 300\\ 400\\ 500\\ 600\\ 700\\ 800\\ 900\\ 1000\\ 1500\\ \end{array}$	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=100 <=200 <=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500	0 1 1 2 2 2 2 2 2 2 2 4 6 9 10 11 11 11 11	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0% 100.0%	0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 2 2 0 0 3 1 1 0 0 3 1 1 0 0 0 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3%	# with AF # with AF # v Overall Perce 306 9.09 1292 38.00 602 17.70	with AF Hour Hours and F with TiT Hour ent %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000	<=10 <=20 <=30 <=40 <=50 <=60 <=90 <=100 <=200 <=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000	0 1 1 2 2 2 2 2 2 2 2 4 6 9 10 11 11 11 11	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0%	0 0 1 0 0 1 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.1% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0%	# with AF # with AF # v Overall Perce 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4%	with AF Hour Hours and F with TiT Hour ent % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	$\begin{array}{c} 10\\ 20\\ 30\\ 40\\ 50\\ 60\\ 70\\ 80\\ 90\\ 100\\ 200\\ 300\\ 400\\ 500\\ 600\\ 700\\ 800\\ 900\\ 1000\\ 1500\\ 2000\\ \end{array}$	<=10 <=20 <=30 <=40 <=50 <=60 <=90 <=100 <=200 <=400 <=500 <=600 <=700 <=600 <=1000 <=1000 <=1500 <=2000 ss of Pov	0 1 1 2 2 2 2 2 2 2 2 2 4 6 6 9 10 11 11 11 11 11 11 ver Issues	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0% 100.0%	0 0 1 0 0 0 1 0 0 0 0 0 0 0 2 2 0 0 3 1 1 0 0 3 1 1 0 0 0 0 0 0 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only)	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0%	# v # with AF # v Overall Perce 306 9.09 1292 38.00 602 17.70 899 26.50 48 1.49 249 7.39	with AF Hour Hours and F with TiT Hour % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=200 <=200 <=200 <=400 <=500 <=600 <=700 <=600 <=700 <=1000 <=1000 <=1500 <=2000 So of Pov Any Los	0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 51.8% 90.9% 100.0% 100.0% 100.0% 100.0%	0 0 1 0 0 0 1 0 0 0 0 0 0 0 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3%	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0%	# with AF # with AF # v Overall Perce 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4%	with AF Hour Hours and F with TiT Hour % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=200 <=300 <=400 <=500 <=600 <=700 <=600 <=700 <=600 <=1000 <=1000 <=1500 <=2000 So of Powel So of Powel	0 1 1 2 2 2 2 2 2 2 2 2 4 6 6 9 10 11 11 11 11 11 11 ver Issues	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 51.8% 90.9% 100.0% 100.0% 100.0% 100.0%	0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0% 100.0%	# with AF # with AF # v 306 9.0% 1292 38.0° 602 17.7° 899 26.5° 48 1.4% 249 7.3% 3396 100.0° Vans RV-3 All	with AF Hour Hours and F with TiT Hour ent % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7% 16.0%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Los	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=200 <=200 <=400 <=500 <=600 <=600 <=600 <=1000 <=1500 <=1500 <=1500 <=1500 so of Powel Mathematical States of Stat	0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0 0 15	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0% 100.0% All 76	# with AF # with AF # v 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-3 All 0.0% 2.4%	with AF Hour Hours and F with TiT Hour ent % % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7% 16.0%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=200 <=200 <=200 <=400 <=500 <=600 <=700 <=600 <=700 <=1000 <=1000 <=1500 <=1500 <=2000 So of Pove Mut Los of Pove Mut Los	0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 81.8% 90.9% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0 0 15	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0% 100.0% All 76 98	# with AF # with AF # v 306 9.0% 1292 38.0° 602 17.7° 899 26.5° 48 1.4% 249 7.3% 3396 100.0° Vans RV-3 All	with AF Hour Hours and F with TiT Hour % % % % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11	6.7% 6.7% 1 3 Number 2452	1.8% 6.7% 16.0%	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=200 <=200 <=200 <=400 <=500 <=600 <=700 <=600 <=700 <=1000 <=1000 <=1500 <=1500 <=2000 So of Pove Mut Los of Pove Mut Los	0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 54.5% 81.8% 90.9% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0 0 15	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0% 100.0% All 76 98 82 1896	# with AF # with AF # v 306 9.0% 1292 38.0° 602 17.7' 899 26.5° 48 1.4% 249 7.3% 3396 100.0° Vans RV-3 All 0.0% 2.4% 0.0% 3.1% 0.0% 2.6% 46.7% 59.1°	with AF Hour Hours and F with TiT Hour % % % % % % % % % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11 rs 12	6.7% 6.7% 1 3 Number 2452 2468 Perce	1.8% 6.7% 16.0% Mech	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=200 <=200 <=400 <=500 <=600 <=600 <=700 <=600 <=1000 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1000 <=1500 <=1000 <=1500 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=10000 <=10000 <=10000 <=10000 <=0000 <=10000 <=10000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=00000 <=00000 <=00000 <=00000 <=00000 <=000000 <=0000000 <=00000000	0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 54.5% 81.8% 90.9% 100.0%100.0% 100.0% 100.0% 100.0%100.0% 100.0% 100.0%	0 0 1 0 0 0 0 1 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Pilot Error Dverall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private CFI	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0 0 15	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 100.0% 100.0% All 76 98 82 1896 141	# with AF # with AF # v 306 9.0% 1292 38.0° 602 17.7° 899 26.5° 48 1.4% 249 7.3% 3396 100.0° Vans RV-3 All 0.0% 2.4% 0.0% 3.1% 0.0% 2.6% 46.7% 59.1° 6.7% 4.4%	with AF Hour Hours and F with TiT Hour ent % % % % % % % % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11 rs 12	6.7% 1 3 Number 2452 2468	1.8% 6.7% 16.0% Mech	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=200 <=200 <=400 <=500 <=600 <=600 <=700 <=600 <=1000 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1000 <=1500 <=1000 <=1500 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=10000 <=10000 <=10000 <=10000 <=0000 <=10000 <=10000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=00000 <=00000 <=00000 <=00000 <=00000 <=000000 <=0000000 <=00000000	0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 54.5% 54.5% 54.5% 54.5% 100.0% 100.	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%
Total All Error Mechanical Other Mechanical Undetermined Loss of Power Fuel System Engine Mechanical Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private	73.3% 73.3% 20.0% Vans RV-3 13.3% 6.7% 0.0% 0.0% 0.0% 0.0% 73.3% Vans RV-3 1 7 5 2 0 0 0 15	38.6% 53.0% 62.6% 35.5% Overall 4.7% 9.1% 3.5% 6.1% 5.3% 4.3% 53.0% Percent 6.7% 46.7% 33.3% 13.3% 0.0% 0.0% 100.0% All 76 98 82 1896	# with AF # with AF # v 306 9.0% 1292 38.0° 602 17.7′ 899 26.5° 48 1.4% 249 7.3% 3396 100.0° Vans RV-3 All 0.0% 2.4% 0.0% 3.1% 0.0% 2.6% 46.7% 59.1°	with AF Hour Hours and F with TiT Hour ent % % % % % % % % % % % % % % %	Turbine Other peed Control Vans RV-3 rs 11 F 11 rs 12	6.7% 6.7% 1 3 Number 2452 2468 Perce	1.8% 6.7% 16.0% Mech	10 20 30 40 50 60 70 80 90 100 200 300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=10 <=20 <=30 <=40 <=50 <=60 <=70 <=80 <=200 <=200 <=400 <=500 <=600 <=600 <=700 <=600 <=1000 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1500 <=1000 <=1500 <=1000 <=1500 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=1000 <=10000 <=10000 <=10000 <=10000 <=0000 <=10000 <=10000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=0000 <=00000 <=00000 <=00000 <=00000 <=00000 <=000000 <=0000000 <=00000000	0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.0% 0.0% 9.1% 9.1% 9.1% 9.1% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 18.2% 36.4% 54.5% 54.5% 54.5% 81.8% 90.9% 100.0%100.0% 100.0% 100.0% 100.0%100.0% 100.0% 100.0%	0 0 1 0 0 0 0 1 0 0 0 0 0 2 2 2 0 0 0 0	0.0% 0.0% 9.1% 0.0% 0.0% 9.1% 0.0% 0.0% 0.0% 0.0% 18.2% 18.2% 18.2% 18.2% 0.0% 27.3% 9.1% 9.1% 0.0% 0.0%	160 282 362 429 486 585 680 744 797 857 917 1347 1615 1808 1942 2053 2161 2230 2271 2315 2406	6.5% 11.4% 14.7% 17.4% 19.7% 23.7% 27.6% 30.1% 32.3% 34.7% 34.7% 37.2% 54.6% 65.4% 73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	122 80 67 57 99 95 64 53 60 60 430 268 193 134 111 108 69 41 44 91	6.5% 4.9% 3.2% 2.7% 2.3% 4.0% 3.8% 2.6% 2.4% 2.4% 17.4% 10.9% 7.8% 5.4% 4.5% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	4 5 7 8 9 10 10 10 10 10 10 10 10 11 11 11 11 11	33.3% 41.7% 58.3% 66.7% 75.0% 83.3% 83.3% 83.3% 83.3% 91.7% 91.7% 91.7% 91.7% 100.0% 100.0% 100.0% 100.0%

Enter Aircraft Name:	Vans RV-4	Year		Reworked airframe time a	and time ir	n type matr		1/24/15							6/9/15		
Total Vans RV-4 accidents Fatal Accidents	74 19	25.7%	First Flights <=40 Hour 1 3 2.1% 6.3%	s Total Accidents Fatal Accidents	3348 842	25.1%	F	First Flights 160 6.5%	<=40 Hours 486 19.7%				Flag - 7/18 ged roll-up		s to look fo	or over 2, inst	ead of just 3
Average Pilot Hours Median Pilot Hours	4377 1690	In Type 282 In Type 159	48 0 82 Av. Acc/Yr 4.6	Average Pilot Hours Median Pilot Hours	3270	In Type In Type		2452 Av. Acc/Yı	16								
Median Fatal Average Aircraft Hours/year	922 56.8	In Type 15	56 Ave	Median Fatal rage Aircraft Hours/year	1100 51.4	In Type	48										
Less Time in Type First Flight Purchased Median Time in Type if Purchased	26 2 121	56.5% 4.35%	46 Threshold 2 Threshold 1	Less Time in Type First Flight Purchased Total Purchased	1217 105 1563	59.28% 3.14% 49.5%	2053 3158										
Max Time in Type Total Purchased	1548 38	55.1%	69						(Change in nan				<i>not as reliable</i> hase is given)			
	Each Accident Is	1.35% of	f the Total									Vans RV	-				
	Primary Only		<u>Both</u>	Baseline Homebu Primary Only		Both				Approach		4 fatal 16.7%	All 9.7%	All Fatal 13.0%			
Pilot Miscontrol Builder Error	21 2	28.4% 2.7%	21 28.4% 3 4.1%	1292 178	38.6% 5.3%	1310 211	39.1% 6.3%			Climb Cruise	1.6% 6.6%	5.6% 0.0%	2.0% 8.0%	2.9% 7.6%			
Maintenance Error	2	2.7%	2 2.7%	145	4.3%	199	5.9%			Descent	3.3%	5.6%	2.3%	4.9%			
Undetermined Loss of Power	7	9.5%	7 9.5%	306	9.1%	306	9.1%	Er	mergency des	0	1.6%	0.0%	1.8%	1.4%			
Engine Mechanical Engine Controller/Electronic Ignition	3	4.1% 0.0%	11 14.9% 0 0.0%	205 18	6.1% 0.5%	583 26	17.4% 0.8%		0	ency landing round (VFR)	4.9% 4.9%	11.1% 0.0%	2.9% 0.8%	2.4% 0.6%			
Fuel System	0	0.0%	3 4.1%	117	3.5%	236	7.0%		000	Hover	0.0%	0.0%	0.5%	0.0%			
Landing Gear/Brakes	1	1.4%	2 2.7%	77	2.3%	102	3.0%			Landing	23.0%	5.6%	24.7%	5.8%			
Other Mechanical Fuel Exhaustion	3	4.1% 8.1%	5 6.8% 6 8.1%	159 114	4.7% 3.4%	289 117	8.6% 3.5%	L	Landing - flare ۱	e/touchdown .anding - roll	0.0% 3.3%	0.0% 5.6%	2.8% 4.3%	0.2% 0.9%			
Fuel Starvation	3	4.1%	3 4.1%	47	1.4%	55	1.6%			Vaneuvering		22.2%	12.3%	29.9%			
Carb Ice	5	6.8%	5 6.8%	62	1.9%	72	2.2%	Mar	neuvering - tu	rn to landing	0.0%	0.0%	0.2%	0.3%			
VFR to IFR	3	4.1% 9.5%	3 4.1% 8 10.8%	40 154	1.2%	40 166	1.2% 5.0%			Other Standing	0.0%	0.0%	0.1%	0.0%			
Manuevering at low alt Inadequate Preflight	7 3	9.5% 4.1%	8 10.8% 4 5.4%	154 65	4.6% 1.9%	166 91	5.0% 2.7%			Standing Takeoff	0.0% 19.7%	0.0% 11.1%	0.2% 19.3%	0.2% 15.4%			
Fuel Contamination	2	4.1% 2.7%	2 2.7%	35	1.9%	51	1.5%		Take	eoff - roll/run	1.6%	0.0%	0.8%	0.2%			
Midair Collision	1	1.4%	1 1.4%	41	1.2%	41	1.2%			Тахі	0.0%	0.0%	1.9%	0.6%			
Turbulence/Winds	1	1.4%	1 1.4%	19	0.6%	21	0.6%			Unknown	3.3%	5.6%	1.6%	5.3%			
Loss of Control (Unknown) Taxi Accident	1	1.4% 0.0%	1 1.4% 0 0.0%	55 17	1.6% 0.5%	69 19	2.1% 0.6%										
Undetermined	1	1.4%	1 1.4%	48	1.4%	48	1.4%										
Other	2 74	2.7% 100.0%	17 23.0%	154 3348	<mark>4.6%</mark> 100.0%	1033	30.9%					By year					
Power Loss (Any Cause) By Flag All Mechanical Compare Primary	30 11	40.5% 14.9%		1085	32.4%	Percenta	ne of Al I	_ accidents			Year 1998 1999 2000	Vans RV-4 4 7 5	226 226 218 221		Year 2008 2009 2010	Vans RV-4 2 6	Overall 213 240 188
	Vans RV-4	Overall	(Percent	of time Subevent was inv	olved in M						2000	1	211		2011	5	235
Landing Gear/Brakes	1.4%	2.3%	Miscontrol S		Baseline	, ,		- Baseline			2002	7	217		2012	4	213
Other Mechanical	4.1%	4.7%		Winds 33.3%	22.3%		9.5%	8.6%			2003	4	199		2013	5	151
Undetermined Loss of Power Fuel System	9.5% 0.0%	9.1% 3.5%	Failure to maintain Other loss	•	22.1% 2.9%		6.8% 0.0%	8.5% 1.1%			2004 2005	8 6	186 208				
Engine Mechanical	4.1%	6.1%			2.070		0.070	1.170			2006	5	200				
Builder/Manufacturer Error	2.7%	5.3%	<u>Engine Types ir</u>		Baseline		FF	1	2.1%		2007	3	221				
Maintenance Error	2.7% 4.1%	4.3% 1.9%	Aftermarket	Fraditional93.2%Fraditional4.1%	48.5% 2.6%	<=1	10 Not FF	- 1	4%								
Inadequate Preflight Carb Ice	4.1% 6.8%	1.9% 1.9%	Anermarkei	Foreign 0.0%	2.6% 0.6%			Aircraft T	otal Time - F	iltered for Var	ns RV-4	Aircr	raft Total T	ime - Overall	Fleet	Time i	in Type
Manuevering at low alt	9.5%	4.6%	Non-Cei	rt 4 Stroke 0.0%	13.6%			Cum	nulative	Individual Co	ontribution	Cumi	ulative	Individual Co			r Vans RV-4
VFR to IFR	4.1%	1.2%		onversion 0.0%	13.6%	_		· · · · · · · · · · · · · · · · · · ·		Vans RV-4			Overall %	Number	Bin %		ns RV-4 Perc
Fuel Exhaustion/Starvation Pilot Miscontrol	12.2% 28.4%	4.8% 38.6%	Т	wo Stroke 0.0% Turbine 0.0%	12.5% 1.8%	0	First Fligl <=10	h 1 2	2.1% 4.2%	1	2.1% 2.1%	160 282	6.5% 11.4%	160 122	6.5% 4.9%	2 3	3.4% 5.1%
Phot Miscontrol	20.4%	30.0%		Other 2.7%	1.8% 6.7%	10 20	<=10 <=20	2	4.2% 4.2%	0	2.1% 0.0%	282 362	11.4%	80	4.9% 3.2%	3 9	5.1% 15.3%
Total Pilot Error	64.9%	53.0%	Accidents referencing Airspe		16.0%	30	<=30	3	6.3%	1	2.1%	429	17.4%	67	2.7%	13	22.0%
Total All Error	70.3%	62.6%				40	<=40	3	6.3%	0	0.0%	486	19.7%	57	2.3%	14	23.7%
Mechanical	24.3%	35.5%		14		50 60	<=50 <=60	3 5	6.3% 10.4%	0 2	0.0% 4.2%	585 680	23.7% 27.6%	99 95	4.0% 3.8%	14 14	23.7% 23.7%
	Vans RV-4	Overall				70	<=00	5	10.4%	0	4.2 <i>%</i> 0.0%	744	30.1%	93 64	2.6%	14	27.1%
Other Mechanical	4.1%	4.7%				80	<=80	5	10.4%	0	0.0%	797	32.3%	53	2.1%	17	28.8%
Undetermined Loss of Power Fuel System	9.5% 0.0%	9.1% 3.5%	Ň	√ans RV-4 Number		90 100	<=90 <=100	6 7	12.5% 14.6%	1	2.1% 2.1%	857 917	34.7% 37.2%	60 60	2.4% 2.4%	20 21	33.9% 35.6%
Engine Mechanical	0.0% 4.1%	3.5% 6.1%	# with AF Hours	48 2452		200	<=100 <=200	7 12	14.6% 25.0%	5	2.1% 10.4%	917 1347	37.2% 54.6%	60 430	2.4% 17.4%	35	35.6% 59.3%
Builder/Manufacturer Error	2.7%	5.3%	# with AF Hours and FF	48 2468		300	<=300	18	37.5%	6	12.5%	1615	65.4%	268	10.9%	40	67.8%
Maintenance Error	2.7%	4.3%	# with TiT Hours	59		400	<=400	25	52.1%	7	14.6%	1808	73.3% 79.7%	193 124	7.8%	43 50	72.9%
Pilot Error	64.9%	53.0%				500 600 700	<=500 <=600 <=700	31 36 39	64.6% 75.0% 81.3%	6 5 3	12.5% 10.4% 6.3%	1942 2053 2161	78.7% 83.2% 87.6%	134 111 108	5.4% 4.5% 4.4%	50 52 53	84.7% 88.1% 89.8%
Overall Causes	Vans RV-4	Percent C	Overall Percent			800 900	<=700 <=800 <=900	59 41 42	85.4% 87.5%	2 1	0.3% 4.2% 2.1%	2230 2271	90.4% 92.0%	69 41	4.4% 2.8% 1.7%	55 55	93.2% 93.2%
Loss of Power (Undetermined)	7	9.3%	306 9.0%			1000	<=1000	42	87.5%	0	0.0%	2315	93.8%	44	1.8%	57	96.6%
Stick and Rudder Pilot Decisionmaking	21 30		1292 38.0% 602 17.7%			1500 2000	<=1500 <=2000		100.0% 100.0%	6 0	12.5% 0.0%	2406 2446	97.5% 99.1%	91 40	3.7% 1.6%	58 59	98.3% 100.0%
Mechanical Issues	30 11		899 26.5%			2000	<u>~</u> –∠000	40	100.070	U	0.0%	2440	JJ. 70	-+0	1.0 %	09	100.0%
Undetermined	1	1.3%	48 1.4%			Los			Vans RV-4	Overall							
Other (Primary Only)	5		249 7.3%			_		s of Power	30	1085							
Total	75	100.0%	3396 100.0%			Loss		r (Primary) Mechanical	19 7	598 511							
Rating	Vans RV-4	All Va	ans RV-4 All		Mech	and Under		Viechanical Combined	7 74	511 3348							
None	0	76	0.0% 2.4%					an Factors	15	379							
Student	0		0.0% 3.1%			Hum	nan Facto	ors Primary	16	258							
Sport Private	0 37		0.0% 2.6% 51.4% 59.1%	Doroc	ont of Toto	Accidente	s with Da	wer Failure	40.0%	31.9%							
	37		4.2% 4.4%	Percent of Total					40.0% 25.3%	31.9% 17.6%							
CFI	0						i i anaio	aorinnaiv	20.070								
Commercial	24	675 3	33.3% 21.0%					aoninary	20.070								
		675 3						actimaty	20.070								

Enter Aircraft Name:	Vans RV-6	Year	*	Reworked airframe time	and time ir	n type mat		1/24/15							6/9/15		
Total Vans RV-6 accidents Fatal Accidents	193 54	28.0%	First Flights <=40 Ho 4 12 2.7% 8.2%	ours Total Accidents Fatal Accidents		25.1%	F	irst Flights 160 6.5%	<=40 Hours 486 19.7%				Flag - 7/18 ged roll-up		s to look fo	or over 2, inste	ead of just 3
Average Pilot Hours	2912	In Type 2	146 0	Average Pilot Hours		In Type	167	2452 Av. Acc/Yı	16								
Median Pilot Hours Median Fatal	1071 1154	In Type 1 In Type 1		Median Pilot Hours Median Fatal		In Type In Type											
Average Aircraft Hours/year	83.2	штурет		verage Aircraft Hours/year		штуре	: 40										
Less Time in Type	83 1	64.3%	129 Threshold 2	Less Time in Type		59.28%	2053										
First Flight Purchased Median Time in Type if Purchased	80	0.78%	Threshold 1	First Flight Purchased Total Purchased		3.14% 49.5%	3158										
Max Time in Type	6500	47.00/	400														
Total Purchased	92	47.9%	192							Change in nam Phase of Flig							
	Each Accident Is	0.52% c	of the Total								Vans RV	- Vans RV					
	Primary Only		<u>Both</u>	Baseline Homet Primary Only		Both				Approach	6 9.1%	6 fatal 11.1%	All 9.7%	All Fatal 13.0%			
Pilot Miscontrol	81	42.0%	82 42.5%	1292	38.6%	1310	39.1%			Climb	0.6%	0.0%	2.0%	2.9%			
Builder Error Maintenance Error	6 5	3.1% 2.6%	9 4.7% 9 4.7%	178 145	5.3% 4.3%	211 199	6.3% 5.9%			Cruise Descent	7.8% 1.3%	8.9% 4.4%	8.0% 2.3%	7.6% 4.9%			
Undetermined Loss of Power	17	8.8%	17 8.8%	306	9.1%	306	9.1%	Er		scent/landing	0.6%	0.0%	1.8%	1.4%			
Engine Mechanical Engine Controller/Electronic Ignition	10 0	5.2% 0.0%	31 16.1% 0 0.0%	205 18	6.1% 0.5%	583 26	17.4% 0.8%			gency landing around (VFR)	1.9% 0.6%	2.2% 0.0%	2.9% 0.8%	2.4% 0.6%			
Fuel System	5	2.6%	12 6.2%	117	3.5%	236	0.8 <i>%</i> 7.0%		G0-a		0.0%	0.0%	0.5%	0.0%			
Landing Gear/Brakes	4	2.1%	6 3.1%	77	2.3%	102	3.0%				39.6%	11.1%	24.7%	5.8%			
Other Mechanical Fuel Exhaustion	7	3.6% 2.1%	10 5.2% 4 2.1%	159 114	4.7% 3.4%	289 117	8.6% 3.5%	l.	0	e/touchdown Landing - roll	9.1% 7.1%	0.0% 2.2%	2.8% 4.3%	0.2% 0.9%			
Fuel Starvation	6	3.1%	7 3.6%	47	1.4%	55	1.6%			Maneuvering		31.1%	12.3%	29.9%			
Carb Ice	3	1.6%	5 2.6%	62	1.9%	72	2.2%	Mar		Irn to landing	1.3%	2.2%	0.2%	0.3%			
VFR to IFR Manuevering at low alt	4	2.1% 5.7%	4 2.1% 11 5.7%	40 154	1.2% 4.6%	40 166	1.2% 5.0%			Other Standing	0.0% 0.0%	0.0% 0.0%	0.1% 0.2%	0.0% 0.2%			
Inadequate Preflight	5	2.6%	5 2.6%	65	1.9%	91	2.7%				14.9%	13.3%	19.3%	15.4%			
Fuel Contamination	1	0.5%	1 0.5%	35	1.0%	51	1.5%		Tak	eoff - roll/run	0.0%	0.0%	0.8%	0.2%			
Midair Collision Turbulence/Winds	7	3.6% 0.0%	7 3.6% 0 0.0%	41 19	1.2% 0.6%	41 21	1.2% 0.6%			Taxi Unknown	2.6% 1.3%	0.0% 4.4%	1.9% 1.6%	0.6% 5.3%			
Loss of Control (Unknown)	4	2.1%	4 2.1%	55	1.6%	69	2.1%			UTIKHUWH	1.570	4.470	1.0 /0	0.070			
Taxi Accident	2	1.0%	3 1.6%	17	0.5%	19	0.6%										
Undetermined Other	6 5	3.1% 2.6%	6 3.1% 55 28.5%	48 154	1.4% 4.6%	48 1033	1.4% 30.9%										
Other	193	100.0%	55 26.5%	3348	4.0%	1055	30.9%					By year					
Power Loss (Any Cause) By Flag All Mechanical	56 37	29.0% 19.2%		1085	32.4%						1998 1999	√ans RV-6 5 12	226 218		Year 2008 2009	Vans RV-6 13 13	Overall 213 240
Compare Primary	Vans RV-6	Overall	(Percer	nt of time Subevent was in	volved in N		ge of ALL	accidents			2000 2001	10 13	221 211		2010 2011	14 14	188 235
Landing Gear/Brakes	2.1%	2.3%	,	<u>I Subevents</u> Vans RV-6	Baseline	,	Vans RV-	Baseline			2002	11	217		2012	12	213
Other Mechanical	3.6%	4.7%		Winds 22.2%	22.3%		9.3%	8.6%			2003	16	199		2013	5	151
Undetermined Loss of Power Fuel System	8.8% 2.6%	9.1% 3.5%	Failure to maint	ain airspeed 19.8% ss of control 1.2%	22.1% 2.9%		8.3% 0.5%	8.5% 1.1%			2004 2005	10 14	186 208				
Engine Mechanical	5.2%	6.1%			2.070		0.070	1.170			2006	17	201				
Builder/Manufacturer Error	3.1%	5.3%	Engine Types		Baseline		FF	4	2.7%		2007	14	221				
Maintenance Error Inadequate Preflight	2.6% 2.6%	4.3% 1.9%	Aftermarke	Traditional 88.6% t Traditional 4.7%	48.5% 2.6%	<=	10 Not FF	3	5%								
Carb Ice	1.6%	1.9%		Foreign 0.0%	0.6%			Aircraft T	Fotal Time - F	- iltered for Van				Time - Overal			n Type
Manuevering at low alt	5.7%	4.6%		Cert 4 Stroke 0.0%	13.6%		Llaura		nulative	Individual Co			ulative	Individual C			Vans RV-6
VFR to IFR Fuel Exhaustion/Starvation	2.1% 5.2%	1.2% 4.8%	Auto	Conversion5.2%Two Stroke0.0%	13.6% 12.5%	0	Hours First Fligh		2.7%	Vans RV-6	2.7%	Number 160	0verall %	Number 160	Bin % 6.5%	Vans RV-6 3	1.9%
Pilot Miscontrol	42.0%	38.6%		Turbine 0.0%	1.8%	10	<=10	7	4.8%	3	2.1%	282	11.4%	122	4.9%	16	10.4%
Total Pilot Error	59.1%	53.0%	Accidents referencing Airsp	Other 1.6% beed Control 17.1%	6.7% 16.0%	20 30	<=20 <=30	7 8	4.8% 5.5%	0 1	0.0% 0.7%	362 429	14.7% 17.4%	80 67	3.2% 2.7%	25 35	16.2% 22.7%
Total All Error	64.8%	62.6%	5 5 5 5 5 5 5 5			40	<=40	12	8.2%	4	2.7%	486	19.7%	57	2.3%	44	28.6%
Mechanical	28.0%	35.5%		33		50	<=50	13	8.9%	1	0.7%	585	23.7%	99 05	4.0%	50	32.5%
	Vans RV-6	Overall				60 70	<=60 <=70	15 17	10.3% 11.6%	2 2	1.4% 1.4%	680 744	27.6% 30.1%	95 64	3.8% 2.6%	54 59	35.1% 38.3%
Other Mechanical	3.6%	4.7%				80	<=80	19	13.0%	2	1.4%	797	32.3%	53	2.1%	66	42.9%
Undetermined Loss of Power Fuel System	8.8% 2.6%	9.1% 3.5%		Vans RV-6 Number		90 100	<=90 <=100	21 26	14.4% 17.8%	2 5	1.4% 3.4%	857 917	34.7% 37.2%	60 60	2.4% 2.4%	68 73	44.2% 47.4%
Engine Mechanical	5.2%	6.1%	# with AF Hours			200	<=200	52	35.6%	26	17.8%	1347	54.6%	430	17.4%	104	67.5%
Builder/Manufacturer Error	3.1%	5.3%	# with AF Hours and F			300	<=300	71	48.6%	19	13.0%	1615	65.4%	268	10.9%	117	76.0%
Maintenance Error Pilot Error	2.6% 59.1%	4.3% 53.0%	# with TiT Hours	s 154		400 500	<=400 <=500	83 89	56.8% 61.0%	12 6	8.2% 4.1%	1808 1942	73.3% 78.7%	193 134	7.8% 5.4%	130 132	84.4% 85.7%
	00.170	00.070				600	<=600	103	70.5%	14	9.6%	2053	83.2%	111	4.5%	141	91.6%
						700 800	<=700 <=800	116 123	79.5% 84.2%	13 7	8.9% 4.8%	2161 2230	87.6% 90.4%	108 69	4.4% 2.8%	145 147	94.2% 95.5%
Overall Causes Loss of Power (Undetermined)	Vans RV-6 17	Percent 8.5%	Overall Percent 306 9.0%			900 1000	<=900 <=1000	129 132	88.4% 90.4%	6 3	4.1% 2.1%	2271 2315	92.0% 93.8%	41 44	1.7% 1.8%	149 149	96.8% 96.8%
Stick and Rudder	81	40.7%	1292 38.0%			1500	<=1000 <=1500		90.4 <i>%</i> 97.3%	10	6.8%	2406	93.8 <i>%</i> 97.5%	91	3.7%	149	90.8 <i>%</i> 98.7%
Pilot Decisionmaking	41	20.6%	602 17.7%			2000	<=2000		99.3%	3	2.1%	2446	99.1%	40	1.6%	153	99.4%
Mechanical Issues	37 6	18.6% 3.0%	899 26.5% 48 1.4%				ss of Pow	ver Issues	Vans RV-6	Overall							
Undetermined	17	3.0 <i>%</i> 8.5%	249 7.3%			20		s of Power	56	1085							
Undetermined Other (Primary Only)		100.0%	3396 100.0%			Loss		r (Primary) /lechanical	29	598 511							
	199	100.070					IN IN	nechanical	23	OIL							
Other (Primary Only)	199 Vans RV-6		/ans RV-6 All		Mech	n and Unde	termined	Combined	193	3348							
Other (Primary Only) Total Rating None		All V 76	0.5% 2.4%		Mech		Hum	an Factors	21	379							
Other (Primary Only) Total Rating None Student		All \ 76 98	0.5% 2.4% 0.5% 3.1%		Mech		Hum										
Other (Primary Only) Total Rating None Student Sport Private		All \ 76 98 82 1896	0.5%2.4%0.5%3.1%0.5%2.6%72.1%59.1%		cent of Tota	Hun al Accident	Huma nan Facto s with Pov	an Factors ors Primary wer Failure	21 14 28.1%	379 258 31.9%							
Other (Primary Only) Total Rating None Student Sport Private CFI	Vans RV-6 1 1 132 8	All V 76 98 82 1896 141	0.5%2.4%0.5%3.1%0.5%2.6%72.1%59.1%4.4%4.4%	Perc Percent of Total	cent of Tota	Hun al Accident	Huma nan Facto s with Pov	an Factors ors Primary wer Failure	21 14	379 258							
Other (Primary Only) Total Rating None Student Sport Private	Vans RV-6 1 1 1 132	All \ 76 98 82 1896	0.5%2.4%0.5%3.1%0.5%2.6%72.1%59.1%		cent of Tota	Hun al Accident	Huma nan Facto s with Pov	an Factors ors Primary wer Failure	21 14 28.1%	379 258 31.9%							

Enter Aircraft Name:	Vans RV-7	Year	*	Reworked airframe tim	e and time i	in type mat		1/24/15							6/9/15		
<u>Total Vans RV-7 accidents</u> Fatal Accidents	46 17	37.0%	First Flights <=40 3 7 9.4% 21.9	Total Acciden		25.1%	ŀ	First Flights 160 6.5%	<=40 Hours 486 19.7%				Flag - 7/18 ged roll-up	for power loss	s to look fo	or over 2, inste	ead of just 3
Average Pilot Hours Median Pilot Hours	2756 1203	In Type 149 In Type 119		Average Pilot Hou Median Pilot Hou		In Type In Type		2452 Av. Acc/Yı	16 209.3								
Median Fatal Average Aircraft Hours/year	872 89.2	In Type 110		Median Fat Average Aircraft Hours/yea		In Type	e 48										
Less Time in Type	8	28.6%	28 Threshold 2	Less Time in Typ	e 1217	59.28%	2053										
First Flight Purchased Median Time in Type if Purchased	0 134	0.00%	Threshold 1	First Flight Purchase Total Purchase		3.14% 49.5%	3158										
Max Time in Type	630	40.00/					0.00										
Total Purchased	8	18.2%	44							Change in nar Phase of Fli				not as reliable <u>nase is given)</u>			
	Each Accident Is	2.17% of	the Total								Vans RV	- Vans RV	-				
	Primary Only		<u>Both</u>	Baseline Home Primary On		Both				Approach	7 9.1%	7 fatal 10.0%	All 9.7%	All Fatal 13.0%			
Pilot Miscontrol	20	43.5%	20 43.5%	1292	38.6%	1310	39.1%			Climb	0.0%	0.0%	2.0%	2.9%			
Builder Error Maintenance Error	2	4.3% 4.3%	2 4.3% 2 4.3%	178 145	5.3% 4.3%	211 199	6.3% 5.9%			Cruise Descent	6.1% 0.0%	0.0% 0.0%	8.0% 2.3%	7.6% 4.9%			
Undetermined Loss of Power	2 7	4.3% 15.2%	7 15.2%	306	4.3% 9.1%	306	9.1%	Ei	mergency de	escent/landing		0.0%	2.3%	4.9%			
Engine Mechanical	1	2.2%	9 19.6%	205	6.1%	583	17.4%		Emer	gency landing	6.1%	10.0%	2.9%	2.4%			
Engine Controller/Electronic Ignition Fuel System	1	2.2% 0.0%	1 2.2% 3 6.5%	18 117	0.5% 3.5%	26 236	0.8% 7.0%		Go-	around (VFR) Hover		10.0% 0.0%	0.8% 0.5%	0.6% 0.0%			
Landing Gear/Brakes	3	0.0 <i>%</i> 6.5%	3 6.5%	77	2.3%	102	3.0%			Landing		0.0%	24.7%	5.8%			
Other Mechanical	0	0.0%	1 2.2%	159	4.7%	289	8.6%	1	0	re/touchdown	6.1%	0.0%	2.8%	0.2%			
Fuel Exhaustion Fuel Starvation	0 1	0.0% 2.2%	0 0.0% 1 2.2%	114 47	3.4% 1.4%	117 55	3.5% 1.6%			Landing - roll Maneuvering		0.0% 40.0%	4.3% 12.3%	0.9% 29.9%			
Carb Ice	0	2.2% 0.0%	0 0.0%	47 62	1.4%	55 72	2.2%	Mai		turn to landing		40.0% 0.0%	0.2%	29.9% 0.3%			
VFR to IFR	3	6.5%	3 6.5%	40	1.2%	40	1.2%			Other	0.0%	0.0%	0.1%	0.0%			
Manuevering at low alt Inadequate Preflight	1 0	2.2% 0.0%	1 2.2% 0 0.0%	154 65	4.6% 1.9%	166 91	5.0% 2.7%			Standing Takeoff	0.0% 18.2%	0.0% 20.0%	0.2% 19.3%	0.2% 15.4%			
Fuel Contamination	0	0.0%	0 0.0%	35	1.9%	51	2.7%		Ta	keoff - roll/run	3.0%	20.0%	0.8%	0.2%			
Midair Collision	0	0.0%	0 0.0%	41	1.2%	41	1.2%			Taxi		0.0%	1.9%	0.6%			
Turbulence/Winds Loss of Control (Unknown)	0	0.0% 2.2%	0 0.0% 1 2.2%	19 55	0.6% 1.6%	21 69	0.6% 2.1%			Unknown	0.0%	0.0%	1.6%	5.3%			
Taxi Accident	0	0.0%	0 0.0%	17	0.5%	19	0.6%										
Undetermined	2	4.3%	2 4.3%	48	1.4%	48	1.4%										
Other	2 46	4.3% 100.0%	15 32.6%	154 3348	<mark>4.6%</mark> 100.0%	1033 ,	30.9%					By year					
Power Loss (Any Cause) By Flag All Mechanical Compare Primary	13 9	28.3% 19.6%		1085	32.4%	Porconta	ac of ALL	L accidents			Year 1998 1999 2000	Vans RV- 0 0 0	7 Overall 226 218 221		Year 2008 2009 2010	Vans RV-7 7 4 2	Overall 213 240 188
Compare i finary	Vans RV-7	Overall	(Perc	ent of time Subevent was i	nvolved in I						2000	0	211		2010	6	235
Landing Gear/Brakes	6.5%	2.3%	Miscon	rol Subevents Vans RV-7				- Baseline			2002	0	217		2012	5 7	213
Other Mechanical Undetermined Loss of Power	0.0% 15.2%	4.7% 9.1%	Failure to mai	Winds 25.0% ntain airspeed 25.0%	22.3% 22.1%		10.9% 10.9%				2003 2004	2	199 186		2013	1	151
Fuel System	0.0%	3.5%		loss of control 0.0%	2.9%		0.0%	1.1%			2004	2	208				
Engine Mechanical	2.2%	6.1%									2006	4	201				
Builder/Manufacturer Error Maintenance Error	4.3% 4.3%	5.3% 4.3%	<u>Engine Typ</u>	es in Accident Vans RV-7 Traditional 30.4%	Baseline 48.5%		FF 10 Not FF	3 = 2	9.4% 16%		2007	6	221				
Inadequate Preflight	0.0%	1.9%	Aftermar	ket Traditional 45.7%	2.6%	~-		<u>_</u>	1070								
Carb Ice	0.0%	1.9%	New	Foreign 0.0%	0.6%					Filtered for Va				ime - Overall			n Type
Manuevering at low alt VFR to IFR	2.2% 6.5%	4.6% 1.2%		-Cert 4 Stroke 0.0% to Conversion 13.0%	13.6% 13.6%		Hours		nulative Ins RV-7 Per	Individual Co rce Vans RV-7			ulative Overall %	Individual Co Number	Bin %		Vans RV-7 ns RV-7 Perc
Fuel Exhaustion/Starvation	2.2%	4.8%		Two Stroke 0.0%	12.5%	0	First Flig		9.4%	3	9.4%	160	6.5%	160	6.5%	2	6.1%
Pilot Miscontrol	43.5%	38.6%		Turbine 0.0%	1.8%	10	<=10	5	15.6%	2	6.3%	282	11.4%	122	4.9%	5	15.2%
Total Pilot Error	54.3%	53.0%	Accidents referencing Air	Other 10.9% speed Control 17.4%	6.7% 16.0%	20 30	<=20 <=30	5 6	15.6% 18.8%	0	0.0% 3.1%	362 429	14.7% 17.4%	80 67	3.2% 2.7%	5 5	15.2% 15.2%
Total All Error	63.0%	62.6%	, teolaente referenenty , in		101070	40	<=40	7	21.9%	1	3.1%	486	19.7%	57	2.3%	7	21.2%
Mechanical	32.6%	35.5%		8		50	<=50	9	28.1%	2	6.3%	585	23.7%	99 05	4.0%	10	30.3%
	Vans RV-7	Overall				60 70	<=60 <=70	11 12	34.4% 37.5%	∠ 1	6.3% 3.1%	680 744	27.6% 30.1%	95 64	3.8% 2.6%	11 12	33.3% 36.4%
Other Mechanical	0.0%	4.7%				80	<=80	13	40.6%	1	3.1%	797	32.3%	53	2.1%	14	42.4%
Undetermined Loss of Power Fuel System	15.2% 0.0%	9.1% 3.5%		Vans RV-7 Number		90 100	<=90 <=100	15 15	46.9% 46.9%	2 0	6.3% 0.0%	857 917	34.7% 37.2%	60 60	2.4% 2.4%	16 16	48.5% 48.5%
Engine Mechanical	2.2%	3.5% 6.1%	# with AF Ho			200	<=100 <=200	15 19	46.9% 59.4%	4	0.0% 12.5%	1347	54.6%	430	2.4% 17.4%	23	48.5% 69.7%
Builder/Manufacturer Error	4.3%	5.3%	# with AF Hours and			300	<=300	27	84.4%	8	25.0%	1615	65.4%	268	10.9%	29	87.9%
Maintenance Error Pilot Error	4.3% 54.3%	4.3% 53.0%	# with TiT Ho	urs 33		400 500	<=400 <=500		90.6% 96.9%	2	6.3% 6.3%	1808 1942	73.3% 78.7%	193 134	7.8% 5.4%	31 32	93.9% 97.0%
	01.070	00.070				600	<=600	31	96.9%	0	0.0%	2053	83.2%	111	4.5%	32	97.0%
						700 800	<=700 <=800		100.0% 100.0%	1 0	3.1% 0.0%	2161 2230	87.6% 90.4%	108 69	4.4% 2.8%	33 33	100.0% 100.0%
Overall Causes	Vans RV-7		Overall Percent			800 900	<=800 <=900	32	100.0%	0	0.0%	2230 2271	90.4% 92.0%	69 41	2.8% 1.7%	33	100.0%
Loss of Power (Undetermined)	7	14.6%	306 9.0%			1000	<=1000) 32	100.0%	0	0.0%	2315	93.8%	44	1.8%	33	100.0%
Stick and Rudder Pilot Decisionmaking	20 5		129238.0%60217.7%			1500 2000	<=1500 <=2000		100.0% 100.0%	0 0	0.0% 0.0%	2406 2446	97.5% 99.1%	91 40	3.7% 1.6%	33 33	100.0% 100.0%
Mechanical Issues	9	18.8%	899 26.5%							C C	0.070	_ 170	00.170	10			
Undetermined	2	4.2%	48 1.4%			Lo			Vans RV-7								
Other (Primary Only) Total	5 48		2497.3%3396100.0%			Loss		ss of Power er (Primary)	13 3	1085 598							
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Rating None	Vans RV-7 0		ans RV-7 All 0.0% 2.4%		Wech	n and Unde		l Combined nan Factors	46 4	3348 379							
Student	0	98	0.0% 3.1%			Hun		ors Primary	1	258							
Sport Private	0 27		0.0% 2.6% 67.5% 59.1%		rcent of Tota	al Accident	e with Da	wer Foilure	27.1%	31.9%							
CFI	∠ <i>r</i> 1		67.5% 59.1% 2.5% 4.4%	Percent of Tot					6.3%	31.9% 17.6%							
Commercial	9	675 2	22.5% 21.0%			-	-		-	-							
ATP	3	240	7.5% 7.5%														
AIP	40	3208															

Alter Research 2	Enter Aircraft Name:	Vans RV-8	Year		Reworked airframe time	and time ir	n type mati		1/24/15	40.11						6/9/15		
August Main Bot Fight Response (1) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	Total Vans RV-8 accidents Fatal Accidents		29.9%	1 8	Total Accidents		25.1%	F	160	486				•		s to look fo	or over 2, inste	ead of just 3
	Median Pilot Hours	1285	In Type 90	36 Av. Acc/Yr 4.2 0	Median Pilot Hours	1000	In Type	58										
	Average Aircraft Hours/year	96.0		Ave	erage Aircraft Hours/year	51.4												
La field 3 16 10	First Flight Purchased Median Time in Type if Purchased	0 43			First Flight Purchased	105	3.14%											
bakar i ka jetali ka jetali ka jetali i ka jetali i ka jetali i ka jetali i k			39.1%	64						(
$ \begin{array}{ c c c c c c } \hline \hline$		Each Accident Is	1.49% of	f the Total									- Vans RV	-				
Inter Import 2 30% 2 30% 10					Primary Only	,							11.8%	9.7%	13.0%			
Standards and a set of a set o		24 2																
signe decorrections and a decorrection of the set of th	Maintenance Error	1					199	5.9%						2.3%				
nig a borner for energy of the set of the s	Undetermined Loss of Power	6							Er	0	0							
$ \begin{array}{c} \label{constraint} & 1 & 176 & 3 & 526 & 176 & 185 & 267 & 185 & 167 & 185 & 167 & 185 & 167 & 185 & 167 & 185 &$	•	4									, , , ,							
Inter Gerand 1 198 5 5 5 175 2.93 6.05 1.05<	Fuel System	1						7.0%										
ail Constant ain Section and	Landing Gear/Brakes	5								I and the second second								
ud Bin-schen de Sin Series Info de Sin Serie		1							l	_								
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Anter-State Index 5 4.5% 5 4.5% 156 4.0% 168 6.0% 5.0%	Carb Ice	0	0.0%	0 0.0%	62	1.9%	72	2.2%	Mar		Irn to landing	0.0%	0.0%	0.2%	0.3%			
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isd Column 0 0.95 0 0.95 1.95 1.05 1.05 0.05 0.05 0.05 ose of control (Linkown) 1 1.95 1 0.95 1.05 1.05 1.05 0.05		з 1																
untrained within and control with a set of the set of	Fuel Contamination	0	0.0%	0 0.0%	35	1.0%	51	1.5%		Tak		1.8%	0.0%	0.8%	0.2%			
seal Gunda 1 1.5% 1 1.5% 2.5% 1.5% 1.6 1.6% 1.6 1.6% <th1.6%< th=""> <th1.< td=""><td>Midair Collision</td><td>6</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th1.<></th1.6%<>	Midair Collision	6																
sig Austanti been interpretenting i been interpreten		1									Unknown	1.8%	0.0%	1.6%	5.3%			
there 3 4 5 10 100	Taxi Accident	1																
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Index (Arp) Cause) (sp Fin)21.64%21.64%30.44%120.8120.87121.8Arring Generational Survey and and Generational Survey and Generational Gen	Other	-		17 25.4%				30.9%				Maran				Maaa		0
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Index match and a prove to system 9.0% </td <td>Landing Gear/Brakes</td> <td></td> <td></td> <td><u>Miscontrol</u></td> <td></td> <td></td> <td>9</td> <td></td>	Landing Gear/Brakes			<u>Miscontrol</u>			9											
uiget by definition of Control 4 4 2 4 1.5% 1.5% 2.0% 0 2.0% 0 2.0% 0 0.0%				Eailure to maintai									-			2013	3	151
ingine 6.0% 6.0% 5.0% <	Fuel System				•								-					
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FFR to IFE 4.5% 1.2% Auto Coverait Auto Coverait Auto Coverait Auto Coverait Burs W - Break Bur	Carb Ice			Attornation					Aircraft T	Total Time - F	- iltered for Va	ns RV-8	Aircı	raft Total T	ime - Overall	Fleet	Time i	in Type
Use I: Exhauston/Shavation (10) (Miscon/rol cate) Not Miscon/rol (20) (Miscon/rol cate) Not Miscon/rol (20) (Miscon/rol (20) (Mi	Manuevering at low alt																	
Nich Machantol S8,% S8,% S1,% S1,%<							0				Vans RV-8						<u> </u>	
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'otal All Fror' 'S2's 'S3's 'S2's 'S2's 'S3's 'S3's 'S2's 'S3's 'S3's <th's3's< th=""> 'S3's <th's3's< th=""></th's3's<></th's3's<>					Other 1.5%	6.7%		<=20	6		2	4.3%	362		80	3.2%	-	18.5%
dechanical 29% 39.5% 2.5%				Accidents referencing Airspe	eed Control 10.4%	16.0%			-									
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Van RV-8 Overall Value RV-8 Overall Value RV-8 Overall Value RV-8 <		_0.070	55.070		,						0				95		23	
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ingline Machanical 6.0% 6.1% ************************************	Fuel System				Vans RV-8 Number													
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coss of Power (Undetermined) 6 9.0% 306 9.0% 1000 <=1000	Overall Causes	Vans RV-8	Percent C	Overall Percent							0							
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63 3208	CFI Commercial	2 15	141 675 2	3.2%4.4%23.8%21.0%		Accidents												

Enter Aircraft Name:	Vans RV-9	Year			Reworked air	frame time a	and time in	n type mati		1/24/15							6/9/15		
Total Vans RV-9 accidents Fatal Accidents	24 2	8.3%	First Fligh 0 0.0%	nts <=40 Hou 3 17.6%	Tota	al Accidents al Accidents	3348 842	25.1%	F	First Flights 160 6.5%	<=40 Hours 486 19.7%				Flag - 7/18 ged roll-up	for power loss	s to look fo	or over 2, inste	ead of just 3
Average Pilot Hours	1617	In Type §	17 91 Av. Acc/	0	Average	Pilot Hours	3270	In Type		2452 Av. Acc/Yı	16								
Median Pilot Hours Median Fatal Average Aircraft Hours/year	350 3105 45.1	In Type 7 In Type 1		٨		Pilot Hours ledian Fatal		In Type In Type											
Less Time in Type	4	26.7%	15 Thresho	ld 2	Less Ti	ime in Type	1217	59.28%	2053										
First Flight Purchased Median Time in Type if Purchased	0 51	0.00%	Thresho	ld 1	•	Purchased	105 1563	3.14% 49.5%	3158										
Max Time in Type Total Purchased	478 6	26.1%	23									Change in nar)		
	Each Accident Is	4 17% o	of the Total									Phase of Fli		ent of case - Vans RV		<u>hase is given)</u>			
	Primary Only		Both			eline Homebu rimary Only	uilt	Both				Approach	9	9 fatal 0.0%	All 9.7%	All Fatal 13.0%			
Pilot Miscontrol	10	41.7%	10 41.7%			1292	38.6%	1310	39.1%			Climb	0.0%	0.0%	2.0%	2.9%			
Builder Error Maintenance Error	0 2	0.0% 8.3%	0 0.0% 2 8.3%			178 145	5.3% 4.3%	211 199	6.3% 5.9%			Cruise Descent	5.6% 0.0%	0.0% 0.0%	8.0% 2.3%	7.6% 4.9%			
Undetermined Loss of Power	2	8.3%	2 8.3%			306	9.1%	306	9.1%	E	mergency de	escent/landing	0.0%	0.0%	1.8%	1.4%			
Engine Mechanical Engine Controller/Electronic Ignition	1	4.2% 4.2%	4 16.7% 2 8.3%			205 18	6.1% 0.5%	583 26	17.4% 0.8%			gency landing around (VFR)		0.0% 0.0%	2.9% 0.8%	2.4% 0.6%			
Fuel System	1	4.2%	2 8.3% 1 4.2%			117	0.5% 3.5%	236	0.8 <i>%</i> 7.0%		G0-	Hover		0.0%	0.8%	0.0%			
Landing Gear/Brakes	0	0.0%	1 4.2%			77	2.3%	102	3.0%			Landing		0.0%	24.7%	5.8%			
Other Mechanical Fuel Exhaustion	0	0.0% 4.2%	0 0.0% 1 4.2%			159 114	4.7% 3.4%	289 117	8.6% 3.5%		0	re/touchdown	5.6% 5.6%	0.0% 0.0%	2.8% 4.3%	0.2% 0.9%			
Fuel Starvation	2	4.2% 8.3%	2 8.3%			47	3.4% 1.4%	55	3.5% 1.6%			Landing - roll Maneuvering		0.0% 50.0%	4.3% 12.3%	0.9% 29.9%			
Carb Ice	2	8.3%	3 12.5%			62	1.9%	72	2.2%	Ma		urn to landing	0.0%	0.0%	0.2%	0.3%			
VFR to IFR Manuevering at low alt	0	0.0% 0.0%	0 0.0% 0 0.0%			40 154	1.2% 4.6%	40 166	1.2% 5.0%			Other Standing	0.0% 0.0%	0.0% 0.0%	0.1% 0.2%	0.0% 0.2%			
Inadequate Preflight	0	0.0%	0 0.0%			65	4.0%	91	2.7%			Takeoff		0.0%	19.3%	15.4%			
Fuel Contamination	0	0.0%	0 0.0%			35	1.0%	51	1.5%		Tal	keoff - roll/run	0.0%	0.0%	0.8%	0.2%			
Midair Collision Turbulence/Winds	0	0.0% 0.0%	0 0.0% 0 0.0%			41 19	1.2% 0.6%	41 21	1.2% 0.6%			Taxi Unknown		0.0% 0.0%	1.9% 1.6%	0.6% 5.3%			
Loss of Control (Unknown)	0	0.0%	0 0.0%			55	1.6%	69	2.1%			UTIKITOWIT	0.070	0.070	1.0 /0	0.070			
Taxi Accident	0	0.0%	0 0.0%			17	0.5%	19	0.6%										
Undetermined Other	0	0.0% 8.3%	0 0.0% 8 33.3%			48 154	1.4% 4.6%	48 1033	1.4% 30.9%										
	24	100.0%	0 00.070			3348	100.0%	1000	00.070				Veen	By year			Veen		Overall
Power Loss (Any Cause) By Flag	12	50.0%				1085	32.4%						1998	√ans RV-9	226		Year 2008	Vans RV-9 2	Overall 213
All Mechanical Compare Primary	5	20.8%						Percenta	ge of ALL	_ accidents			1999 2000	0 0	218 221		2009 2010	1 5	240 188
	Vans RV-9	Overall		·	of time Sube			liscontrol)	0				2001	0	211		2011	2	235
Landing Gear/Brakes Other Mechanical	0.0% 0.0%	2.3% 4.7%		<u>Miscontrol</u>	Subevents Winds	Vans RV-9 30.0%	Baseline 22.3%		Vans RV- 12.5%	· Baseline 8.6%			2002 2003	1	217 199		2012 2013	2	213 151
Undetermined Loss of Power	8.3%	9.1%	Failu	ire to maintai		10.0%	22.3 <i>%</i> 22.1%		4.2%	8.5%			2003	3	186		2013	I	101
Fuel System	4.2%	3.5%			s of control	10.0%	2.9%		4.2%	1.1%			2005	1	208				
Engine Mechanical Builder/Manufacturer Error	4.2%	6.1%	E-	aina Tunaa i	in Annidant N	Vana DV 0	Pagalina		FF	0	0.00/		2006	1	201				
Maintenance Error	0.0% 8.3%	5.3% 4.3%		ngine Types i	Traditional	Vans RV-9 45.8%	Baseline 48.5%		гг 10 Not FF	•	0.0% 6%		2007	4	221				
Inadequate Preflight	0.0%	1.9%		Aftermarket	Traditional	16.7%	2.6%												
Carb Ice Manuevering at low alt	8.3% 0.0%	1.9% 4.6%		Non-Ce	Foreign ert 4 Stroke	0.0% 0.0%	0.6% 13.6%				<u>Total Time -</u> nulative	Filtered for Va Individual Co			raft Total T ulative	ime - Overall Individual Co			n Type Vans RV-9
VFR to IFR	0.0%	4.0 <i>%</i> 1.2%			Conversion	0.0 <i>%</i> 29.2%	13.6%		Hours			ce Vans RV-9			Overall %	Number	Bin %		ns RV-9 Perc
Fuel Exhaustion/Starvation	12.5%	4.8%			Two Stroke	0.0%	12.5%	0	First Fligh		0.0%	0	0.0%	160	6.5%	160	6.5%	0	0.0%
Pilot Miscontrol	41.7%	38.6%			Turbine Other	0.0% 8.3%	1.8% 6.7%	10 20	<=10 <=20	1	5.9% 5.9%	1	5.9% 0.0%	282 362	11.4% 14.7%	122 80	4.9% 3.2%	3 3	15.8% 15.8%
Total Pilot Error	62.5%	53.0%	Accidents refere	encing Airspe		8.3%	16.0%	30	<=20 <=30	2	5.9 <i>%</i> 11.8%	1	0.0 <i>%</i> 5.9%	429	14.7 %	67	3.2 <i>%</i> 2.7%	3 4	21.1%
Total All Error	70.8%	62.6%		0				40	<=40	3	17.6%	1	5.9%	486	19.7%	57	2.3%	5	26.3%
Mechanical	25.0%	35.5%				2		50 60	<=50 <=60	4 6	23.5% 35.3%	1 2	5.9% 11.8%	585 680	23.7% 27.6%	99 95	4.0% 3.8%	6 8	31.6% 42.1%
	Vans RV-9	Overall						70	<=70	8	47.1%	2	11.8%	744	30.1%	64	2.6%	9	47.4%
Other Mechanical	0.0%	4.7%						80	<=80	8	47.1%	0	0.0%	797	32.3%	53	2.1%	11	57.9%
Undetermined Loss of Power Fuel System	8.3% 4.2%	9.1% 3.5%			Vans RV-9 N	umber		90 100	<=90 <=100	10 10	58.8% 58.8%	2 0	11.8% 0.0%	857 917	34.7% 37.2%	60 60	2.4% 2.4%	14 15	73.7% 78.9%
Engine Mechanical	4.∠%								<=200					1347	54.6%	430	17.4%	18	94.7%
-	4.2%	6.1%		th AF Hours	17	2452		200		14	82.4%	4	23.5%			000	10.9%	18	94.7%
Builder/Manufacturer Error	4.2% 0.0%	6.1% 5.3%	# with AF He	ours and FF	17	2452 2468		300	<=300	14	82.4%	4 0	0.0%	1615	65.4%	268			04 70/
Builder/Manufacturer Error Maintenance Error	4.2% 0.0% 8.3%	6.1% 5.3% 4.3%	# with AF He		17			300 400	<=300 <=400	14 14	82.4% 82.4%	4 0 0 2	0.0% 0.0%	1615 1808	73.3%	193	7.8%	18	94.7% 100.0%
Builder/Manufacturer Error	4.2% 0.0%	6.1% 5.3%	# with AF He	ours and FF	17			300 400 500 600	<=300 <=400 <=500 <=600	14 14 16 17	82.4% 82.4% 94.1% 100.0%	4 0 2 1 0	0.0% 0.0% 11.8% 5.9%	1615 1808 1942 2053	73.3% 78.7% 83.2%	193 134 111	7.8% 5.4% 4.5%	18 19 19	100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error	4.2% 0.0% 8.3% 62.5%	6.1% 5.3% 4.3% 53.0%	# with AF He # wit	ours and FF h TiT Hours	17			300 400 500 600 700 800	<=300 <=400 <=500 <=600 <=700 <=800	14 14 16 17 17 17	82.4% 82.4% 94.1% 100.0% 100.0% 100.0%	4 0 2 1 0 0	0.0% 0.0% 11.8% 5.9% 0.0% 0.0%	1615 1808 1942 2053 2161 2230	73.3% 78.7% 83.2% 87.6% 90.4%	193 134 111 108 69	7.8% 5.4% 4.5% 4.4% 2.8%	18 19 19 19 19	100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error	4.2% 0.0% 8.3%	6.1% 5.3% 4.3%	# with AF He # wit Overall Percent 306 9.0%	ours and FF h TiT Hours	17			300 400 500 600 700	<=300 <=400 <=500 <=600 <=700	14 14 16 17 17 17 17	82.4% 82.4% 94.1% 100.0% 100.0%	4 0 2 1 0 0 0 0	0.0% 0.0% 11.8% 5.9% 0.0%	1615 1808 1942 2053 2161	73.3% 78.7% 83.2% 87.6%	193 134 111 108 69 41 44	7.8% 5.4% 4.5% 4.4%	18 19 19 19	100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder	4.2% 0.0% 8.3% 62.5% Vans RV-9	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7%	# with AF He # wit Overall Percent 306 9.0% 1292 38.0%	ours and FF h TiT Hours t	17			300 400 500 600 700 800 900 1000 1500	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500	14 14 16 17 17 17 17 17 17	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0%	4 0 2 1 0 0 0 0	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking	4.2% 0.0% 8.3% 62.5% Vans RV-9 2	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8%	# with AF He # wit Overall Percent 306 9.0% 1292 38.0% 602 17.7%	ours and FF h TiT Hours t	17			300 400 500 600 700 800 900 1000	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000	14 14 16 17 17 17 17 17 17	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0%	4 0 2 1 0 0 0 0 0 0	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8%	193 134 111 108 69 41 44	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8%	18 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder	4.2% 0.0% 8.3% 62.5% Vans RV-9 2	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7%	# with AF He # wit Overall Percent 306 9.0% 1292 38.0%	ours and FF h TiT Hours t	17			300 400 500 600 700 800 900 1000 1500 2000	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1500 <=2000	14 14 16 17 17 17 17 17 17 17	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0%	Ū	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only)	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 0 2	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 0.0% 8.3%	# with AF He # with Overall Percent 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3%	ours and FF h TiT Hours t	17			300 400 500 600 700 800 900 1000 1500 2000	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500 <=2000 ss of Pov Any Los	14 14 16 17 17 17 17 17 17 17 17 ver Issues s of Power	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12	Overall 1085	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined	4.2% 0.0% 8.3% 62.5% Vans RV-9 2	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 0.0%	# with AF He # with Overall Percent 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4%	ours and FF h TiT Hours t	17			300 400 500 600 700 800 900 1000 1500 2000	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500 <=2000 ss of Pow Any Los s of Power	14 14 16 17 17 17 17 17 17 17 ver Issues vs of Power r (Primary)	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9	Overall 1085 598	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 0 2	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All	ours and FF h TiT Hours t	17		Mech	300 400 500 600 700 800 900 1000 1500 2000 Loss	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1500 <=2000 ss of Powe May Los s of Powe May Los	14 14 16 17 17 17 17 17 17 17 17 ver Issues s of Power r (Primary) Mechanical Combined	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24	Overall 1085 598 511 3348	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 5 0 2 24	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All 76	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All 4.3% 2.4%	ours and FF h TiT Hours t	17		Mech	300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500 <=2000 ss of Pove Any Los s of Powe Mutermined Hum	14 14 16 17 17 17 17 17 17 17 17 ver Issues s of Power r (Primary) Mechanical Combined an Factors	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24 5	Overall 1085 598 511 3348 379	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 5 0 2 24	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All 76 98	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All 4.3% 2.4% 0.0% 3.1%	ours and FF h TiT Hours t	17		Mech	300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1000 <=1500 <=2000 ss of Pove Any Los s of Powe Mutermined Hum	14 14 16 17 17 17 17 17 17 17 17 ver Issues s of Power r (Primary) Mechanical Combined	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24	Overall 1085 598 511 3348	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 5 0 2 24	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All 76 98 82 1896	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All 4.3% 2.4% 0.0% 3.1% 0.0% 2.6% 65.2% 59.1%	ours and FF h TiT Hours t	17 19	2468 Perce	ent of Tota	300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1500 <=2000 ss of Powe May Los s of Powe May Los s of Powe May Los s of Powe Stermined Hum han Facto	14 14 16 17 17 17 17 17 17 17 17 17 ver Issues is of Power r (Primary) Mechanical Combined an Factors ors Primary wer Failure	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24 5 5 5 5	Overall 1085 598 511 3348 379 258 31.9%	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private CFI	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 0 2 24 Vans RV-9 1 0 0	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All 76 98 82 1896 141	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All 4.3% 2.4% 0.0% 3.1% 0.0% 2.6% 65.2% 59.1% 8.7% 4.4%	ours and FF h TiT Hours t	17 19	2468	ent of Tota	300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1500 <=2000 ss of Powe May Los s of Powe May Los s of Powe May Los s of Powe Stermined Hum han Facto	14 14 16 17 17 17 17 17 17 17 17 17 ver Issues is of Power r (Primary) Mechanical Combined an Factors ors Primary wer Failure	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24 5 5	Overall 1085 598 511 3348 379 258	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%
Builder/Manufacturer Error Maintenance Error Pilot Error Overall Causes Loss of Power (Undetermined) Stick and Rudder Pilot Decisionmaking Mechanical Issues Undetermined Other (Primary Only) Total Rating None Student Sport Private	4.2% 0.0% 8.3% 62.5% Vans RV-9 2 10 5 5 0 2 24 Vans RV-9 1 0 0	6.1% 5.3% 4.3% 53.0% Percent 8.3% 41.7% 20.8% 20.8% 20.8% 0.0% 8.3% 100.0% All 76 98 82 1896	# with AF He # with 306 9.0% 1292 38.0% 602 17.7% 899 26.5% 48 1.4% 249 7.3% 3396 100.0% Vans RV-9 All 4.3% 2.4% 0.0% 3.1% 0.0% 2.6% 65.2% 59.1%	ours and FF h TiT Hours t	17 19	2468 Perce	ent of Tota	300 400 500 600 700 800 900 1000 1500 2000 Loss and Unde Hum	<=300 <=400 <=500 <=600 <=700 <=800 <=900 <=1500 <=2000 ss of Powe May Los s of Powe May Los s of Powe May Los s of Powe Stermined Hum han Facto	14 14 16 17 17 17 17 17 17 17 17 17 ver Issues is of Power r (Primary) Mechanical Combined an Factors ors Primary wer Failure	82.4% 82.4% 94.1% 100.0% 100.0% 100.0% 100.0% 100.0% Vans RV-9 12 8 5 24 5 5 5 5	Overall 1085 598 511 3348 379 258 31.9%	0.0% 0.0% 11.8% 5.9% 0.0% 0.0% 0.0% 0.0%	1615 1808 1942 2053 2161 2230 2271 2315 2406	73.3% 78.7% 83.2% 87.6% 90.4% 92.0% 93.8% 97.5%	193 134 111 108 69 41 44 91	7.8% 5.4% 4.5% 4.4% 2.8% 1.7% 1.8% 3.7%	18 19 19 19 19 19 19 19	100.0% 100.0% 100.0% 100.0% 100.0% 100.0%

Enter Aircraft Name:	Vans RV-10	Year		Reworked airframe time a	nd time in t	type matri		1/24/15						6/9/15		
Total Vans RV-10 accidents	11 3	27.3%	First Flights <=40 Hou 0 3 0.0% 33.3%	Total Accidents	3348 842	25.1%	Fir	st Flights 160 6.5%	<=40 Hours 486 19.7%			Flag - 7/18 ged roll-up f		s to look fo	or over 2, inste	ead of just 3
Fatal Accidents Average Pilot Hours	3 1297	In Type 108	9 0 Av. Acc/Yr 0.7	Fatal Accidents Average Pilot Hours		In Type	167 A	2452 Av. Acc/Yı	16							
Median Pilot Hours Median Fatal	1243 1150	In Type 69 In Type #NUM!		Median Pilot Hours Median Fatal	1000	In Type In Type	58									
Average Aircraft Hours/year Less Time in Type	104.1 3	42.9% 7	Ave Threshold 2	erage Aircraft Hours/year Less Time in Type	51.4 1217	59.28%	2053									
First Flight Purchased	1	42.9 <i>%</i> 7 14.29%	Threshold 1	First Flight Purchased	105	3.14%										
Median Time in Type if Purchased Max Time in Type	135 274			Total Purchased	1563	49.5%	3158									
Total Purchased	3	27.3% 11								in names of Pl of Flight (perc)		
	Each Accident Is	9.09% of the T	Гotal							Vans RV	- Vans RV	-				
	Primary Only	Both	ſ	Baseline Homebu Primary Only	uilt	Both			IqqA	10 roach 12.5%	10 fatal 0.0%	All 9.7%	All Fatal 13.0%			
Pilot Miscontrol	0	0.0% 0	0.0%	1292	38.6%	1310	39.1%			Climb 0.0%	0.0%	2.0%	2.9%			
Builder Error Maintenance Error	3	27.3% 3 9.1% 1	27.3% 9.1%	178 145	5.3% 4.3%	211 199	6.3% 5.9%			cruise 25.0% scent 0.0%	33.3% 0.0%	8.0% 2.3%	7.6% 4.9%			
Undetermined Loss of Power	0	0.0% 0	0.0%	306	9.1%	306	9.1%	Er	mergency descent/la	nding 0.0%	0.0%	1.8%	1.4%			
Engine Mechanical	1	9.1% 2 0.0% 0	18.2% 0.0%	205 18	6.1% 0.5%	583 26	17.4% 0.8%		Emergency la Go-around (0	0.0% 0.0%	2.9% 0.8%	2.4% 0.6%			
Engine Controller/Electronic Ignition Fuel System	1	9.1% 0	18.2%	10	0.5% 3.5%	20	0.8% 7.0%			lover 0.0%	0.0%	0.8%	0.0%			
Landing Gear/Brakes	0	0.0% 0	0.0%	77	2.3%	102	3.0%		La	nding 0.0%	0.0%	24.7%	5.8%			
Other Mechanical Fuel Exhaustion	1	9.1% 3 9.1% 1	27.3% 9.1%	159 114	4.7% 3.4%	289 117	8.6% 3.5%	L	Landing - flare/touch		0.0% 0.0%	2.8% 4.3%	0.2% 0.9%			
Fuel Starvation	0	9.1% 1 0.0% 0	9.1% 0.0%	47	3.4% 1.4%	55	3.5% 1.6%		<i>Landing</i> Maneuv	ering 12.5%	0.0%	4.3% 12.3%	0.9% 29.9%			
Carb Ice	0	0.0% 0	0.0%	62	1.9%	72	2.2%	Mar	neuvering - turn to lai	nding 0.0%	0.0%	0.2%	0.3%			
VFR to IFR Manuevering at low alt	1	9.1% 1 0.0% 0	9.1% 0.0%	40 154	1.2% 4.6%	40 166	1.2% 5.0%			Other 0.0% oding 0.0%	0.0% 0.0%	0.1% 0.2%	0.0% 0.2%			
Inadequate Preflight	0	0.0% 0	0.0%	65	4.0%	91	5.0 <i>%</i> 2.7%			keoff 0.0%	0.0%	19.3%	15.4%			
Fuel Contamination	0	0.0% 0	0.0%	35	1.0%	51	1.5%		Takeoff - ro	<i>ll/run</i> 0.0%	0.0%	0.8%	0.2%			
Midair Collision Turbulence/Winds	0	0.0% 0 0.0% 0	0.0% 0.0%	41 19	1.2% 0.6%	41 21	1.2% 0.6%		Upk	Taxi 0.0% nown 12.5%	0.0% 33.3%	1.9% 1.6%	0.6% 5.3%			
Loss of Control (Unknown)	1	9.1% 1	9.1%	55	1.6%	69	0.0% 2.1%		UTIK	110WH 12.370	33.370	1.070	0.070			
Taxi Accident	0	0.0% 0	0.0%	17	0.5%	19	0.6%									
Undetermined Other	0	0.0% 0 9.1% 3	0.0% 27.3%	48 154	1.4% 4.6%	48 1033	1.4% 30.9%									
Other	11	9.1% 3 100.0%	27.3%	3348	4.0%	1033	30.9%			Voor	By year	Overall		Voor	Vans RV-10	Overall
Power Loss (Any Cause) By Flag All Mechanical	4 7	36.4% 63.6%		1085	32.4%					Year 1998 1999	/ans RV-1 0 0	226 218		Year 2008 2009	2 0	213 240
Compare Primary	Vana DV 10	Overell	(Dereent	of time. Cubeyent was inv			ge of ALL a	accidents		2000	0	221		2010	1	188
Landing Gear/Brakes	Vans RV-10 0.0%	Overall 2.3%		of time Subevent was inve Subevents Vans RV-10	Baseline	,	′ans RV-1	Baseline		2001 2002	0 0	211 217		2011 2012	3 1	235 213
Other Mechanical	9.1%	4.7%		Winds #DIV/0!	22.3%		#DIV/0!	8.6%		2003	0	199		2013	2	151
Undetermined Loss of Power	0.0%	9.1%	Failure to maintai	•	22.1%		#DIV/0!	8.5%		2004	0	186				
Fuel System Engine Mechanical	9.1% 9.1%	3.5% 6.1%	Other loss	of control #DIV/0!	2.9%		#DIV/0!	1.1%		2005 2006	0 0	208 201				
Builder/Manufacturer Error	27.3%	5.3%	Engine Types in		Baseline		FF	0	0.0%	2007	2	221				
Maintenance Error	9.1%	4.3%	Aftermarket	Traditional 63.6% Traditional 9.1%	48.5%	<=1	0 Not FF	2	22%							
Inadequate Preflight Carb Ice	0.0% 0.0%	1.9% 1.9%	Altermarket	Foreign 0.0%	2.6% 0.6%		Г	Aircraft To	otal Time - Filtered f	or Vans RV-10	Airc	raft Total Ti	ime - Overall	Fleet	Time i	n Type
Manuevering at low alt	0.0%	4.6%		rt 4 Stroke 0.0%	13.6%			Cum	nulative Individ	ual Contributio	n Cum	ulative	Individual Co	ontribution	Filtered for	Vans RV-10
VFR to IFR Fuel Exhaustion/Starvation	9.1%	1.2%		Conversion 18.2%	13.6%	0			ns RV-10 Perd Vans F			Overall %	Number	Bin %	Vans RV-10	s RV-10 Per
Pilot Miscontrol	9.1% 0.0%	4.8% 38.6%	I	wo Stroke 0.0% Turbine 0.0%	12.5% 1.8%	0 - 10	First Fligh <=10	0 2	0.0% 0 22.2% 2	0.0% 22.2%	160 282	6.5% 11.4%	160 122	6.5% 4.9%	1 3	14.3% 42.9%
				Other 9.1%	6.7%	20	<=20	2	22.2% 0	0.0%	362	14.7%	80	3.2%	3	42.9%
Total Pilot Error Total All Error	18.2% 54.5%	53.0% Acc 62.6%	cidents referencing Airspe	ed Control 0.0%	16.0%	30 40	<=30 <=40	3 3	33.3% 1 33.3% 0	11.1%	429 486	17.4% 19.7%	67 57	2.7% 2.3%	3 3	42.9% 42.9%
Mechanical	63.6%	35.5%		0		40 50	<=40 <=50	3	33.3% 0	0.0% 0.0%	400 585	23.7%	57 99	2.3% 4.0%	3	42.9% 42.9%
						60	<=60	3	33.3% 0	0.0%	680	27.6%	95	3.8%	3	42.9%
Other Mechanical	Vans RV-10 9.1%	Overall 4.7%				70 80	<=70 <=80	4 5	44.4% 1 55.6% 1	11.1% 11.1%	744 797	30.1% 32.3%	64 53	2.6% 2.1%	4 4	57.1% 57.1%
Undetermined Loss of Power	0.0%	9.1%				90	<=80 <=90	5	55.6% 0		857	34.7%	60	2.1%	4	57.1%
Fuel System	9.1%	3.5%		Vans RV-1 Number		100	<=100	5	55.6% 0	0.0%	917	37.2%	60	2.4%	4	57.1%
Engine Mechanical Builder/Manufacturer Error	9.1% 27.3%	6.1% 5.3%	# with AF Hours # with AF Hours and FF	9 2452 9 2468		200 300	<=200 <=300	7 9	77.8% 2 100.0% 2		1347 1615	54.6% 65.4%	430 268	17.4% 10.9%	5 7	71.4% 100.0%
Maintenance Error	9.1%	4.3%	# with TiT Hours	7		400	<=400	9	100.0%	0.0%	1808	73.3%	193	7.8%	7	100.0%
Pilot Error	18.2%	53.0%				500	<=500	9	100.0% 0	0.0%	1942	78.7%	134	5.4%	7	100.0%
						600 700	<=600 <=700	9 9	100.0% 0 100.0% 0	0.0% 0.0%	2053 2161	83.2% 87.6%	111 108	4.5% 4.4%	/ 7	100.0% 100.0%
Overall Causes	Vans RV-10	Percent Overa	all Percent			800 900	<=800 <=900	9 9	100.0% 0 100.0% 0		2230 2271	90.4% 92.0%	69 41	2.8% 1.7%	7 7	100.0% 100.0%
Loss of Power (Undetermined)	0	0.0% 306	9.0%			1000	<=1000	9	100.0% 0	0.0%	2315	93.8%	44	1.8%	7	100.0%
Stick and Rudder Pilot Decisionmaking	0	0.0% 1292 18.2% 602				1500 2000	<=1500 <=2000	9 9	100.0% 0 100.0% 0	0.0% 0.0%	2406 2446	97.5% 99.1%	91 40	3.7% 1.6%	7 7	100.0% 100.0%
Mechanical Issues	7	63.6% 899				2000	2000	J			2770	55.170	.0	1.070	,	100.070
Undetermined	0	0.0% 48	1.4%						Vans RV-10 Ove							
Other (Primary Only) Total	2 11	18.2% 249 100.0% 3396					Any Loss of Power		4 108 3 59							
							Me	echanical	3 51	1						
Rating	Vans RV-10	All Vans R			Mech a	and Undet	ermined C	Combined	11 334	48						
•	0	76 0.0%						n Factors	2 37							
None	0		6 31%			Hum	an Factor	s Primary	1 25	0						
•	0 0	98 0.0% 82 0.0%	6 2.6%				an Factors		1 25							
None Student Sport Private	0 0 8	98 0.0% 82 0.0% 1896 72.7%	6 2.6% % 59.1%		nt of Total	Accidents	with Powe	er Failure	36.4% 31.9	9%						
None Student Sport Private CFI	0 0 8 0 3	98 0.0% 82 0.0% 1896 72.7% 141 0.0%	6 2.6% % 59.1% 6 4.4%	Perce Percent of Total A		Accidents	with Powe	er Failure		9%						
None Student Sport Private	0 0 8 0 3 0	98 0.0% 82 0.0% 1896 72.7%	6 2.6% % 59.1% 6 4.4% % 21.0%			Accidents	with Powe	er Failure	36.4% 31.9	9%						