

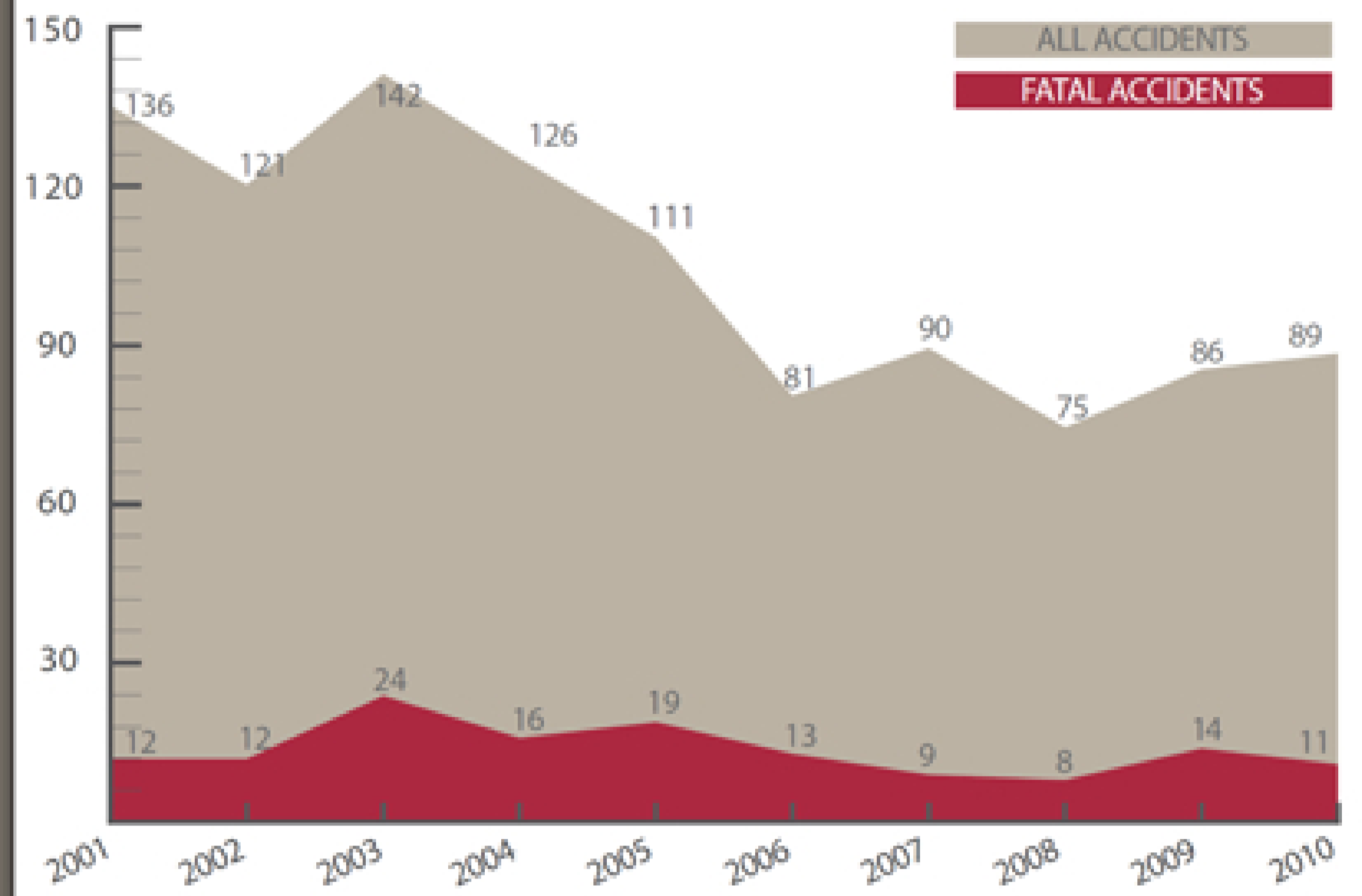
## FUEL MISMANAGEMENT

As the AOPA Air Safety Institute (AOPA ASI) notes in its *22nd Joseph T. Nall Report* (Nall Report), which closely examines general aviation accident trends in 2010, there “is no direct proof that increasing fuel prices have played a significant role” in the recent increase in fuel-related accidents. Lack of proof, of course, doesn’t mean it didn’t happen; only that there’s no data.

The relatively high price of fuel, however, certainly has had an impact on my flying: I fly less than I used to, and rarely park my airplane with full tanks. That’s due, in part, to not having fuel service available at home plate but also to the fact I take shorter flights than a few years ago. Why do you care? Because the sad truth is fuel-management accidents are on the rise again, after a decade’s worth of decline.

The Nall Report has this to say: “The decline in fuel management accidents through 2008 was one of the rare success stories in GA safety, showing a 50-percent decrease in 10 years. Since then, fuel management accidents have become more frequent again, increasing from 75 to 89 in 2010 even as the overall number of fixed-wing accidents has decreased. Fuel mismanagement caused just over six percent of the accidents in 2008, but almost eight percent of those in 2010.” The data are summarized in the graphs at right, courtesy AOPA ASI.

### Fuel Management Accident Trend



### Types Of Fuel Management Accidents

