1 #1 Lead Author: Christian Margo Hansen, Calling Bullshit on: *"NRA Article: Why Gun Control Doesn't Work"*

The article claims that gun control is an ineffective measure in attempting to reduce violent crime, and that citizens being armed is more beneficial towards public safety.

The main issue is that while some of the facts presented carry a weight of truth, the entire discussion is very surface-level. The prominent gun-control method put forward is that of background checks, which is claimed to be a failure due to the other methods from which individuals can obtain firearms; such as illegal sales, or purchasing or borrowing from other private owners. However, there is no mention of alternative approaches to gun control, like the banning of large capacity magazines (LCM)[1]. Additionally, the article fails to mention that while a single gun control measure might be weak by itself, combinations of measures have been found to be effective[2].

As a further evidence for the failure of gun control, cities with strict measures, namely New York and Chicago, are noted as suffering from high violent crime rates; it is specifically mentioned that "shooting and murder rates in Chicago surged 50% in 2020" while "homicides increased 41%, and shootings increased an astounding 95%" in New York that same year. It is vital to note that 2020 was during the COVID-19 pandemic, and that this period also witnessed social unrest following the death of George Floyd; abnormal circumstances which arguably contributed significantly towards the spike in crime rates[3].

The article also states that "[from 1991-2019], violent crime rates [had] dropped by more than half, [coinciding with] the number of privately-owned firearms in the United States [doubling in the] same period". This correlation is dangerously presented as a direct causation, ignoring all other societal, economic, and environmental factors that contributed to the change[4].

The entire discussion strongly appears to be a case of confirmation bias. The National Rifle Association (NRA) is a pro-gun organization, and while evidence is provided to support the views put forward in the article, it is a very one-sided discussion with sources that seem cherry-picked to solely support their criticisms towards gun control. Given how gun control is a highly debated and divisive topic in the US, it is important that people are presented with the full details on the successes and failures of gun ownership. Biased arguments like the one presented run the risk of encouraging people to disregard gun control as a whole, based on a misrepresentation of reality. This is especially concerning given the high number of gun-related fatalities and mass shootings witnessed in the US every year[5].

2 #2 Lead Author: Christian Margo Hansen, Calling Bullshit on: *"Vehicles That Are Involved in the Most Fatal Accidents in the U.S."*

This article, and investigation, by the TitleMax team claims that the "Chevrolet Silverado is the vehicle most likely to get into an accident"; based on vehicle fatality data from 2016-2020.
The article is accompanied by a prominent visualisation, which clearly highlights the Silverado as being more dangerous to drive than any other vehicle. The visualisation and data are not normalized with regards to how many of each type of vehicle is driven in the United States, which is an example of unfair comparison. The author also states that one is "[more] likely to get into [a fatal] accident" if they are driving a Silverado, making only brief mention that "the Silverado is also the second most-popular car in America". If there are significantly more Silverado's on the road compared to the majority of other vehicle types, it is of course more likely that fatal crashes will involve that specific model. This bold claim serves as an example of the prosecutor's fallacy, in that:

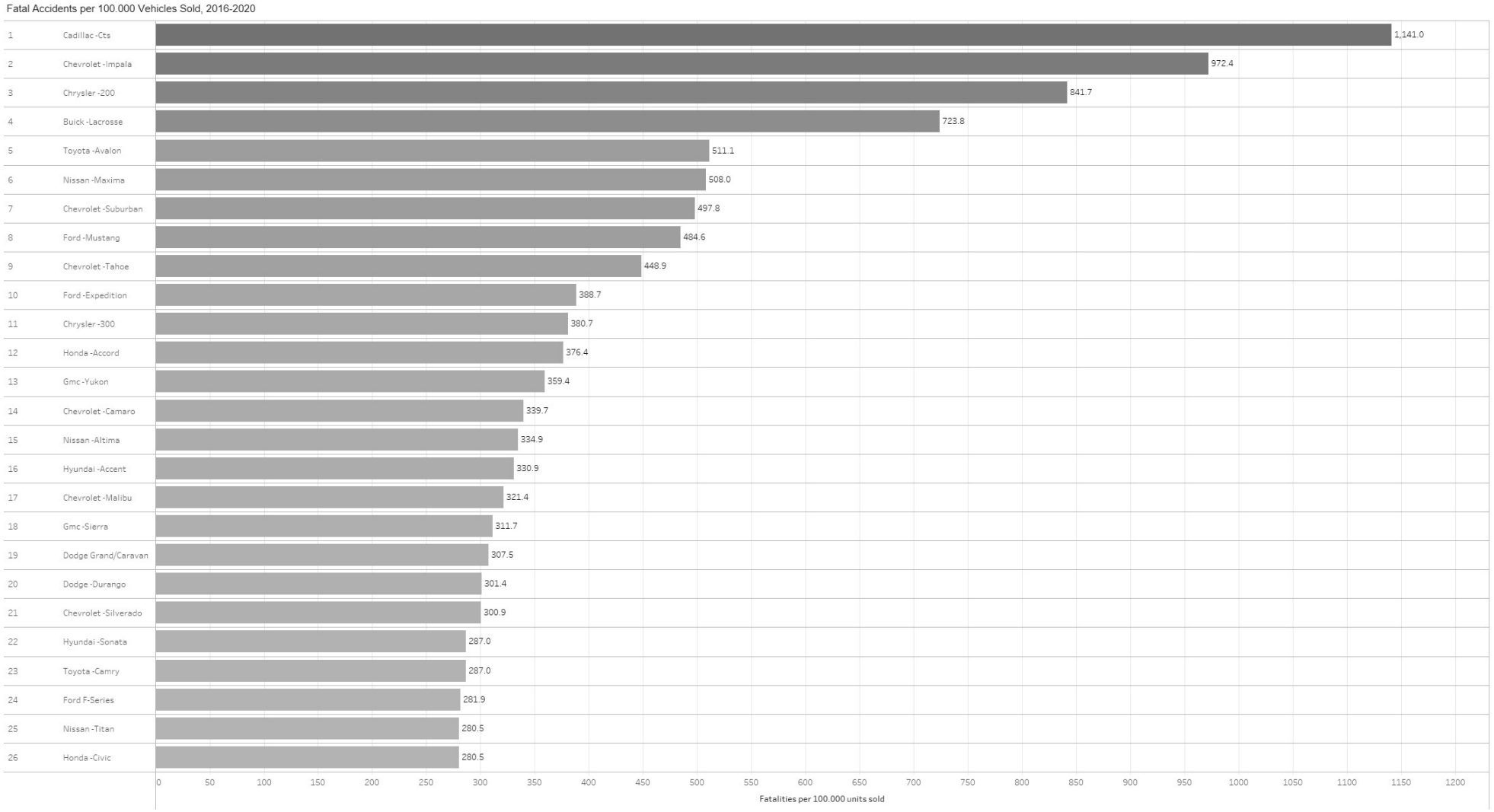
$$P(\text{Being in a Fatal Accident}|\text{Driving a Silverado}) \neq P(\text{Driving a Silverado}|\text{Being in a Fatal Accident})$$

Using the number of each type of car sold[6] as a proxy for the number of each type of car being driven, the most dangerous car to drive between 2016-2020 was the Chevrolet Impala; which was present in 972 fatal accidents per 100.000 units sold. The supposedly deadly Silverado saw 300 fatal accidents per 100.000 units sold[1] (see Appendix A).
In this specific case, this type of misleading information mostly has the potential to be damaging to a car manufacturer's brand.

Figure 1: Top 3 of the 25 deadliest vehicles in the US according to TitleMax

[1] It must be stated, that the figures for vehicles sold may not be entirely accurate either, but this attempt to normalise the data serves mainly to highlight the questionable claims of the article and visualisation.

Appendix A


Fatal Accidents per 100.000 Vehicles Sold, 2016-2020
1 Cadillac -Cts 1,141.0
2 Chevrolet -Impala 972.4
3 Chrysler -200 841.7
4 Buick -Lacrosse 723.8
5 Toyota -Avalon 511.1
6 Nissan -Maxima 508.0
7 Chevrolet -Suburban 497.8
8 Ford -Mustang 484.6
9 Chevrolet -Tahoe 448.9
10 Ford -Expedition 388.7
11 Chrysler -300 380.7
12 Honda -Accord 376.4
13 Gmc -Yukon 359.4
14 Chevrolet -Camaro 339.7
15 Nissan -Altima 334.9
16 Hyundai -Accent 330.9
17 Chevrolet -Malibu 321.4
18 Gmc -Sierra 311.7
19 Dodge Grand/Caravan 307.5
20 Dodge -Durango 301.4
21 Chevrolet -Silverado 300.9
22 Hyundai -Sonata 287.0
23 Toyota -Camry 287.0
24 Ford F-Series 281.9
25 Nissan -Titan 280.5
26 Honda -Civic 280.5
0 50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000 1050 1100 1150 1200
Fatalities per 100.000 units sold
Sum of Fatalities/Cars Sold for each Index broken down by Vehicle Model. Color shows sum of Fatalities/Cars Sold. The marks are labeled by sum of Fatalities/Cars Sold. The view is filtered on sum of Fatalities/Cars Sold, which ranges from 280.5 to 2,805.0.