

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 8 ag accidents including 2 fatal accidents so far this year. There has been 1 fatal accident not yet reported by NTSB bringing the total to 3 fatal accidents.

LANDING WITH A LOAD SAFELY

Once an ag aircraft has been loaded with product and water, the goal is to apply that load to the target field. Sometimes however, weather or other factors such as equipment malfunctions can lead to the need to abort the application after the aircraft has already taken off. This requires the aircraft to be landed fully loaded which can be more difficult to accomplish. There is an excellent video available with tips on how to safely land with a load on the [NAAREF Safety and Education Videos website](#). The video features Fran de Kock of Battlefords Airspray in Canada in both classroom and dual cockpit settings.

Fran advises that when you must land with a load, everything has to be done correctly. Control inputs must be perfect with no overreaction. You need to be aware of the difference in the required airspeed because you can get behind the power curve quickly. No matter what type of aircraft, about 20% additional airspeed needs to be added during the approach when landing with a load. It is better to approach a little too fast rather than a little bit too slow. Most aircraft should have a recommended speed in the handbook for landing loaded.

The angle of your approach needs to be reduced and you need to give yourself extra room on the approach as well. If you don't make a good approach, you're not going to make a good landing. If something gets a little off during the approach, go around for another attempt. You also want to make sure your tailwheel lock is functioning properly. Fran recommends raising the flaps once the main gear is firmly on the ground to prevent the wing from flying again. If your normal landing strip is shorter or rougher than what you feel comfortable with for landing a loaded aircraft or has a crosswind component at the time you need to return with a load, consider using an alternative strip that is longer and smoother and doesn't have a crosswind that increases the difficulty of the landing.

Check Temporary Flight Restrictions (TFRs)

Always check TFR NOTAMs before flying! Make sure you have proof of a preflight TFR briefing from sources such as FSS or <https://www.1800wxbrief.com>.

Make a "Fly Safe" Resolution Now!

Watch your fax or e-mail every other Monday in April, May, June and August and every Monday in July for scheduled issues. Supplemental messages may be sent when increased flight activity warrants additional safety awareness. To be removed from the "Fly Safe" fax list, please call 202-546-5722 or e-mail information@agaviation.org. Let us know if you wish to be removed only from these Fly Safe messages or all faxes or e-mails from the NAAA.