

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 21 ag accidents including 2 fatal accidents so far this year.

NAP TIME < ACCIDENT DOWN TIME

As the season progresses, fatigue becomes a growing issue. Long days strung together with no time off and no break in sight combined with the stress of demanding customers and being behind on acres results in fatigued pilots and other crew members. Fatigue causes a loss of concentration, slower reactionary times, and poor decision making, all of which increase the likelihood of an accident. The NTSB has identified fatigue as a contributing factor in numerous ag accidents. Factors that contribute to fatigue include length and quality of your last rest period, time on duty, disruption of your circadian rhythm, workload, stress, and your overall health.

Luckily there is an easy solution for fatigue – sleep. In fact, sleep is the only thing that can reverse fatigue. Sufficient sleep is critical for proper brain functioning – your brain completes a series of necessary functions while you sleep. Stimulants such as caffeine only provide temporary relief from fatigue, but they don't reverse a sleep deficit. See NAAA's [Combatting Fatigue in Ag Aviation](#) brochure for more information on signs of fatigue and how to avoid it. The hard part is finding time for sleep and convincing yourself that it's alright to get some rest despite how busy you are.

If you're fighting the urge to take a break for sleep because of how busy you are, consider this example. A 30-minute nap during the day in your busy season will cost you approximately 100 acres of spraying. But let's say you fight the urge to sleep and decide to push through the rest of your day. You struggle to focus while spraying a difficult field and fail to avoid a power line, flying right through it and striking the prop. As a result, you need to have the engine inspected for damage, which requires your aircraft to be out of commission for 5 days, resulting in an estimated loss of about 10,000 acres. If your engine or prop requires significant repair or replacement, you might likely be looking at that aircraft being out of commission for the rest of the season. So, ask yourself if you'd rather miss 100 acres or 10,000 acres. If you can't decide, it's time for a nap.

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!