

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

**NTSB has reported 2 ag accidents so far this year. There has been
1 fatal accident not yet reported by NTSB**

SLOW DOWN TO SPEED UP – YOU DON'T NEED TO FLY AGGRESSIVELY TO GET MORE WORK DONE

During the busy part of the season a backlog of work and demanding customers puts intense pressure on aerial applicators to push themselves to constantly maximize productivity. This frequently leads pilots to fly as fast as possible. This can eventually lead to flying and turning aggressively, increasing the risk of a stall spin or another type of accident. A question in the 2023-2024 PAASS program asked why ag pilots turn aggressively, and the majority of respondents indicated it was to make the turn faster to get more acres done. But perhaps you should consider slowing down to speed up. This can help ensure your season is both safe and productive.

This concept was discussed in last year's PAASS program by Marty Owens, an ag aviator from Idaho. When he was first learning to fly ag, he was piloting an aircraft that was 10 mph faster than the airplane one of his mentors was in. He flew his airplane as fast as possible so he could spray more acres and outperform his mentor. However, when they worked the same field together, his mentor always got his half of the field done first even though he was flying the slower airplane. Soon, Owens realized it was his faster speed that was causing him to be slower. The extra speed meant his turns had to go higher or farther out than his mentor's turns. Because so much time spraying a field is spent in a turn, even though Owens was going faster across the field, the extra time it took him to turn the airplane around meant that overall, he was taking longer to spray the field than his mentor in the slower aircraft.

Flying fast and turning hard puts extra stress on both you and your aircraft. If you're not gaining any extra acres, is the extra stress worth it? PAASS is not suggesting you fly your aircraft so slow that you're at risk of stalling. But if you back off from flying as fast as the aircraft will go, and instead fly it at a safe but more reasonable speed, you might see a positive impact on your daily work output. Reducing stress on yourself increases overall safety because you're better rested and more focused on flying. Flying methodically early in the season and throughout it is the safe approach.

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 e-mail every other Monday in April and May and every Monday in June, July, and August for scheduled issues. Supplemental messages may be sent when additional safety awareness is warranted. Please call 202-546-5722 or e-mail information@agaviation.org if you wish to be removed only from these Fly Safe messages or all e-mails from the NAAA.