

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 28 ag accidents including 7 fatal accidents so far this year. There have been 2 fatal accidents not yet reported by NTSB bringing the unofficial total to 9 fatal accidents.

USE CAUTION WHEN TRANSITIONING TO FASTER AND LARGER AIRCRAFT

On numerous occasions PAASS has referenced the increased risk of having an accident for pilots who have low time in the type of aircraft they are flying. This trend occurs for both inexperienced and experienced pilots. When you start flying an aircraft new to you, use extra caution as you get used to how it flies and operates. This can especially be true when the aircraft you're now flying is faster and heavier than your previous aircraft. Faster speeds mean that obstructions will be arriving much quicker.

At 120 mph you are traveling 176 feet per second, but at 160 mph that increases to 235 feet per second. If your target field is a square $\frac{1}{4}$ section, each pass will be 2,640 feet long. At 120 mph it takes you 15 seconds to make the pass. At 160 mph that time is reduced to 11 seconds. If you decide to look down at something in your cockpit to check a setting or make an adjustment, it might take about 5 seconds. At 120 mph you will cover 880 feet, or 33% of the pass, while you look down. At 160 mph, that will increase to 1,175 feet, or 45% of the pass. It's not just the end of the pass that will arrive quicker – obstacles will arrive quicker as will the the beginning of the target field when you are preparing to lay down your spray pattern. If you're focused on your lightbar trying to line up your pass, you won't have as much time to make adjustments before you're in the field.

Larger and faster aircraft have more inertia and consequently have higher wing loading in pounds per square feet. When entering a field, a heavier aircraft will not flair out as quickly as a slower and lighter aircraft will. When pulling up at the end of your pass, a heavier aircraft will need more room to clear obstructions so you'll need to begin your pull up sooner than you may have been used to in a lighter aircraft. Give yourself plenty of space for obstacle clearance as you get used to a larger aircraft. Don't be afraid to use trim passes to clean up the field instead of trying to treat everything in your primary passes.

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.