

## ***Fly Safe Campaign***



### **MAINTAIN ACCIDENT AWARENESS**

***Don't become a statistic!***

**NTSB has reported 22 ag accidents including 3 fatal accidents so far this year. There have been 4 fatal accidents not yet reported by NTSB bringing the total to 7 fatal accidents.**

### **AFTER YOU'VE HAD AN ACCIDENT**

When you have an accident, once the initial emergency has been dealt with, you need to report it to the NTSB. When you have a minor incident, however, are you required to report it? According to [49 CFR Part 830](#), an accident occurs when “any person suffers death or serious injury, or in which the aircraft receives substantial damage.” An incident is defined as “an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.” A serious injury includes hospitalization, any fractures of bone, severe tissue damage, involving an internal organ, or second- or third-degree burns. Substantial damage is that which adversely affects the structural strength, performance, or flight characteristics of the aircraft.

49 CFR Part 830 also outlines accident reporting requirements. The operator of any civil or public (except military) aircraft must immediately notify the NTSB when an accident occurs. 49 CFR Part 830 has a [list of specific types of events](#) that would constitute an incident that would be required to be reported to the NTSB. The decision on classifying an event as either an accident or incident is ultimately made by the NTSB with input from the FAA. 49 CFR Part 830 also denotes [information to be given to the NTSB](#) when you notify them.

Regardless, in terms of aviation safety, it is critical that you thoroughly inspect your aircraft after an accident and/or an incident to determine the true damage. An ag aircraft recently suffered what appeared to be minor damage caused by flying debris during a severe storm. Some of the strikes occurred on the leading edge of the wing, but the damage found during a post-storm inspection didn't appear to look any worse than that caused by a bird strike. It was decided the aircraft was safe to fly and the pilot flew several loads with it. Then a fuel leak was noticed, so the aircraft was immediately taken to a maintenance facility where they discovered the right rear spar fitting had been sheared away from the fuselage from the debris strike. Whenever you have a strike on the wing, it may cause severe damage to the fitting that may not be evident from an exterior inspection.

### **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 and May and every Monday in June. July and August for scheduled issues. Supplemental messages may be sent when additional safety awareness is warranted. To be removed from the “Fly Safe” fax list, please call 202-546-5722 or e-mail [information@agaviation.org](mailto: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.