

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB reports 26 ag accidents, including 8 fatal accidents, for 2024. An additional 2 fatalities are unreported, making 10 fatal accidents.

DON'T MAKE BAD DECISIONS BY IGNORING YOUR SAFETY PERSONAL MINIMUMS

An accident can be thought of as chain made of individual links. Breaking any single link will break the chain and prevent the accident. Many links in an accident chain are the result of decisions to push ahead despite evidence that doing so might not be the safest thing to do. Often, it's work pressure that is the factor driving the decision to keep going with a mission. The lessons on normalization of deviance from PAASS have taught us that once we start down the path of ignoring personal minimums in the interest of getting a job done, the easier it becomes to just keep ignoring those personal minimums later.

Inadvertent instrument meteorological conditions (IIMC) accidents can be prevented by not taking off in the first place or turning around when weather begins to deteriorate. Many accidents that are classified as being caused by a mechanical issue are in fact human factor accidents. Known problems and inspections are ignored in order to keep the aircraft flying. Turning an aircraft more aggressively because you think you can get more work done in a day can eventually led to a stall spin accident. Pushing inexperienced pilots into aircraft and jobs they are not ready for also increases the risk of an accident.

Do not be tempted to cut safety corners and abandon your personal minimums anytime during your season. It can be easy to stick with visibility minimums when things aren't busy. An hour delay won't put you that far behind. But do those visibility minimums somehow become less important when you're buried in work orders and the phone is tied up with demanding customers? No. They are in place to prevent you from dying, and they apply every day for every flight. Stick with your personal minimums – make good choices and live to fly another day.

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!