



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

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16 Ag Accidents reported by NTSB this year
2 Fatalities

DO NOT LET DISTRACTIONS TAKE YOUR FOCUS OFF WIRES AND OTHER HAZARDS – KEEP YOUR MIND ON THE MISSION

When you allow yourself to be distracted in the cockpit, you increase your risk of colliding with a wire or other obstruction. In about 70% of wire strike accidents, the pilot hit a wire they were previously aware of. At some point they allowed other tasks or concerns to occupy their short-term memory, causing them to forget about the wires. Outside distractions can include personal issues such as relationship or financial problems, as well as work issues such as a heavy workload and demanding customers. While it can be difficult to do, you must leave these issues on the ground. All your attention must be focused on your mission when you're flying.

If you have low time in type in the aircraft you're flying, your risk of having a controlled flight into terrain (CFIT) accident is much higher. In 36% of CFIT accidents between 2014 and 2023, the pilot had less than 500 hours time in type. It takes time to develop muscle memory with new gauge and control placements. Thinking about where something is in your cockpit as opposed to going to it automatically requires more attention and can become a distraction. New technology such as GPS can be especially distracting - spend time using new equipment to learn how it functions before an ag mission flight. If you encounter a problem with your GPS in the air, land before trying to work out a solution.

Other ag flying hazards include agricultural aircraft working near you. Last season there were three mid-air collisions, and in each of those accidents one of the pilots was fatally injured. In two of those mid-air collisions, both aircraft involved worked for the same operation, and in one case they were working in the same field. Use ADS-B and radio frequency 122.925 to locate other ag aircraft near you, but most importantly maintain vigilance for other aircraft and don't allow yourself to forget their presence nearby.

Check TFRs

Always check Temporary Flight Restriction (TFR) NOTAMs before flying! Make sure you have proof of a preflight TFR briefing from sources such as FSS or <https://www.1800wxbrief.com>

Don't Forget to Communicate

Communicate with other ag aircraft using 122.925 MHz – limit your transmissions to announcing who you are, where you are, and what you plan to do.

Make a *Fly Safe* Resolution Today!