



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

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28 Ag Accidents reported by NTSB this year
4 Fatalities

DO NOT LET BOOM-MOUNTED PRESSURE GAUGES OR OTHER INSTRUMENTS DIVERT YOUR ATTENTION FROM FLYING

There are numerous potential distractions for ag aviators. In many cases the distraction can be a gauge, instrument, or screen that is required for the application mission. While glancing occasionally at these items is necessary, an accident can occur if a pilot focuses on the item at the wrong time or for too long a time. In some cases, the item may be positioned on the aircraft in a manner that creates an unsafe situation by forcing the pilot to fully divert their attention and line of sight from the aircraft's flight path.

NTSB reports indicate there have been at least two accidents where a pilot's diverted attention to a boom-mounted pressure gauge contributed to the accident. In 2024, a pilot turned his head to an 8 o'clock position to look at a pressure gauge on the boom during a pass. While the pilot focused on the gauge, the landing gear impacted terrain, damaging the gear and wings. The pilot was forced to land in a nearby field. The airplane did not have a cockpit pressure gauge, so the boom-mounted gauge was the only means of checking the spray pressure. All the operator's aircraft were set up the same way, with only the boom mounted gauge available for monitoring spray pressure. In 2003 a pilot collided with wires when he diverted his attention to a boom mounted pressure gauge in a spray pass.

A boom-mounted pressure gauge should not be the only means of checking the spray system pressure. There should be a pressure gauge in the cockpit so the pilot can more easily and safely check pressure. An additional boom-mounted gauge can be useful to verify the accuracy of the main gauge, trouble shoot issues with the spray system, and confirm suck-back, but a pilot should only focus on them at a safe altitude. If you do have a secondary spray pressure gauge on your boom, do not allow it to divert your attention when you are making an application pass.

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!