



# FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS  
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

August 18, 2025

**32** Ag Accidents reported by NTSB this year  
**4** Fatalities

## MANAGE YOUR FUEL TO AVOID AN ACCIDENT

NTSB has informed NAAA that there have been two accidents in 2025 that appear to be the result of fuel exhaustion. Recently a turbine-powered helicopter had completed aerial application operations and was returning to the loading truck. During the flight back, a total loss of engine power occurred. The pilot performed an autorotation, and the helicopter landed upright in a field. While the pilot was thankfully not injured, the helicopter sustained substantial damage. A low amount of fuel was found onboard the helicopter after the accident.

From 2015 to 2024 there were a total of 22 ag aviation fuel exhaustion accidents. All resulted in substantial damage to the aircraft, and four resulted in serious injury to the pilot. Helicopters were involved in 45% of these accidents while helicopters compose 22% of the U.S. ag aircraft fleet. Helicopter pilots should not be tempted into flying with low fuel quantities just because fuel is always close by and that running with less fuel increases the amount of the useful load available for application materials. Airplane pilots should also not reduce fuel in order to takeoff with a heavier load.

Know how much fuel you need for the flight and ensure before takeoff that you have sufficient fuel onboard for the flight plus a reserve. When calculating how much fuel you need, consider load size, application rate, number of fields, and ferry distance. Include fuel needs and quantity verification as part of your takeoff checklist and communicate this information with your ground crew. Know your aircraft's fuel system, how it operates, and the fuel burn rate. Verify the accuracy of your fuel gauge before you rely on it. Monitor fuel burn rate during the flight. If you begin to worry about not having enough fuel for the mission, do not push it – return to your strip and get more fuel. While the extra ferries take more time, it's far better than an accident.

### 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!**