



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

June 15, 2026

8 Ag Accidents reported by NTSB this year
1 Fatality (not yet reported by NTSB)

INSPECT YOUR AIRCRAFT'S FLIGHT CONTROL SYSTEMS THOROUGHLY AFTER MAINTENANCE

During aircraft maintenance and modifications, problems with flight control continuity can arise resulting in a loss of control or aircraft instability. Therefore, after all maintenance you need to inspect your aircraft's flight control systems to verify continuity after maintenance.

Inspecting the continuity of aircraft flight control systems does not take an excessive amount of time or require specialized tools. The inspection should be made by both the pilot who will be flying it and the mechanic who performed the maintenance or modification.

Steps for a post maintenance control continuity inspection:

1. Check proper control function –verify all control functions are free and correct, including elevator, rudder, aileron for fixed-wing and cyclic, collective, and anti-torque for helicopters.
2. Check proper installation - inspect each control system from one end to the other to verify all parts are properly installed; check pushrods, torque tubes, bellcranks/idlers, cables, pedal channels, and hinges.
3. Check for interference – run controls through full range of motion to verify there is no binding, interference, or unexpected noises.

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!