



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

June 29, 2026

11 Ag Accidents reported by NTSB this year
2 Fatalities (including 1 not yet reported by NTSB)

DISTRACTIONS CAN LEAD TO DISASTERS – KEEP YOUR HEAD OUT OF THE COCKPIT AND FOCUS ON FLYING

A recent near miss highlights how critical it is to keep your head out of the cockpit when you are conducting an aerial application mission. An ag pilot was flying an aircraft that he didn't have many hours in, equipped with a GPS from a manufacturer with which he had no prior experience. He had used another brand of GPS for decades. While looking down into the cockpit to resolve a problem with the GPS, the pilot came close to having a severe CFIT accident.

GPS can be confusing to operate at times. The confusion is greatly magnified when a pilot switches to a new GPS manufacturer with a completely different operating system. Take the time to familiarize yourself with a new GPS on the ground instead of while you're flying. If you're having problems, don't try to trouble shoot in the air – get on the ground where you can focus your full attention on the GPS.

The incident is also reminder of the increased risk of having an accident when you have less than 500 hours time in type for the aircraft you are flying. It's also a reminder that the increased risk isn't just because of a lack of familiarity with a new-to-you aircraft's flying characteristics. Switching to an unfamiliar GPS can cause the same kind of distraction and take your attention away from flying.

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!