



# FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS  
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

July 20, 2026

**14** Ag Accidents reported by NTSB this year  
**2** Fatalities

## WILDFIRE SMOKE A REMINDER TO AVOID INADVERTENT INSTRUMENT METEOROLOGICAL CONDITIONS

Smoke from wildfires reduced visibility in many parts of the U.S. last week. There are currently active wildfires in Canada, northern Minnesota, and the western U.S. Many of these areas are expected to have increased fire activity through September 2026, suggesting smoke will continue to be an issue for ag aviators this season.

Reduced visibility caused by smoke can lead to inadvertent instrument meteorological conditions (IIMC) – accidentally flying your aircraft into low visibility conditions that require instruments for flying. In ag aviation most IIMC incidents involve flying into fog, but smoke can also cause IIMC. IIMC accidents are fatal over 90% of the time.

Heed the following points regarding IIMC:

- **Avoidance** of IIMC is the best strategy.
- Spatial disorientation with IIMC can begin within 20 seconds; an accident is predicted to occur at between 56 and 178 seconds.
- Establish basic VFR weather minimums and stick to them regardless of workload and customer demands.
- Use [GFA-LA](#) to assess weather for low altitude flights.
- Track the temperature-dew point spread.
- Set en route decision triggers to avoid continuing flight into IIMC.

### 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!**