



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

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24 Ag Accidents reported by NTSB this year
2 Fatalities

SLOW DOWN – FLYING HARD AND TURNING FAST DECREASES SAFETY AND ACCURACY

The goal of every aerial application must be to return home safely after making an accurate application. Productivity is important but must not be prioritized over safety and making an accurate application. Flying hard and attempting to make your turns as fast as possible places you at greater risk of a stall spin accident. NTSB accident reports show that helicopters are not immune to turning too hard.

Flying fast doesn't increase productivity – it requires longer time in the turn, so productivity can be decreased. It can also lead to entering the field off the swath centerline with the aircraft not level and coordinated, causing a poor spray pattern and reduced deposition. If your attempt to spray as many acres as possible results in non-uniform applications and poor yield responses, how many customers will want to hire you next year?

Leave a safety margin in all your turns. Consider the weather, the aircraft's capabilities, and obstacles you'll need to avoid when executing a turn. Remember that as you dispense your load, the CG moves aft. This can have a dramatic effect on how the aircraft performs during a turn. This further is aggravated by the wing's center of lift moving forward as the angle of attack increases. [Turn Smart.](#)

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!