

## ***Fly Safe Campaign***



### **MAINTAIN ACCIDENT AWARENESS**

***Don't become a statistic!***

**NTSB has reported 24 ag accidents including 2 fatal accidents so far this year.**

### **FOG OR FIRES – AVOID INADVERTENT INSTRUMENT METEOROLOGICAL CONDITIONS NO MATTER THE CAUSE**

Pressure to get work done can lead pilots to make decisions that compromise their personal minimums and reduce safety margins. Taking off for a job before foggy weather has fully cleared up is unfortunately a common example of this behavior. Smoke from Canadian wildfires has also become a serious visibility concern this season as large-scale weather patterns move the smoke from Canada down to the Midwest, southeast, and east coast in the U.S. Whether it's fog or smoke, flying into a situation where you lose visibility is called inadvertent instrument meteorological conditions (IIMC) and should be completely avoided by waiting until conditions for flying have improved.

Use every forecasting tool available to you to determine if it's safe for you to fly. The Helicopter Emergency Medical Services (HEMS) [Weather Tool](#) is designed to provide weather information specifically for short distance and low-altitude flights. Fire and smoke information can be found on the AirNow [Fire and Smoke Map](#). Set your personal minimums and don't ever deviate from them, no matter how much pressure is placed on you to fly. For the helicopter air ambulance (HAA) industry, the weather minimums for dispatch are 2 miles of visibility and an 800-foot ceiling. Keep in mind these minimums are for instrument rated pilots flying an aircraft with the proper instruments.

Also important are en route decision triggers – a predetermined set of flight conditions to prevent you from continuing a flight into IMC. If you go IIMC without the correct instruments, most critical being an attitude indicator, and proficiency with them, you will not be able to maintain control of your aircraft. Once you lose visibility, visual and vestibular illusions quickly cause spatial disorientation. Studies have put the time before you have an accident at between 56 and 178 seconds. For ag aviation, IIMC accidents are fatal 92% of the time.

### **Check Temporary Flight Restrictions (TFRs)**

Always check TFR NOTAMs before flying! Make sure you have proof of a preflight TFR briefing from sources such as FSS or <https://www.1800wxbrief.com>.

### **Make a “Fly Safe” Resolution Now!**

Watch your e-mail every other Monday in April and May and every Monday in June, July, and August for scheduled issues. Supplemental messages may be sent when additional safety awareness is warranted. Please call 202-546-5722 or e-mail [information@agaviation.org](mailto:information@agaviation.org) if you wish to be removed only from these Fly Safe messages or all e-mails from the NAAA.