

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 5 ag accidents including 1 fatal accident so far this year.

INCREASE YOUR MARGIN FOR ERROR

Increasing one's margin for error provides more room for making a mistake that doesn't result in an accident. Why is increasing your safety margin for error critical for ag flying? Ag flying is highly repetitious with pilots making the same maneuvers all day long, all season long. In a 400-hour season a pilot might make over 600 loaded takeoffs and over 18,000 spray turns, field entries, and field exits. Not all these maneuvers will be performed with the same level of competency. Some will be done very well, some poorly, and the rest somewhere in between. When the inevitable drop in performance occurs, an accident can happen. A pilot needs to maintain a suitable margin for error to prevent this from happening. If little to no margin for error exists for an ag pilot when performance drops and an error occurs, the results will likely be catastrophic.

Doing hammerhead turns is an example of leaving no margin for error. All it takes is one missed recovery and a pilot can end up in a fatal stall spin accident. If a pilot tried hammerhead turns on a third of his turns over the course of a season, they could well be making over 6,000 attempts to kill themselves. Ag flying is a risky business. It's not because flying a plane is so hard. It's because making flying at low altitude around ground-affixed obstacles leaves nearly no time for recovery when a mistake is made.

In NAAREF's [Stall Spin Avoidance video](#), Wayne Handley discusses the benefits of backing off from the edge and adding 10% more time (or distance) to each turn. This 10% extra time for each turn augments the safety of the pilot by increasing his margin for error while adding only minutes to the total flying time required during a full day. The 10% allows you room to be a little bit off in your turning procedures without stalling the aircraft. Review your operations and study up on ways you can increase your margin for error. Then develop personal minimums that always provide that increased margin for error.

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!