

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 16 ag accidents including 5 fatal accidents so far this year. There have been 2 fatal accidents not yet reported by NTSB bringing the total to 7 fatal accidents.

ONLY YOU CAN PREVENT CFIT ACCIDENTS

Controlled Flight Into Terrain (CFIT) accidents have claimed 4 lives this season, all 4 being wire strikes. Hitting [wires and other obstructions](#) can be prevented by you - locate all obstacles before an application and do not forget about them during the application. Conduct a thorough preflight for every job. Review all available maps, databases, and Google Earth. Make sure you brief pilots new to the area. If you have any questions or concerns about a potential obstacle, visit the field by ground to do a more thorough recon.

When you arrive at the field, conduct both a high and low reconnaissance survey of the area. Different obstructions are often more visible at different altitudes. Look for traps such as hidden polls and wires cutting corners. Even if you've sprayed a field before, resurvey it every time you treat it, especially if you're going to spray the field in a different manner than the last time you applied to it. If possible, make your first pass into the wind with the sun behind you. Do not make your first pass next to an obstruction. Keep an eye on the tops of poles and both sides of the aircraft. When treating a field with tower guy wires, work the field in whichever direction gives you the best visibility even if it means working it the slow way. Guy wires are sometimes easier to see at spray level than up higher in the air.

If there are multiple wires at the end of a pass, make sure you are focusing on the right wire and not the wrong one. Be aware of wires that change elevation going across the field. An increase in the tail wind while you're treating the field will reduce the time you have to climb over obstacles –don't attempt a pull up at the last moment. Inform other pilots at the operation of any tricky areas in the event they are assigned that field later. As PAASS presenter Randy Hale stated during the emergency [NAAREF virtual safety meeting](#) on May 31st, "we have to get rid of the attitude that we're going to hit wires." Make a commitment to yourself and your family that your goal is a career with 0 wire strikes. If you've already above 0, make your last CFIT accident your last CFIT accident.

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 fax or e-mail every other Monday in April, May, June and August and every Monday in July for scheduled issues. Supplemental messages may be sent when increased flight activity warrants additional safety awareness. To be removed from the "Fly Safe" fax list, please call 202-546-5722 or e-mail information@agaviation.org. Let us know if you wish to be removed only from these Fly Safe messages or all faxes or e-mails from the NAAA.