

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 15 ag accidents including 2 fatal accidents so far this year.

THE COWS DON'T CARE HOW FAST YOU CAN TURN YOUR AIRCRAFT

Turning an ag aircraft safely, whether it is a fixed wing or helicopter, is one of the most important things you can do to return home safely every day. Some ag pilots think that how fast they turn an aircraft is a testament to how skilled a pilot they are and that they need to show this off to the world even if no one is watching. A pilot can be especially tempted, however, to turn the aircraft a little faster when they notice someone is watching. To a casual observer though, ag flying looks very impressive without putting any extra effort into turning hard – there's no reason to put on a special show. Your customers are paying for a safe, quality, on-target application, so you can prove flying skills by delivering just that.

For the prior 10 ag seasons, stalls have accounted for an average of 5% of the total accidents and an average of 17% of all fatal accidents. Experience is not a predictor of or protector from having a stall accident – of the four fatal stall accidents in 2020, one of the pilots only had 315 hours total time, but another had 17,500 hours total time and 9,474 hours in the type of aircraft involved in the accident. Many stall spin accidents occur when the aircraft has most of the load off, not when it's fully loaded as you might expect. Pilots might get complacent with a lighter aircraft, or they may be tempted to push the turns harder because the aircraft feels nimbler when it's lighter at the end of a load. **DON'T BE TEMPTED!**

Pull up gently out of the field so you don't lose too much inertia. Stay coordinated while turning and remember to "step on the ball" to correctly use the rudder to prevent a spin caused by an uncoordinated turn. Turning aggressively can make it more difficult to get lined up for your next pass, causing you to over-maneuver the aircraft as you enter the field instead of being already lined up and flying smoothly. This can result in a distorted pattern, resulting in reduced efficacy and an increased risk of drift. For more information on safe turning watch NAAREF's [Stall Spin Avoidance video](#).

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!