

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 17 ag accidents including 2 fatal accidents so far this year. There have been 2 fatal accidents not yet reported by NTSB bringing the total to 4 fatal accidents.

WIRE YOUR BRAIN FOR WIRES!

There are already four wire strike accidents in 2022, one of them fatal. Scout your fields thoroughly before you begin the application to determine the location of all wires, structures, and other obstructions in and near the field. Do not count on seeing wires to determine their presence. While wires can sometimes be visible, they are often not visible to you for a multitude of reasons. You must treat wires as being invisible and read the insulators and other hardware on poles and towers to determine the location of all wires in the field.

Your short-term memory can hold between 5 to 9 thoughts at once. When your short-term memory is full and something else important comes along you need to remember in the short term, something must go. Often the first thing that entered your memory is the first thing out. When you scout the field, the wires and obstacles are first and foremost in your mind. As you make your application passes though, other things begin to require your attention and take up short term memory space. Once your short-term memory hits full capacity, you can inadvertently forget about the wires. This is revealed in accident statistics – over the 5-year period from 2017 to 2021, in 61% of the wire strike accidents the pilot was of aware of the wire they struck, but they had forgotten about it, leading to the accident. “Wire, wire, pants on fire” is a phrase said out loud by one of our PAASS presenters to himself to prevent the wires in his fields from leaving his short-term memory.

If you get a gut feeling that something is wrong in a pass, listen to your gut. A gut feeling is actually a physiological response initiated by your subconscious, which frequently notices dangers, such as wires, before you become cognitively aware of them. The feeling in your gut is your brain shutting down your digestive system to conserve energy for a fight or flight response. Divert your aircraft up and out of the field and away from all dangers. Survey the situation from a safe altitude to determine what wire or other danger your subconscious noticed. Then decide if and how you will resume the application before reentering the field.

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!