

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 34 ag accidents including 10 fatal accidents so far this year.

FASTEN UP, STRAP IN, AND SUIT UP FOR SAFETY

There have been reports of pilots showing up at operations in the Midwest for corn fungicide applications with nothing on their heads but headsets. While a good headset is great for protecting your hearing and facilitating accurate communications, it will do nothing to protect your head. While no helmet can guarantee complete protection in the event of a crash, you are certainly better off with a helmet than without one. A study on the effectiveness of helmets for U.S. Army helicopter pilots found that pilots without a helmet were 3.8 times more likely to sustain a severe head injury and 6.3 times more likely to sustain a fatal head injury. A helmet will also protect your head from bumps caused by maneuvering and turbulence.

PAASS is aware of fatal accidents in prior years in which the pilot was not wearing a seat belt or shoulder harness. In addition to being the law, use of a seat belt and shoulder harness is common sense. AOPA reports that wearing a shoulder harness reduces major injuries by 88% and fatalities by 20% in general aviation. Tests by the U.S. Air Force and Navy indicate shoulder harnesses would eliminate about 90% of injuries from aircraft accidents. According to Transport Canada, 33% of accidents that should have been survivable ended up resulting in a fatality due to a shoulder harness not being worn. As an example, say an aircraft impacts terrain at 140 MPH, coming to rest within 100 feet. The pilot could encounter peak deceleration of 13 G's, or approximately what is felt by a pilot strapped tight to a lit ejection seat. Do you want to be securely fastened to the aircraft during that deceleration or be free to move about the cockpit?

Another piece of safety gear strongly encouraged for ag pilots is a fire-resistant flight suit. Nomex®, the material that flight suits are made of, can provide protection against a fire, which could mean the difference between surviving an accident or succumbing to injuries. Make sure your hopper lids are as securely fastened as your helmet, especially when doing liquid work. There has been another report of foaming from a hopper lid, this time from one that wasn't properly secured.

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.