

## **Fly Safe Campaign**



### **MAINTAIN ACCIDENT AWARENESS**

***Don't become a statistic!***

**NTSB lists 37 ag accidents, including 11 fatal accidents, for 2024.**

### **LANDING IN THE EVENT OF AN EMERGENCY**

When you have an inflight emergency of any kind, be it a wire strike, engine problems, or deteriorating weather, your top priority is to safely and quickly land the aircraft. Some situations may allow you to make a precautionary landing as soon as practical at a nearby airstrip. Determining the landing site and duration of the flight are at the discretion of the pilot. However, flying past the closest suitable landing site is not advised. Other, more pressing situations will require you to land as soon as possible. This can mean making a forced landing, most likely in a field. Do not let a situation that calls for a precautionary landing develop into a situation that requires a forced landing because you attempted to make it back to your home airstrip instead of finding the closest landing site possible.

When selecting a landing site during an emergency, try to pick one you have a good chance of reaching. The best place to land might be your home airstrip, as it may be the closest to your location. However, consider using an alternative airfield depending on your exact situation. Think about the landing surface. You might want to land at an airport with a hard landing surface, especially if you still have a full or mostly full load in the hopper. If possible, select a landing site with rescue personnel nearby. For an aircraft experiencing controllability issues, a longer, paved airstrip provides a safer alternative to a shorter grass strip, provided it can be safely reached.

While it is obviously ideal to get the aircraft to a convenient location where it will be the easiest to inspect and repair after landing, this should not be considered in an emergency. There are only two things that matter when trying to land during an emergency – the safety of the pilot and the safety of the public if the situation requires a forced landing. For more information on emergency procedures including landing, refer to [Chapter 18 in the Airplane Flying Handbook](#).

### **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 e-mail every other Monday in April and May and every Monday in June, July, and August for scheduled issues. Supplemental messages may be sent when additional safety awareness is warranted. Please call 202-546-5722 or e-mail [information@agaviation.org](mailto:information@agaviation.org) if you wish to be removed only from these Fly Safe messages or all e-mails from the NAAA.