

## ***Fly Safe Campaign***



### **MAINTAIN ACCIDENT AWARENESS**

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

**NTSB lists 41 ag accidents, including 12 fatal accidents, for 2024.**

**An additional fatality is unlisted, making 13 fatal accidents.**

### **REMINDER: IT'S NOT OVER TILL IT'S OVER – STAY VIGILANT AND AVOID COMPLACENCY**

This is an almost identical Fly Safe to the one sent out two weeks ago. Since then, there's been another fatal ag accident. At this point, almost one-third of 2024 ag accidents have been fatal. You must remain as vigilant now as you have all season. Do not allow yourself to become complacent, which is caused by the very things that should reduce the chance of an accident – experience, training, and knowledge. When complacency sets in, these things stop protecting you and instead lull you into a false sense of safety and security. Complacency often occurs with work that involves repetitive tasks, such as making pass after pass.

An analysis of ag aviation accidents from 2013 to 2022 revealed that 12% of all accidents occurred after the end of August. For fatal accidents, 10% occurred after the end of August. The most common type of accident during this period is controlled flight into terrain (CFIT), with wires being by far the most common object struck. Experience is no protection against hitting a wire – 22% of pilots involved in a wire strike accident between 2017 and 2021 had more than 15,000 hours total time. Low time in type increases the risk of wire strikes – 39% of pilots involved in a wire strike during that period had less than 500 hours time in type.

The methods to avoid a wire strike or other CFIT accident are the same as they have been all season. Start with a thorough reconnaissance of the field to identify all threats. Make at least two orbits in opposite directions – your ability to see a threat varies depending on the background and the lighting conditions. Flying in the opposite direction can change these and help you better see a threat. It does not matter how many times you've sprayed a field either – wires and towers can go up in a day, and growing vegetation can hide signs of poles and wire anchor points. And always keep those threats in your mind – don't forget about a wire.

### **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!**