

JUNE | 2025



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Keeping the Skies Safe

from NAAA



“Upon the Performance of Each Rests the Fate of All” is a phrase that the National Agricultural Aviation Association (NAAA) and National Agricultural Aviation Research & Education Foundation (NAAREF) takes seriously, and ag pilots should too, particularly now before the flying season is in full swing and all eyes are upon us.

The phrase was coined to express responsibility and solidarity among aerial applicators. If you’ve ever attended the PAASS Program—the flagship educational program of NAAA and NAAREF—at a state convention, then you have heard those words uttered more than once. Below are safety reminders to consider as you dust off the cobwebs and return to the cockpit.

Watch Out for Wires & Obstructions: Obstructions have always been hazardous to low-altitude pilots’ health, and the number of telecommunications towers, GPS differential signal towers, meteorological evaluation towers, wind turbines and other obstructions erected in agricultural regions has increased significantly over the past several years, which increases the risk to ag pilots.

Expect Increased UAS Use: Expect another year of increased UAS activity for

agricultural purposes, including remote sensing and applications. While crewed aircraft continue to have the right-of-way over UAS in all situations, some newly formed UAS operations may not be aware of the rules and safety protocols. If possible, make an effort to reach out to them and inform them that you may be sharing the same low-altitude airspace with them and, as such, remind them to equip with visible strobe lights, highly visible markings and tracking technology, like ADS-B In to be able to detect crewed aircraft with ADS-B Out. They can even monitor radio frequency 122.925 and apply for two-way communication through the FCC (for more information see “Communicate” below). See NAAA’s UAS Safety Campaign at AgAviation.org/policy/uas/ for more information that you can share with UAS operators in your area of operation. If you have an encounter with a drone, follow NAAA’s UAS encounter checklist.

Ferry Above 500 AGL: When ferrying, remember the PAASS safety phrase “Ferry Above Five and Stay Alive” to keep yourself above power lines, unmarked towers and other ag aircraft conducting spray operations. Ferrying at 1,000 feet is an even safer altitude, putting a greater cushion between you and UAS and larger ag aircraft making applications. Large turbine aircraft frequently turn higher than 500 feet AGL, so consider this when deciding how high you intend to ferry. Another important consideration in many parts of the country is ferrying at or above 500 feet, which is required by FAA regulations. Flying at a higher altitude has the additional advantage of allowing more reaction time in the case of an aircraft or engine malfunction. For further protection from mid-air collisions, consider equipping your aircraft with ADS-B and monitor radio frequency 122.925 (see below).

Communicate: In 2024, the FAA approved NAAA’s request to use frequency 122.925 for communications between agricultural aircraft. This frequency is also currently assigned to firefighting and other conservation activities. It can be used to establish communications with other ag aircraft working in your area to safely determine where these aircraft are applying and ferrying, improving the situation awareness of all pilots on the frequency. This communication is especially useful during periods of high activity when pilots may be working in unfamiliar territory. Be professional in how you use 122.925; it’s only for reporting safety-related information, such as your present location and where you are going.

Establish Personal Minimums: Set personal minimums and treat them as non-negotiable rules. One of the best ways to prevent accidents is by avoiding risky situations, and setting personal minimums is key to that. While the pressure to finish a job quickly and deliver good results to your customer can tempt you to justify taking risks “just this one time,” it’s important to establish your personal minimums after carefully considering potential hazards and ways to mitigate them. Once these minimums are set, don’t lower them, even if you’ve gotten away with bending the rules in the past.

Guard Against Fatigue: Increased flying activity often leads to longer workdays and less rest, which can result in pilot error due to fatigue. Fatigue can impair decision-making, and it’s often difficult for pilots to recognize it in themselves. Symptoms include difficulty processing details, slower reactions, and impaired memory. It’s crucial for ground and office crews to watch for signs of fatigue and encourage pilots to rest when needed. The only effective solution for fatigue is sleep, which is essential for brain function and recovery. While stimulants like caffeine can provide short-term relief, they don’t address sleep deficits.

Stay Hydrated as Temperatures Rise in Your Area: Dehydration sets in quickly when the heat index rises and can lead to more severe heat-related illnesses. Keep yourself and your crew hydrated by providing plenty of fresh water to replace what gets lost during the day through perspiration, urination and respiration. Early symptoms of mild dehydration are headaches, chronic pain in joints and muscles, lower back pain and constipation. Urine with a strong odor, along with a yellow or amber color, indicates the need for more water. Thirst is the most obvious sign, but people typically don’t realize they are thirsty until well after the shortage of water occurs. Rehydration is another reason to take frequent breaks.

Check FieldWatch (if available): FieldWatch (fieldwatch.com), the online registry created to help reduce drift incidents, is now being used in 27 states, Washington, D.C., and two Canadian provinces. FieldWatch has more than 68,000 registered sites and 2.44 million mapped acres. FieldWatch operates several online mapping tools. DriftWatch is where specialty crop growers can register their crops. BeeCheck is for registering apiaries, and

SeedfieldCheck is used to map the location of field workers. FieldCheck, used by more than 14,000 pesticide applicators, is the tool applicators can use to interface with these various registries to avoid making applications that would put the registered sites at risk. FieldCheck is smartphone-friendly and is available for iOS and Android operating systems.

Check Temporary Flight Restrictions: Checking TFRs before you fly is always important. The FAA recommends obtaining TFR NOTAMs from your local flight service station (FSS). For the latest information, call your local FSS at 1-800-WX-BRIEF or visit www.1800wxbrief.com. Make sure you have proof of a preflight TFR briefing from sources such as your flight service station or www.1800wxbrief.com.

Beware When You Have Low Time in Type: Agricultural aviation accident statistics have revealed that pilots who have low time in the type of aircraft they are flying are at significantly higher risk of having an accident. Of the total number of accidents from 2013 to 2022, 40% occurred with pilots having less than 500 hours in the accident aircraft. This increase in accidents is seen by both new and experienced pilots. While overall experience is always a positive thing, you will still be at a disadvantage when you start flying in a new aircraft, no matter how many hours you have.

Fly Safe Messages: Fly Safe messages are shared with NAAA member and non-member operators and pilots with a valid email address on file with NAAA. These important safety alerts are sent every other Monday in April and May, and every Monday in June, July, and August to keep aviation safety and environmental professionalism in the front of your mind. Additional safety reminders are issued whenever aviation activity warrants them.

Consider working towards your C-PAASS certification and review videos in the NAAA Education Center. NAAA and NAAREF jointly launched the Certified-Professional Aerial Applicator Safety Steward (C-PAASS) program in 2023 to serve as the industry's flagship certification and as a roadmap for the pursuit of the best educational opportunities currently available.

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2021 THRUSH S2R-510P N534PW

875 Engine TT, 750 HP, Left Wing Landing Light, Tall Stick, Hatfield Bottom Load Fuel, Load Hawk, Standard Booms with CP-11 Nozzles, Reabe Hopper Quantity Gauge, Hopper Rinse, Smoker, Storm Shield Windshield, Ag Pilot X, Garmin G5, Garmin GTR-22f Comm Radio with ADS-B Out, Flow Control

[More Info](#)



2021 THRUSH S2R-510P2 N702MC

120.0 TTSNEW, 3 Bladed Hartzell Prop, Smoker, Leading Edge Lights, Micro VGs, Falcon GPS, Intelliflow, Side Load Fuel, Garmin GTX 327, Garmin GMA 340, Garmin GTR 225

[More Info](#)



2017 THRUSH CASCADE-140 CONVERSION N813MC

4,500 A/F TT, 1,654.2 TSMOH, 4 blade Hartzell Prop 561.07 SNEW, Converted 2022, Cascade 140 Conversion with Lights, Hydraulic Gate, VGs, Smoker, Electric Brake, Leading Edge Lights, Load Hawk, Hopper Risne, SS Booms, CP Nozzles, G4 & FC, MVP50, Fast Start, Side Load Fuel

[More Info](#)



2021 THRUSH 510P2+ N912MC

1,670 A/F TT, 867 HP, MVP50, G4 & FC, Reabe Gate (Electric), Load Hawk, VGs, Hopper Rinse, Smoker, Electric Brake, Leading Edge Lights, Reabe Hopper Gauge, SS Booms, CPII Nozzles,



2025 THRUSH 510P2 N877MC

NEW, Smoker, Leading Edge Armor



2005 AIR TRACTOR AT-402B N402BT

5,466.4 A/F TT, 5,444.4 TT Engine, 680 HP, Shading Digital Fuel System, Smoker, Nose Lights, Nav Lights w/ Strokes, A/C & Heat, 5 Blade Fan & Pump



**1964 CESSNA 172/180
CONVERSION
N7834U**

5499.15 A/F TT, 624 SMOH, Bush Stol Kit, Flap gap seals, AVCOM Lycoming 180 HP Engine Conversion, Grime Strobe, Flasing Tail Beacon, Vertical Card Compass, Landing & Taxi Lights, Pilot and Co-Pilot Articulating Seats, Narco MK 12 D Nav/Com, Narco AT-150 Transponder and Encoder, Two-Place Intercom, Garmin 560 GPS

[More Info](#)



**2025 THRUSH 510P2
N626MC**

NEW, Leading Edge Lights, Smoker, Leading Edge Armor



**2019 THRUSH S2R-T660
N5119C**

1771.59 A/F TT, 1,350 HP, Falcon GPS/Flow Control, Reabe Hopper Quantity Spray Boom Pressure, Aire Repair Fast Start, Transland 7.5 Reabe Electric Gate, Kawak Throttle Quadrant, New Battery Plate Assembly, Load Hawg, Garmin G5 Flight Instrument, Garmin GTR-225 Comm, Garmin GTX345 TXP

[More Info](#)



**2012 AIR TRACTOR AT-402B
N402Z**

4,602.3 A/F TT, 4,602.3 TT Engine, 750 HP, Smoker, Bottom Load Fuel, Bantam w/ Intelliflow, Nav Lights & Strobe, Garmin Comm, Garmin TXP, Garmin Audio Panel, Nose Lights, AC & Heat, 4 Bladed Pump, Windshield Wiper & Washer



**2011 THRUSH S2R-T34
N7005B**

6707.04 A/F TT, 750 HP, MVP-50T, Cascade Inlet, Aero LED Lights, Compro-Smoker, Vortex Generators, Single Point Fuel, Hemisphere GPS Bantam, Load Hawk, Intelliflow, Custom CK-AG-51 Battery Kit

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**1953 BEECHCRAFT T34
MENTOR
N234TU**

7890 A/F TT, 996 TSMOH, King KMA 24 Audio Panel w/ Markers, Garmin GNC 250XL GPS/COM, King 155 Nav Com, Glid Slope, Garmin G-5, Garmin GTX335 Transponder, Garmin GTX335 ADSB-Out, Garmin 660 Panel Mounted GPS, Typical Military Tandem Seating w/ Shoulder Harness and Lap Belts

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2025 THRUSH 510P2



N359MC
NEW, Dual Cockpit

[More Info](#)



1976 PIPER PAWNEE
N312MM

6,067 A/F TT, Lycoming O-540-132C5, 9,335.48 TTE, 540.0 TSMOS, Salto Lite Star 3 Boom, CP-3 Nozzle

[More Info](#)



2022 THRUSH S2R-T660
N710NW

Dual Cockpit/Single Control, Single Point Fuel, MVP-50T, A/C & Heat, Garmin G5, 3-inch Side Load System, 2-inch Spray System, Streamlined Aluminum Booms, Hopper Rinse System, HSBO Half Boom Shut Off/RBSO, GTX-327 w/ GDL82 (ADS-B Out), GTR 225, Large Lane Brake, 6 Blade Fans, CP-11 TT Nozzles, K10-65P1 AFS Check Valves, CP-06 Swivel Night Working Lights & Taxi, Leading Edge Lights, Smoker, Reabe Hopper Gauge, Aglaser Altimeter, Transland Spreader, LAD Valve Dry Brake, SS Steps, Fast Start, Tinted Windows, USB Charge Point, Move Hopper Rinse Fill, Cascade Pressure Cowl

[More Info](#)



2023 THRUSH S2R-T660
N2427C

696 A/F TT, Dual Cockpit w/Seat, Hopper Rinse, Leading Edge Lights, 7.5" Electrical Gate, Reabe Hopper Packer, Level Indicator, Smoker, Lane Electrical Brake, Kayak Throttle Quadrant, Falcon Satlock, Radio-Parr-200 Com, Garmin G-5 Attitude Indicator, Smoker, CP-11 Nozzles, Intelliflow, Bottom Load Fuel, Spreader, Garmin-3325, Transponder with ADS-B Out

2021 THRUSH S2R-T660
N701NW

1,439 A/F TT, AG Pilot X GPS, AG Laser Altimeter, CP11 Nozzles, Lane Brake and Fan, Stainless Steps, AFS Check Valves, Fast Start, Garmin Comm Radio, AFS Booms, Reabe Hopper Gauge, Garmin Transponder, ADS-B Out, Swathmaster Spreader

[More Info](#)

1972 CESSNA A188B
N21673

5648.8 A/F TT, 285 HP Continental, 3825.3 TT, 1003.6 TT STO, 1226.3 SMOH, 1069.4 SNEW Hartzell 3-Blade Prop, Garmin Comm, Garmin TXP, Boom Pump 3 Blade, Airframes Bolt-On Anti-Shimmy Dampener, Monarch Fuel Caps, AD 2009-19-07 & SB-MSB09-1A, C/W 8-24-2009, Replaced All 6 Cylinder Assemblies With New Parts Installed 8-24-2009.



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