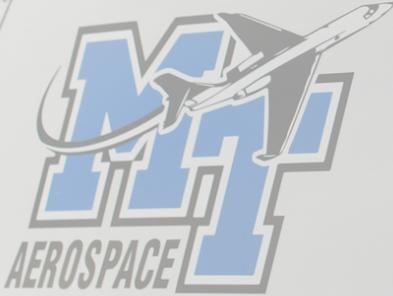


SAFETY SUMMARY

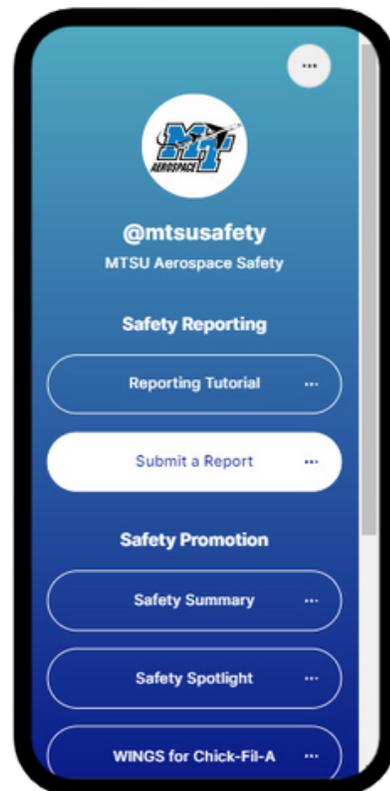


FALL 2023 SEMESTER LAUNCH

The **Safety Summary** is released twice a semester and is used to share relevant themes, trends, and takeaways, discovered through the Department's Safety Program. The content shared throughout this document is based on feedback from YOU, the active participants in our daily operations. Please remember to share your concerns and recommendations using the safety reporting link available on the Aerospace website, on QR codes throughout the Department, and on the Safety Link Tree shown below.

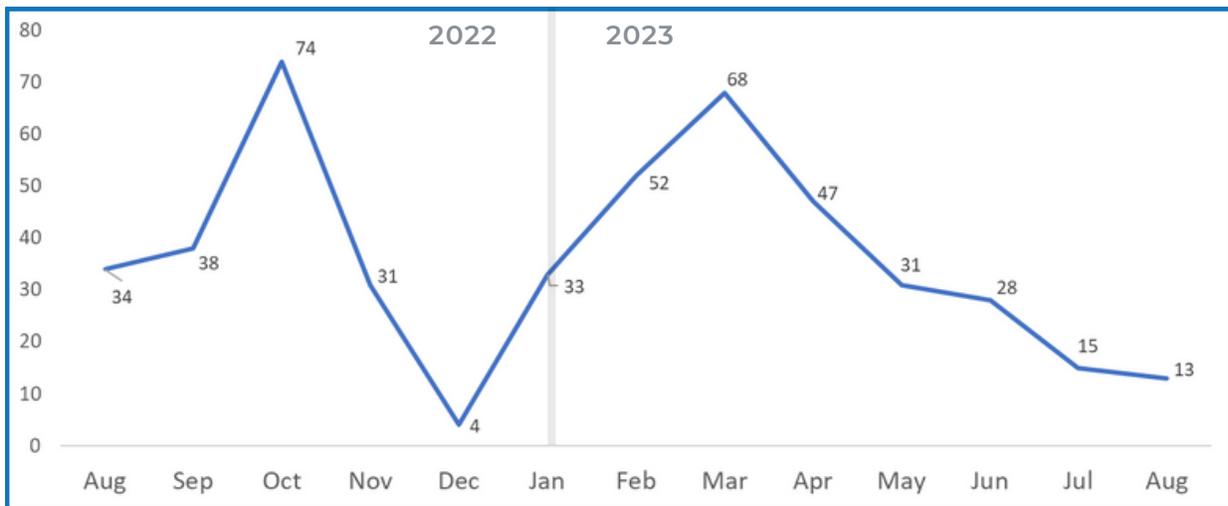


 linktr.ee/mtsusafety



AEROSPACE

A LOOK BACK AT THE PREVIOUS ACADEMIC YEAR FALL 22'-FALL 23'



**FALL 21' - FALL 22'
REPORTS RECEIVED**

342



32% INCREASE

**FALL 22' - FALL 23'
REPORTS RECEIVED**

451

TOP REPORTING CATEGORIES

AIRCRAFT PROXIMITY

32%

POLICY/PROCEDURE

23%

FALL 2023 REPORT SUMMARIES

The following report summaries have been redacted and reworded to preserve submitter confidentiality.

The Department of Aerospace is committed to maintaining a positive safety culture, one in which error is seen as inevitable and admission of errors results in productive dialogue and learning opportunities for all. Some of the report summaries below include errors in checklist usage, policy compliance issues, and procedural deviations. Report submitters range in age and experience level from student pilots to senior management. The hazardous attitude of invulnerability may lead us to believe that we are incapable of making the same mistakes, but please fight complacency and diligently adhere to the policies and procedures designed with your safety in mind.

- A DA40 crew noticed the tire pressure appeared low prior to a checkride. The crew requested a gauge from the airport staff and determined that the main wheel tire pressures were 20 and 18 PSI.
Tire pressure gauges are now available for checkout at the Ground Operations desk.
- On a private stage check, the student pulled back abruptly on the stick during a soft field takeoff resulting in a tail strike.
- A student on a checkride turned crosswind with an aircraft entering the pattern on the 45, resulting in close proximity.
- A crew at Warren County airport was holding short of the runway for departure and noticed and aircraft lined up to land on the taxiway that they were currently occupying. The crew notified the aircraft on approach and the aircraft initiated a go around.
- The canopy doors were not appropriately latched during preflight and came open during engine start.
- A DA40 crew was moving the aircraft to a different parking spot and failed to complete the final walkaround. Once the aircraft was parked in its new spot, the crew realized that the cowl plugs were not removed.
“Always conduct a thorough preflight even if it feels silly to move the airplane 50 feet.”
- An aircraft was conducting opposite direction approaches at Murfreesboro with multiple aircraft in the pattern for the active runway.
- A DA40 crew turned base from an extended downwind with traffic on a 4 mile final. The crew determined that the spacing would not be adequate, and also noticed that there was a departing aircraft on the takeoff roll. They elected to fly runway heading and then turnout to the east.
- A DA40 crew forgot to close their VFR flight plan after returning to Murfreesboro.
- A DA40 was maneuvering south of Murfreesboro for the downwind at 2000'. This created a conflict for multiple crews that were on the RNAV 36.

Remember the 4000' rule (MTSU Practice Areas document)

REPORTS CONTINUED



- A DA40 crew “lost situational awareness” and departed in front of another aircraft on short final, resulting in a go around.
- A PA-44 crew was practicing a simulated engine failure during the takeoff roll and the student’s delayed corrections resulted in input from both the student and the instructor. The aircraft was turned approximately “45-60 degrees” toward the runway edge before it was recovered.
- A DA40 crew was conducting the skydiving operation lesson and received a call from BNA ATC requesting a call in the future. A BNA departure was routed around the DA40.
Please contact ATC when conducting the skydiving mission lesson.
- A DA40 was parked with no tiedowns or chocks.
- A crew was pushing back a DA40 into the parking spot and had a wingtip strike with the neighboring aircraft.
- A DA40 took the runway with an aircraft on short final (3/4 nm), resulting in an unstable approach and go around.
- A citation landed opposite direction with multiple aircraft in the traffic pattern for the active runway.
- During climbout in a PA-44, the instructor’s seat malfunctioned, causing it to tilt to the fully-reclined position. The instructor’s initial reaction was to reach for the controls. The student was the pilot flying and the instructor readjusted the seat once they reached a safe altitude.
- A DA40 crew noticed inflight that the oil door had not been secured properly during preflight. They returned for landing and corrected the issue.
- An instructor was distracted by the student’s signs of motion sickness, which resulted in a traffic pattern conflict.
- During a simulated emergency approach to landing, the crew descended below 500' AGL.
Remember that recovery at or above 500' is required by the SP&P
- A DA40 attempted to depart in front of Sabreliner 850CC on a short (1mi) final. The crew elected to do a 180 degree turn on the runway and exited the runway. The crew was not aware of the close proximity of the Sabreliner or the speed at which it was approaching. Radio calls were exchanged but some were stepped on. The Sabreliner’s approach started west of Murfreesboro and resembled a long left base.

Be sure to consider the possibility of unpredictable pattern entries in your scan for traffic before taking the runway for departure. There may be imminent traffic threats that are not visible on base, final, or the approach corridor. Use all available resources and confirm spacing with the inbound crew if you are unsure.

SAFETY NEWS

CHECKOUT THESE RESOURCES TO STAY UP TO DATE ON THE LATEST HOT TOPICS IN AVIATION SAFETY!

[Aviation Phraseology](#)

“Aviation has a unique language designed to ensure effective communication between pilots and controllers. This video explores some of the words and phrases you might encounter when operating on the surface of an airport or preparing to land.”

[Mistakes Happen](#)

“We all know that making mistakes is inevitable; they’re going to happen. But not using repeatable processes to prevent these errors and taking action to learn from them could be your biggest, and most severe mistake. Read about the best ways to prevent mistakes from happening and how the FAA handles deviations from the regulations in “Mistakes Happen: How the FAA’s Compliance Program Promotes Accountability for All Pilots”



[Why does BNA need an airspace change?](#)

[What is a Brasher Report?](#)

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