

SAFETY SUMMARY

SUMMER 2024 WRAP UP

EVENT DEBRIEF: REAR DOOR DETACHMENT ON LANDING



Shortly after takeoff a DA-40 Crew noticed a Door Warning annunciation. The crew visually inspected the back door and realized that the rear door “was hanging on to the lip caught by the safety catch that is on the inside of the door.” The crew immediately returned to land and made a soft field landing. On touchdown, the door came open completely and detached from the aircraft.

TAKEAWAYS:

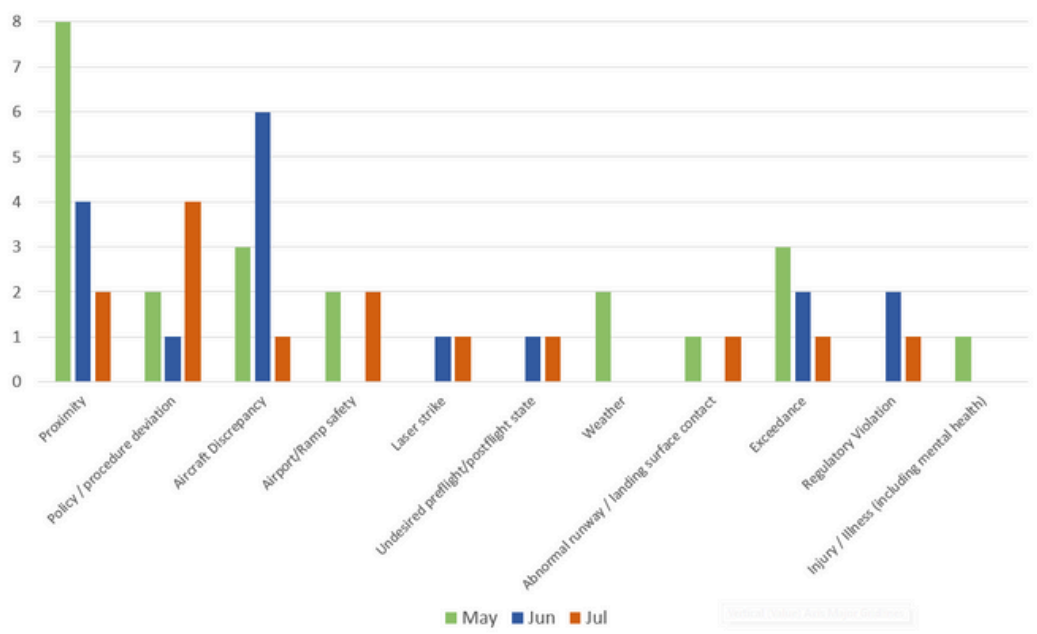
- The rear door and front canopy must be inspected multiple times prior to takeoff to ensure they are secure.
- If a door warning goes off or a door appears open while airborne, **do not attempt to shut the door**. Land immediately.



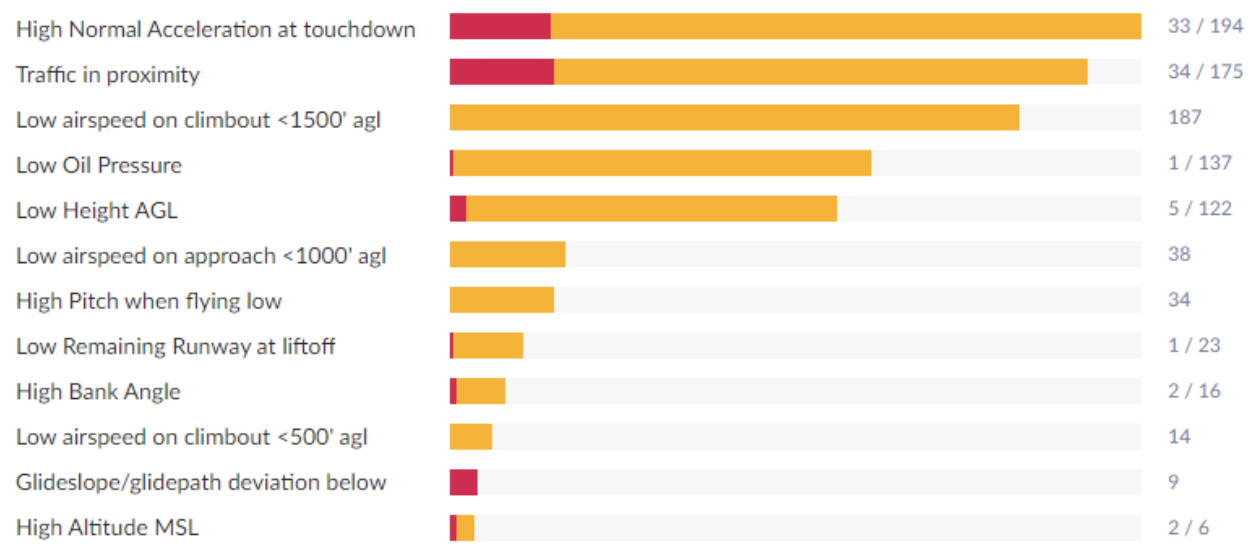
SAFETY PERFORMANCE DATA

A total of **272 reports** have been received since the beginning of the **2024 calendar year** for an average of **34 reports per month**. During the 2024 summer semester, **68 reports** were received, compared to **62 reports** during the 2023 summer semester.

CATEGORIZED REPORTS MAY-JULY 2024



FLIGHT DATA EVENTS SUMMER 2024



AEROSPACE

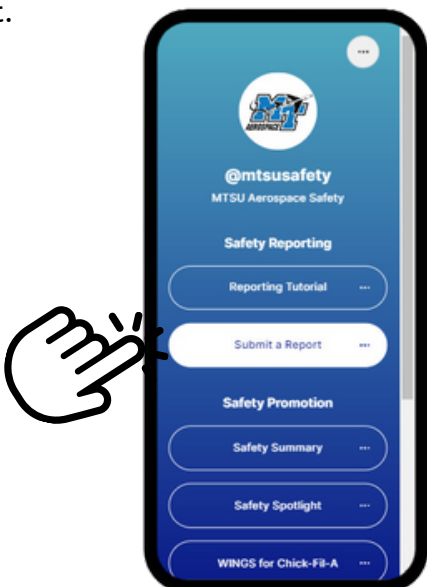
WHEN SHOULD I SUBMIT A SAFETY REPORT?

We depend on your feedback to continuously improve the safety of our operations!

Safety reports are designed to capture **hazards, concerns, and recommendations** from those participating in the Department's operations.

Safety Reports are **confidential** by default, meaning identifying information included in the report will only be visible to the Safety Department.

There is also an option to make a Safety Report **anonymous**, meaning all identifying information is completely removed from the report.



WHAT'S AN IROP?

Irregular Operation Reports (IROPs) are used to notify the Department's management team of significant events and to gather data as part of the investigation process.

IROPs must be submitted in response to the events listed below:

1. Any event reportable under 49 CFR 830 (involving MTSU or non-MTSU aircraft);
2. Damage events;
3. Propeller Strike;
4. Tail Strike;
5. Wildlife Strike;
6. Runway or taxiway excursions (at least one wheel leaving the pavement);
7. Potential regulatory violation;
8. Potential violation of Department policy;
9. Off airport landing;
10. Aborted takeoff at a towered airport;
11. Declared emergency or minimum fuel;
12. Partial or total engine failure at any point after initial departure;
13. Personal injury/illness; and
14. Other events, upon request.

SUBMIT A SAFETY REPORT





SUMMER 2024 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 DA 40 crew heard an unusual noise from the engine and noticed abnormal engine indications. The RPMs maxed out at 3000. The crew decided to divert back to KMBT.
- A DA 40 crew was practicing holds & arcs when the student noticed the control stick was shaking abnormally. The crew diverted to the nearest airport to visually inspect.

Maintenance identified damage to the aileron paddle. If something seems off, do not hesitate to land and assess the situation.

- A crew completed a cross-country in the wrong aircraft. The student completed the preflight for an aircraft other than the one they were dispatched, and the instructor did not identify the mistake. This was realized upon landing back at KMBT.

Hobbs, tach, and tail number should always be verified before flight!

- During the take-off role in a DA 40, the student rotated prematurely at 53 KIAS. The instructor took flight controls and kept that aircraft in ground effect until reaching V_y .
- During an IFR cross country, a DA 40 crew received ATC instructions to descend to an assigned altitude. The student set the autopilot in response to the descent instructions but set the incorrect altitude. The crew descended past the assigned altitude and received a phone number to call for the deviation.

Automation management is crucial!

- During simulated vectors for the VOR/DME 18 at KSYI, a crew crossed the approach corridor for Runway 36 at KMBT at 3,000 feet. This resulted in a conflict between another aircraft established on the RNAV 36 into KMBT.

The KMBT approach corridor should be crossed at or above 4,000ft MSL.

- On an EOC flight, the student attempted a power on stall and became uncoordinated during the stall break. The right wing dropped and the crew reached a nose-low pitch of approximately 30 degrees. The check instructor took the flight controls and recovered.



SAFETY NEWS

INSTRUCTOR & STUDENT SAFETY COUNCILS

Fall
2024
Dates

- September 18th
- September 25th - Volleyball (Weather Permitting)
- October 16th
- November 13th

INSTRUCTOR COUNCIL WILL MEET AT 5PM IN MBT 10
STUDENT COUNCIL WILL MEET AT 6PM IN AIR 100

CHECK EMAIL FOR MORE DETAILS!