

SAFETY SUMMARY

SEPTEMBER 2024

EVENT DEBRIEFS: AIRPORT WILDLIFE

In September, 9 reports were submitted regarding wildlife in the vicinity of the airport. This included **4 bird strike events**, **1 unstabilized approach** resulting in a tail strike due to bird strike avoidance, and **3 reports regarding coyote avoidance**.

Here are a few:

- A DA 40 crew was flying a practice approach when they encountered a flock of birds on short final. The corrective action was to pull up, which resulted in a destabilized approach and a tail strike.
- During the landing rollout, a PA-44 crew encountered a flock of small birds. The crew inspected the aircraft and found bird remains in the left engine inlet, on the propeller, and on the tail.
- Upon touchdown, a DA 40 crew noticed a “brown dot in the center of the runway in the distance.” During the landing roll, the crew realized the brown dot was a coyote. In response, the flight instructor performed a go-around.



CREW TAKEAWAYS:

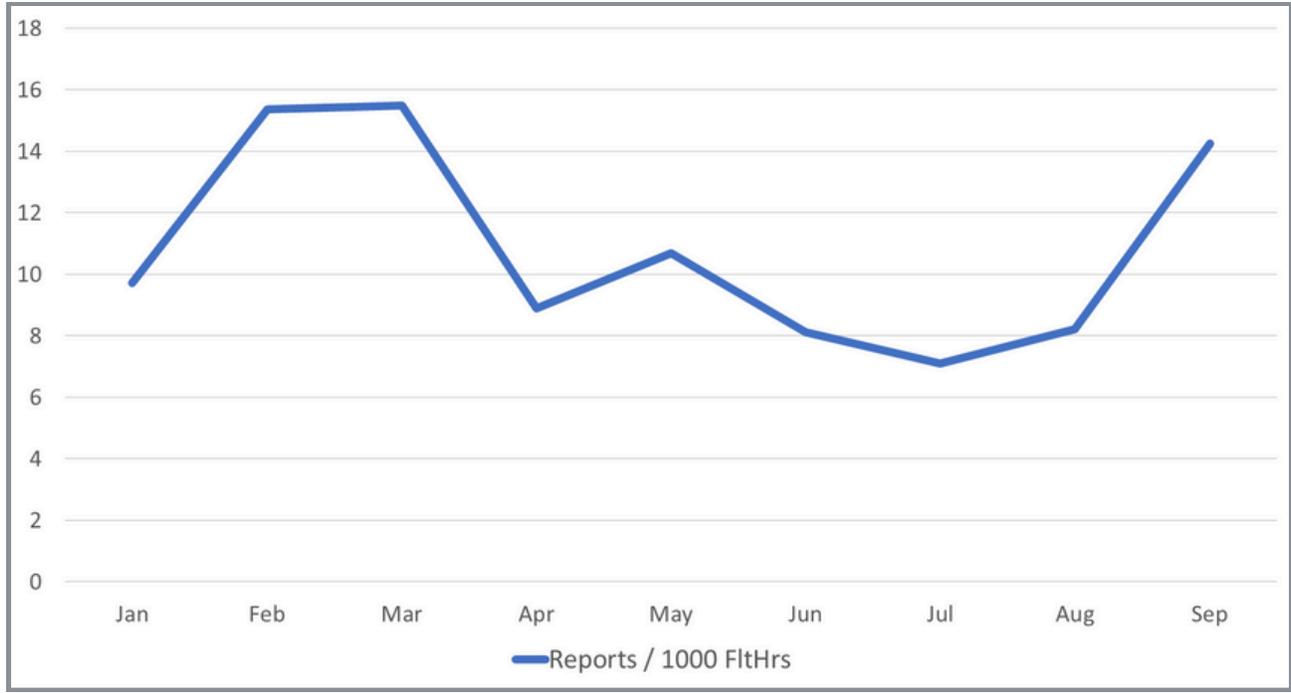
- Remain vigilant for wildlife on the runway surface or the surrounding airport environment.
- Execute a go around if any wildlife is observed on final. Avoid flaring too high on landing!
- Consider making a CTAF call to alert others.
- Contact on-call if a strike occurs to help make a safe decision on airworthiness.



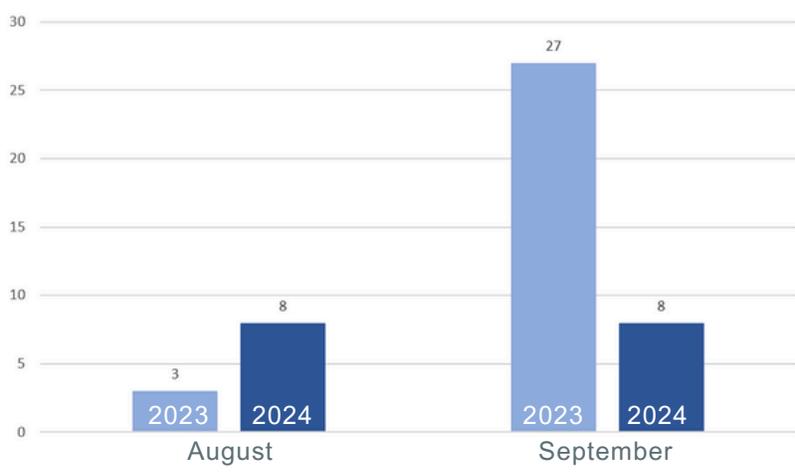
SAFETY PERFORMANCE DATA

A total of **48 reports** have been received since the beginning of the **September**.

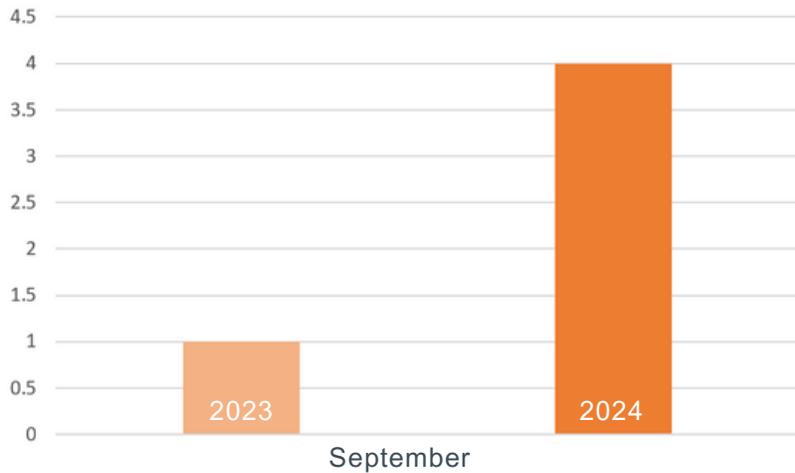
2024 REPORTS/1000 FLIGHT HOURS



PROXIMITY REPORTS 2023-2024



WILDLIFE REPORTS 2023-2024



AEROSPACE

147 MAINTENANCE REPORTS

- A maintenance worker was injured while removing a fuel hose. While pulling the hose hard using a set of pliers, the hose came loose and the reporter was struck in the nose.
- A student in a 147 Maintenance class had a tool catastrophically fail causing a sharp edge of the tool to be exposed. This resulted in a laceration on the student's finger that required stitches.



The safety program covers all operational areas of the department! Thank you for sharing your concerns and recommendations using the safety reporting link!

Reporter OF THE MONTH



GARRETT BUNCH



SEPTEMBER 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 crew was taxiing to the tiedowns after returning from a night flight when a student walked in front of the aircraft within ~30ft. The student had no light or other means of making themselves visible.

Make sure you are heads up & vigilant on the ramp, especially at night.

- Multiple crews reported crop dusting airplanes operating “under the base leg” and close to pattern altitude at KSYI. Additionally, these aircraft were not showing up on ADS-B.

Not all traffic will show on the traffic page, remember to see and avoid.

- After take-off, a crew was alerted over CTAF that they forgot to turn their strobe lights on for takeoff.
- A crew was returning to KMBT and communicating with a non-MTSU aircraft about sequencing for the 45 entry. The other crew said they would allow the MTSU crew to enter first; however, they ended up converging, causing the crew to enter a descent to avoid the other aircrafts flight path.
- While on a cross- country, a crew entered Class B airspace without a clearance.

§ 91.131 Operations in Class B airspace.

(a)(1) The operator must receive an ATC clearance from the ATC facility having jurisdiction for that area before operating an aircraft in that area

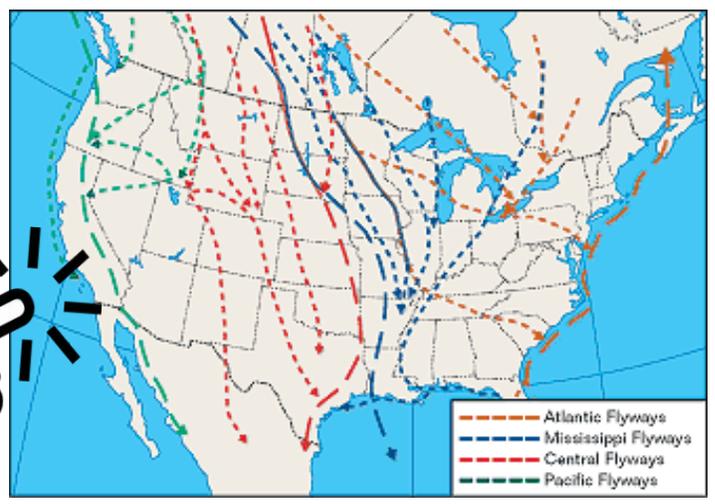
- During engine startup a crew experienced difficulty getting the airplane to start. They noted that the engine sputtered and ran rough under 1600 RPM. Upon reaching the runup area the RPM continued to decrease and eventually shut down. Maintenance discovered a fuel link leak.
- A checkride was dispatched without a sign-off instructor due to distractions earlier in the day.
- A crew discovered the oil door opened in flight. They returned to KMBT when they noticed oil dripping from the opening.
- After returning from a night cross-country, a crew forgot to close their flight plan. After they received a text that the aircraft was overdue, they called flight service to close the flight plan and make sure search and rescue was cancelled.
- A crew noticed low air pressure in the nose wheel after returning from a flight. It was measured to have 10 PSI.

We have tire pressure gauges available at ground ops!



SAFETY NEWS

WHY SO MANY BIRD STRIKES?



About 90 percent of bird strikes take place at or near airports, usually during taking off or landing. Birds migrate between the months of July and November, with the peak being in September. Fly the aircraft. There are many accident reports in which a pilot, attempting to avoid a bird, has lost control of the aircraft or even flown it right into the ground.

RECENT ACCIDENT DEBRIEF: MIDAIR COLLISION



MENTAL HEALTH POLICY UPDATES!

