SAFETY SUMMARY

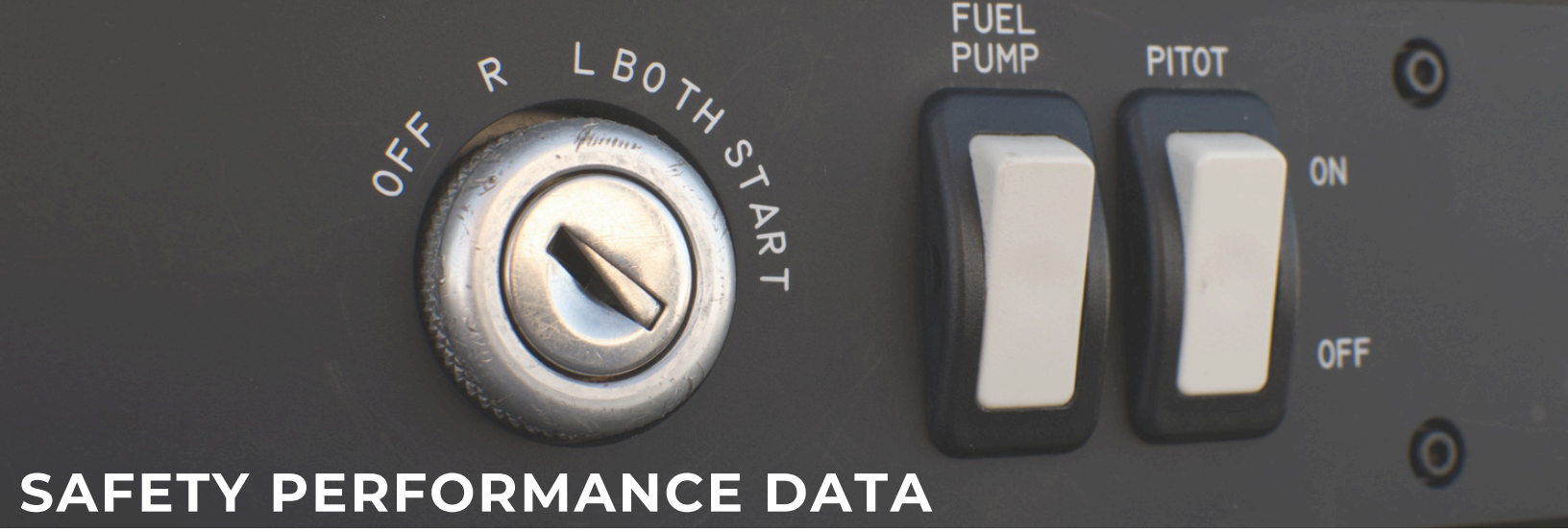
APRIL 2025

EVENT DEBRIEF: PROP STRIKE

After returning from a landings flight, the instructor noticed bent propeller tips during post-flight inspection. The flight consisted of pattern work at KRNC. The student struggled with maintaining ground effect, resulting in hard landings and porpoising. The instructor initiated go-arounds when porpoising occurred and required full-stop landings when the aircraft experienced hard landings to analyze errors and corrections. The crew did not identify any indications of propeller strike or any abnormal aircraft behavior during the flight.

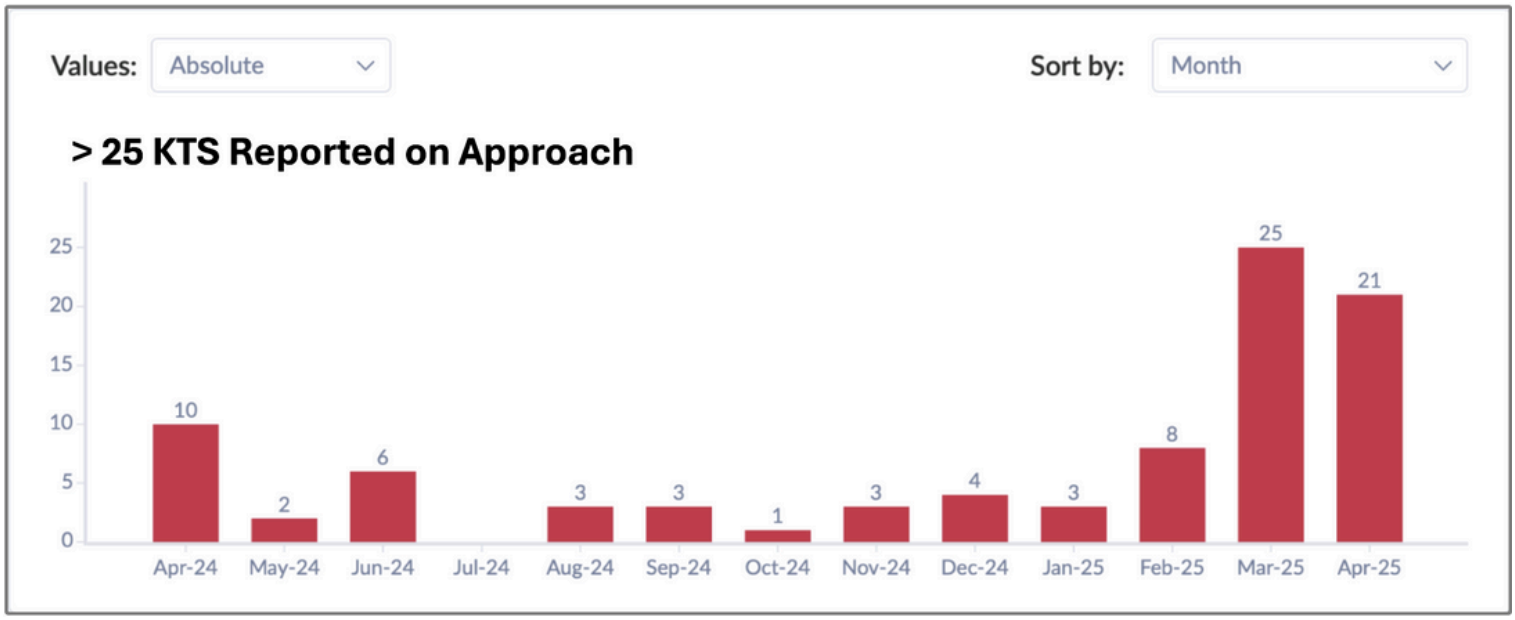
TAKEAWAYS:

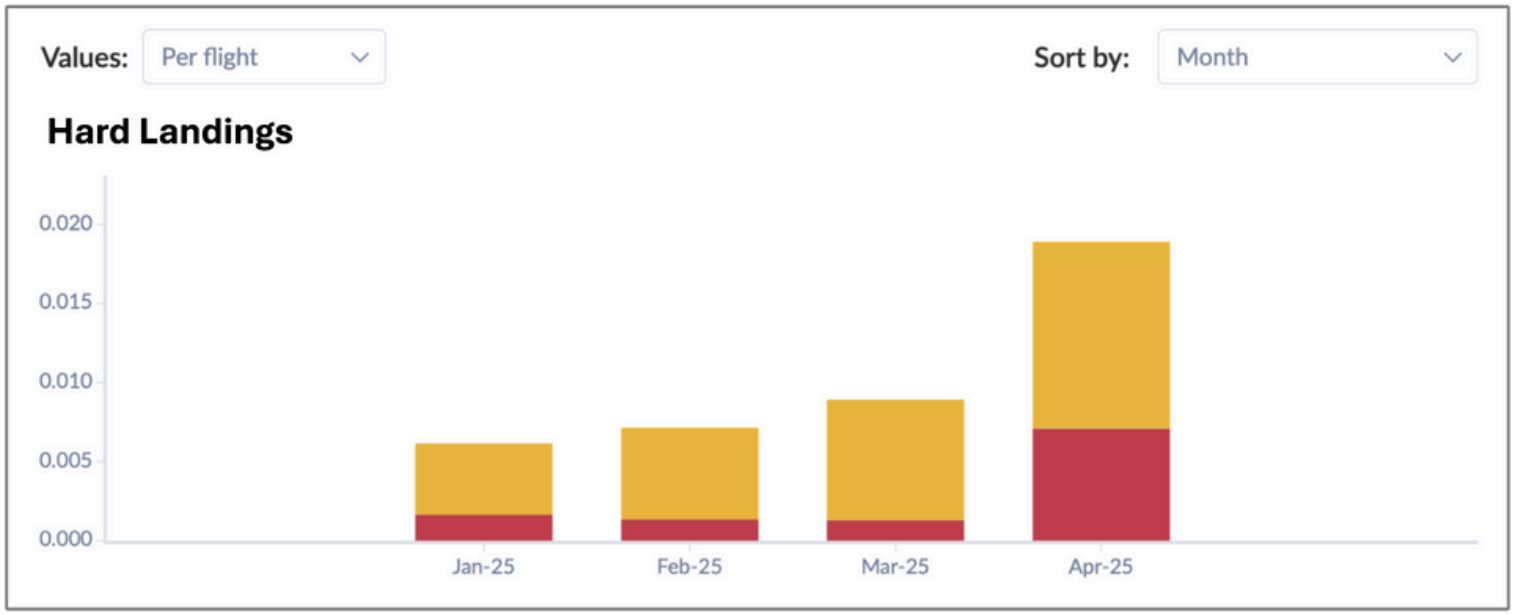
- Prop Strikes are not easy to identify inflight.
- The makings of a prop strike:
  - Hard impact
  - Low pitch at touchdown (roughly -4 degrees)
  - May include porpoise
- If ANY of these conditions occur, the airplane should be inspected before the flight is continued.



SAFETY PERFORMANCE DATA

High Winds & Hard Landings This Spring





MARCH 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.*

- During a multi-engine EOC emergency descent, the student leveled off but retracted the landing gear at 122 knots (Above V_{LOR}). The instructor allowed the cycle to complete to avoid interfering with the hydraulic pump; no damage was observed, and subsequent gear cycles indicated normal operation.

Any aircraft exceedance must be reported to the On-Call Manager

- While entering downwind at MBT behind a non-MTSU aircraft, the reporting crew received a traffic advisory and identified conflicting traffic crossing over the field at approximately 300 feet above. The instructor took control and descended to maintain separation. The other aircraft did not make any radio calls regarding position or intentions.

- While crossing the threshold on approach to land, a DA-40 crew experienced an engine shutdown. Prior to the failure the crew got an alternator failure annunciation and the RPM began to drop. Shortly after, the propeller quit windmilling and the crew brought the aircraft to stop on the runway. After several attempts, the crew was able to restart the engine to get off the runway.

- While landing at KSYI with traffic behind, the instructor advised the student to make the first taxiway. The student applied excessive braking after touchdown, causing the wheels to lock and the aircraft to skid, resulting in a flat tire and loss of directional control. The instructor took over, stopped the aircraft, and coordinated with other traffic and ground operations.

- During an instructor proficiency flight near SYI, the crew experienced two green laser strikes from a neighborhood southwest of MBT. They reported the incident to Nashville Approach and continued the flight without further issues.

Laser strikes should also be reported on the FAA's website!

- A DA-40 crew began engine start with the rear door unlatched. The issue was identified early, and the engine was shut down before completing the start checklist. After confirming no damage, the flight proceeded as planned.

- After landing at M01, a PA-44's right engine briefly failed during rollout but was successfully restarted and operated normally during taxi. A post-flight run-up revealed a low idle RPM. Maintenance confirmed the idle setting needed adjustment but deemed the aircraft safe for continued flight.

- Multiple solo flights were observed taxiing without position lights, and one aircraft operated with no lights on at all. These events occurred during night operations.

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

ANIKA HITE

SAFETY NEWS

AOPA AIR SAFETY INSTITUTE

2025 National Pause for General Aviation Safety

"AOPA and other GA industry organizations have collaborated to create a unified call for pilots to participate in the National Pause for GA Safety."

GASAFE.ORG

FAA WARNS LASER STRIKES ON AIRCRAFT STILL TOO HIGH

A NEW ERA OF COLOR VISION TESTING