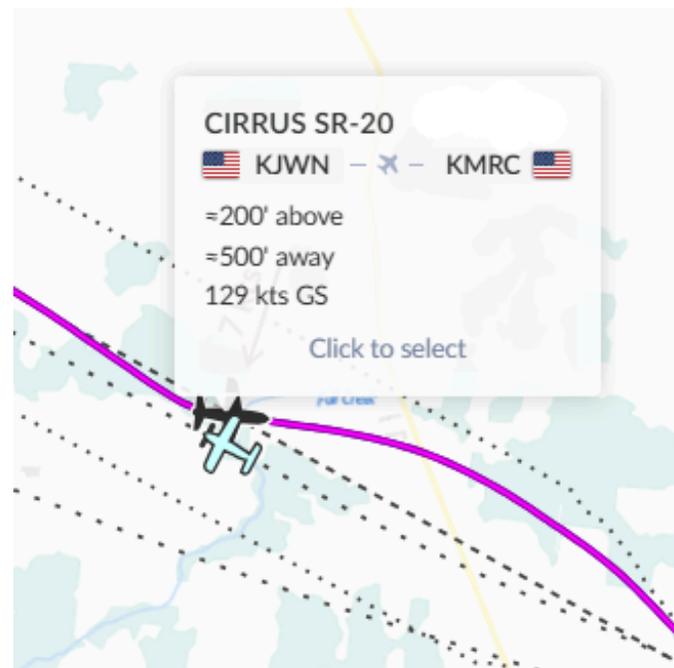


SAFETY SUMMARY

OCTOBER 2025

EVENT DEBRIEF: NEAR MID AIR COLLISION

During a flight practicing Instrument Maneuvers, an instructor and student were conducting VOR navigation at 4,500 feet near the SYI VOR. While the instructor was momentarily heads-down discussing a task, they observed a Cirrus aircraft at the same altitude on a direct, closing, head-on trajectory. The instructor immediately took control, reduced power, and initiated a descending right turn to avoid the traffic. The aircraft passed an estimated 100 feet below the Cirrus.



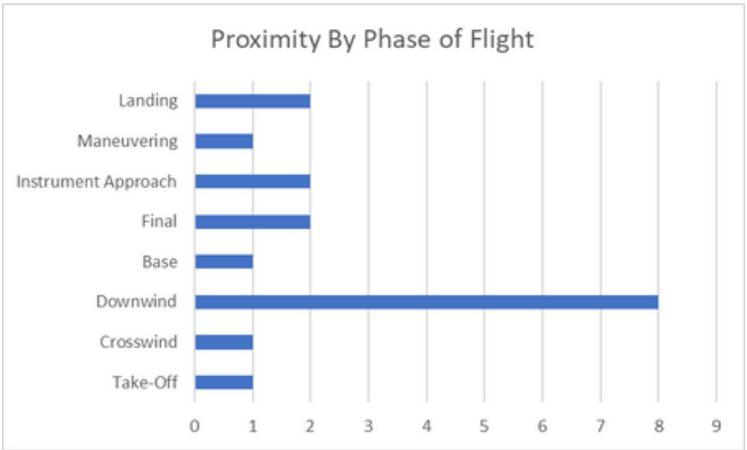
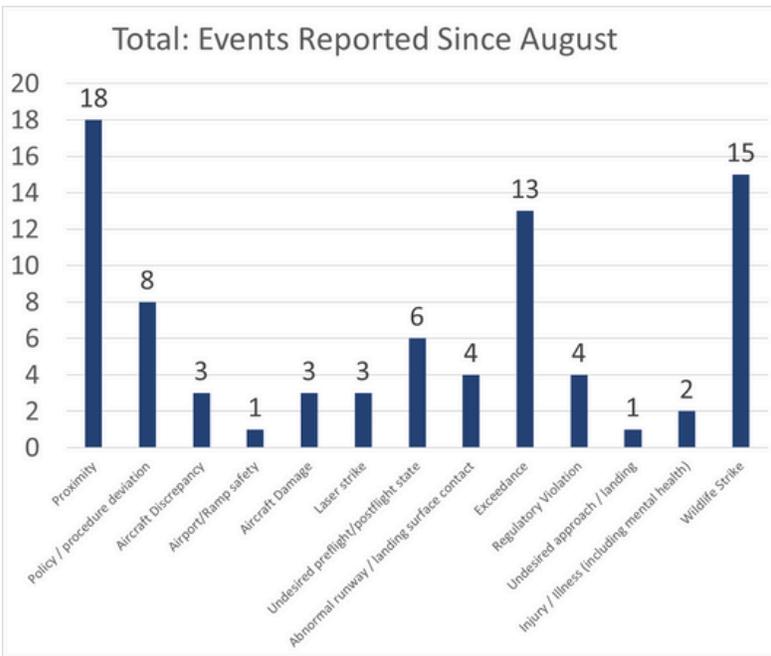
CONTRIBUTING FACTORS & TAKEAWAYS

- The MTSU aircraft was experiencing an ADS-B failure, limiting situational awareness
- The instructor's brief period of heads-down attention created a lapse in visual scanning for potential conflicts. - **Prioritize continuous visual scanning practices** during all phases of VFR training
- Consider using altitudes that are not used for cross country operations (**example: 4,300' or 3,700'**)

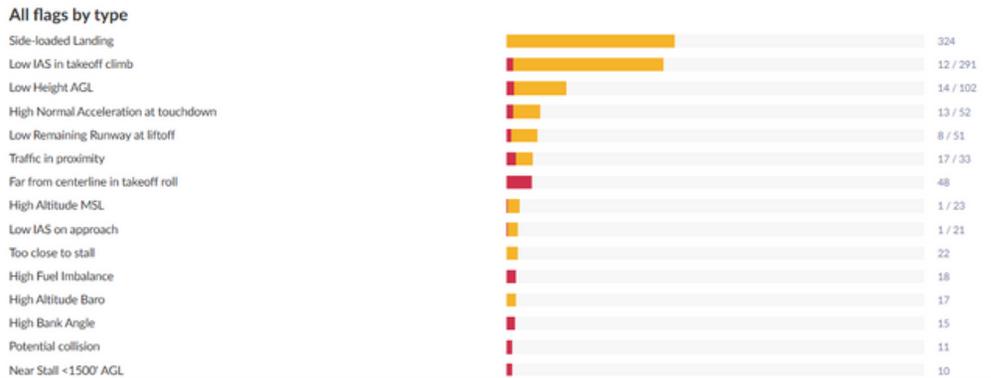


SAFETY PERFORMANCE DATA

We've received **109 reports** since beginning of August! This is an excellent demonstration of participating in positive safety culture and adding value to our Safety Management System! Out of the **109 reports**, there have been **83 Identified Events**.



Flight Data Analysis



Here are some of the flagged events we've seen across the fleet as well. If you are interested to see what **safety trends** are analyzed check out the flag definitions here:

[DA-40 Flags](#)
[PA-44 Flags](#)

SEPTEMBER 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 touch and go a DA-40 crew saw that the aircraft was only reading ~2300 RPM. The crew aborted the takeoff and taxied off the runway. After exiting the runway the crew found that the propeller lever was not in the full forward position.
- A crew was pushing an aircraft back and struck the wingtip of the aircraft next to it.
Make sure you clear the wingtips! Especially in the tighter spots!
- During a cross country on an IFR flight plan to a Bravo airport a crew forgot to change frequencies while entering the airspace . This lead to missed radio calls and communications. ATC attempted to contact the crew several times over approach and guard.
- After a cross-country flight, a crew was notified that they had flown the aircraft without the Airworthiness Certificate as well as the Registration.

§91.203 Civil aircraft: Certifications required: must have current airworthiness certificate and effective US registration certificate

- A crew was executing a soft-field landing. During the descent to the runway, the aircraft's airspeed decreased and was followed by a tail strike.
- One of the dispatchers had finished fueling a plane and returned to the truck. When they began to drive off they didn't realize there was a plane in their blind spot.
We share the ramp with people, trucks, planes, golfcarts!
- Shortly after departing KSIK, a crew encountered a laser strike over a nearby town. The crew advised ATC of location.

Please continue to report these! And don't forget to submit the FAA report as well!

https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident

- A crew was executing a missed approach procedure, as instructed by center and couldn't make contact, so they squawked 7600. Shortly after, they were able to have another crew communicate for them. They reestablish communication with a different center.
- After executing a go-around, a solo student turned crosswind and ended up in close proximity with an aircraft on a 45 degree entry to the downwind. The solo student executed a climbing turn to avoid closer proximity.
- 5 reported wildlife strikes.
Don't forget about our Emergency Reference Guide, there's a page in there all about bird strikes!

AEROSPACE

- During preflight, a crew found the aircraft was left with the master on and mixture full rich.
Make sure to be diligent with checklist usage and securing the aircraft!
- While preparing for a solo cross-country, a student filed a VFR flight plan; however, didn't enter an accurate duration of flight. Flight Services called MTSU dispatch to ensure the aircraft wasn't overdue.
- During a stall demonstration an aircraft exceeded the pitch tolerance. This occurred with a heavier payload and more aft CG, making recovery more difficult.
§91.307 says you need a parachute when exceeding 30 degrees of pitch or 60 degrees of bank!
- 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.
- An older gentleman was seen walking on the ramp after dark with no high visibility equipment.
Head should be on a swivel! Be extra aware at night!

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



CALEB FARLOW



UPDATES & REMINDERS

**INSTRUCTOR
SAFETY
COUNCIL**

Fall
2025

October 29th

7pm in AIR
100
(classroom in
between MA & the
FBO)

*You're
invited*

**STUDENT
SAFETY
COUNCIL**

Fall
2025

October 30th

6pm in
AIR 100
(classroom between
MA & the FBO)

