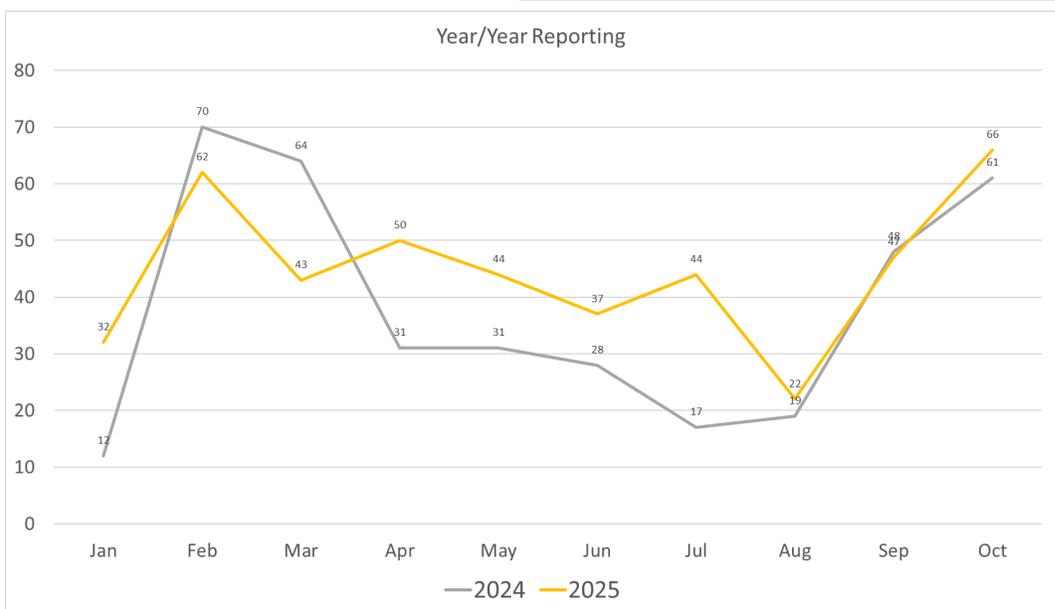


SAFETY SUMMARY

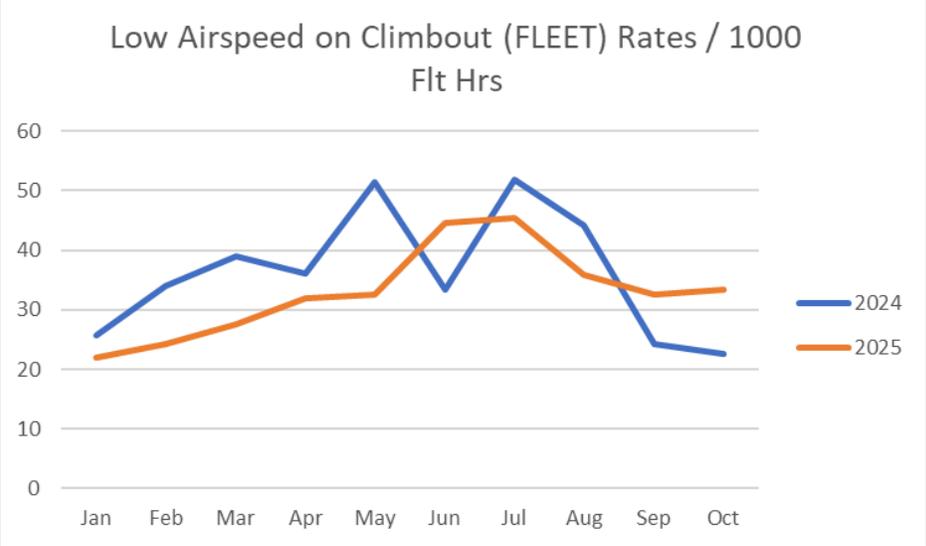
2025 IN REVIEW

As we begin 2026, let's take a minute to look back on 2025. We flew nearly 42,000 hours last year, and generally saw an increase in overall reporting!

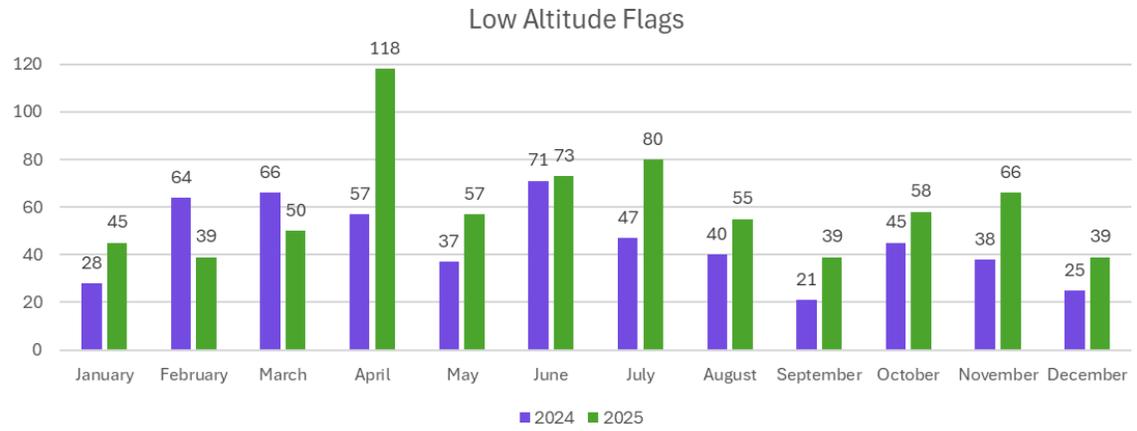
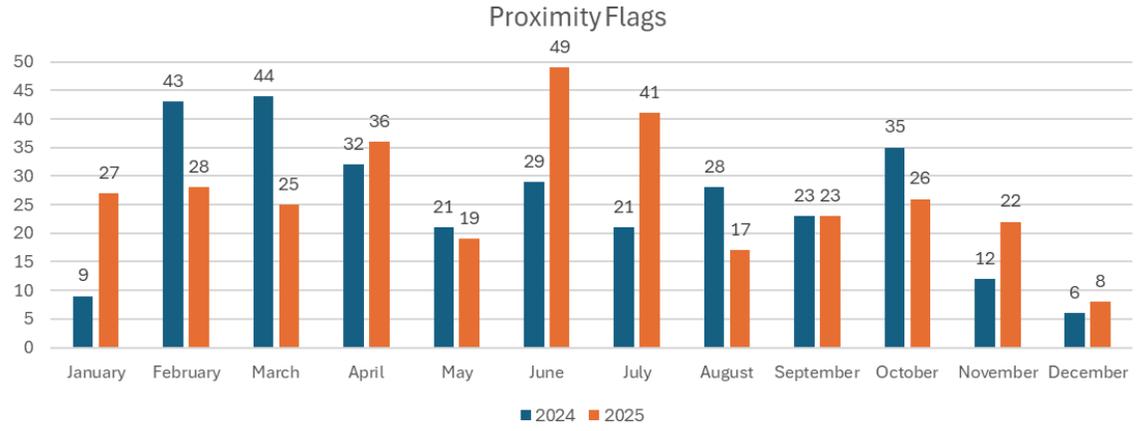




SAFETY PERFORMANCE DATA



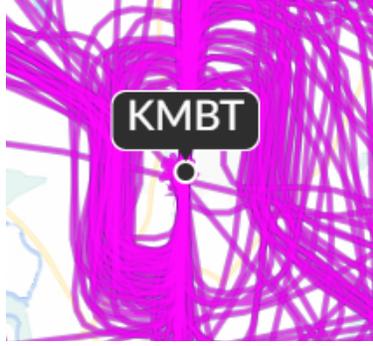
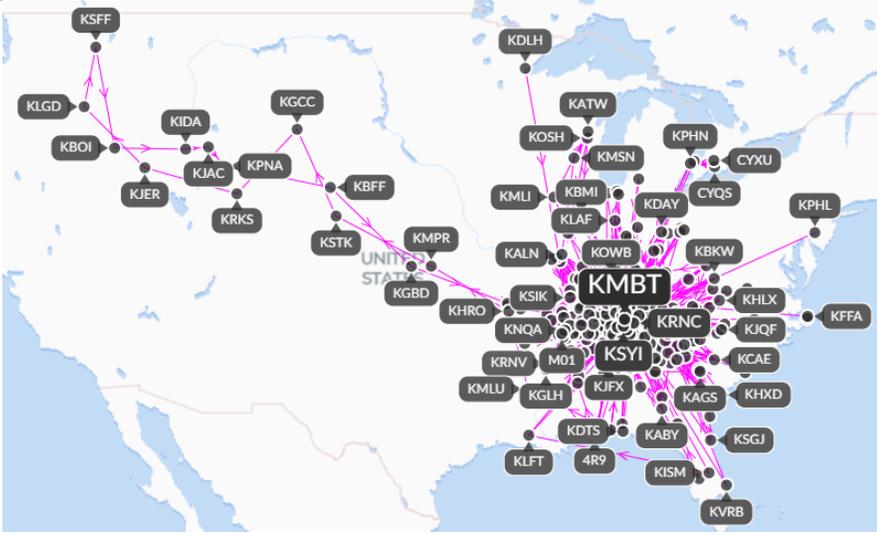
Here are some key safety performance stats that we looked at between 2024 and 2025. Through flight data, we watch for trends and safety events that allow us to improve the safety of our operations!





SAFETY PERFORMANCE DATA

Our most visited airport was KMBT, followed by KSYI, KCHA, KXNX, and KRNC. The highest elevation airport was KPNA at 7096' MSL.



Naturally, we tore up the pattern at KMBT last year!

141 Maintenance Impact

Supporting the operations of the entire flight school are the 141 maintenance team. These folks keep the fleet running year round, and without them we wouldn't have reached our impressive 41,000+ hours in 2025! Throughout the year, the 141 maintenance team responded to **1316 aircraft squawks**, either verifying and fixing issues or ensuring that discrepancies couldn't be reproduced. They performed **over 400 100-hour inspections**, keeping the fleet in tip-top shape, and conducted **over 800 oil changes**, making sure that our engines ran smoothly the whole year round.



Their hard work, dedication, and eye for detail is what kept us running smoothly and safely throughout 2025, and they carry this same dedication into 2026!

DECEMBER/JANUARY 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 student pilot was endorsed for a solo flight, and landed at an airport they were not endorsed to go to. The student and instructor later debriefed the situation.
- During a cross country flight, a DA40 crew found themselves in unforecast icing conditions. The crew elected to divert immediately and wait out the icing.
- While landing, a DA40 crew was attempting to exit the runway when they noticed another Blue Raider crew landing behind them. The two crews discussed on the ground, and highlighted going around when another aircraft is on a runway.
- During a local flight, a DA40 crew inadvertently entered the Nashville Class C airspace. They immediately corrected and did not receive a deviation.
- A crew DA40 experienced a proximity event with a non-MTSU aircraft near Shelbyville. The non-MTSU aircraft did not respond to the Blue Raider's attempts at communication, and continued to operate close to other traffic in the pattern.
- While flying instrument approaches at KSYI, a DA40 crew witnessed another Blue Raider conduct an opposite direction approach.

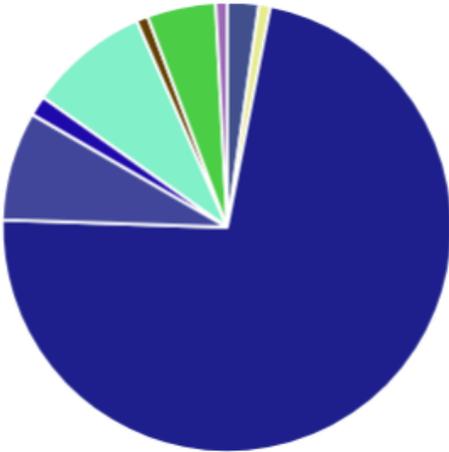
Ops Manual 5.11.3: "Opposite-direction practice approaches at KSYI are prohibited anytime Shelbyville MTSU Flight Operations are active." Before doing an opposite-direction approach, double-check KSYI's operating hours.

- During landing practice, a DA40 crew found themselves heading toward an aircraft on the 45 entry with no ADS-B. The instructor mentioned being heads down when the turn was occurring.
- While practicing landings, a DA40 crew noticed their ELT had inadvertently activated. The crew reported no hard landings or unusual maneuvers and could not deactivate it from the cockpit. They were advised to reset the ELT itself. Afterwards no further indications were observed.
- During a preflight inspection, a crew discovered water while sumping the fuel tanks. They contacted the on-call manager and downed the aircraft.
- While performing an emergency descent, a Seminole crew oversped their landing gear.
Maximum gear speed in the Seminole is 140 KIAS

- During a VFR traffic pattern, a DA40 crew experienced a flap overspeed. They immediately pitched up and reduced the power to fix.

AEROSPACE

- Not defined (11) (2%)
- Faculty (4) (1%)
- Instructor (352) (72%)
- Student (38) (8%)
- Management (7) (1%)
- Anonymous Submitter (42) (9%)
- Maintenance personnel (4) (1%)
- Ground Operations personnel (24) (5%)
- Community member (4) (1%)



Submit your reports here!

Safety needs you!

The majority of reports we receive are from flight instructors, but we want and need students from all of the aerospace concentrations involved. This is including UAS, 147 Maintenance, Aerospace Technology, Flight Dispatch, and Management. Please send us your safety reports!

Reporter
OF THE MONTH



KENDALL EARP



UPDATES & NEWS

SAFETY COUNCILS

Spring
2026

Dates and times TBD!

You're invited

This year, we'll focus on real events that have occurred at MTSU and walk through the **investigative process** used by the Safety Department. We'll also discuss current **safety trends and issues** affecting both **MTSU and the broader aviation industry**. If you're interested in getting involved, **please fill out the form below!**

Participation in Safety Council is a strong **resume builder** and a great way to demonstrate **leadership and engagement in aviation safety**. Additionally, members of the Safety Department are happy to provide letters of recommendation for active participants upon request.

[Interest Form!](#)