

SAFETY SUMMARY



APRIL 2024

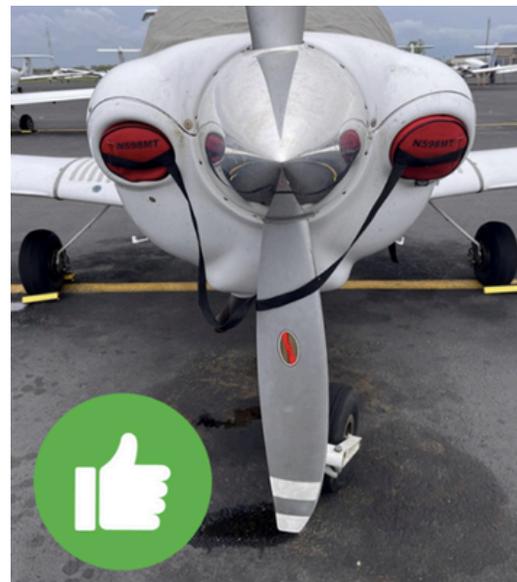
EVENT DEBRIEF: ENGINE OVERHEAT

After the engine was started and the crew did the ground check, they noticed an increase in RPM while doing the alternate air check. The crew continued after verifying engine gauges were in the green. The crew then taxied to the runway, and while holding short they noticed high (red arc) oil temperature, high oil pressure (yellow arc), and high CHTs. The crew cancelled their departure and taxied back to the ramp and shutdown. After exiting the aircraft, the student saw the cause of the problem: the cowl plugs were left in.

FROM THE CREW:

“Shutting down the engine immediately” – even if this means inconveniencing other aircraft lined up for departure

THE COWL PLUG ROPE MUST CROSS IN FRONT OF THE PROPELLER TO EFFECTIVELY EJECT THE PLUGS DURING STARTUP





REPORTING DATA

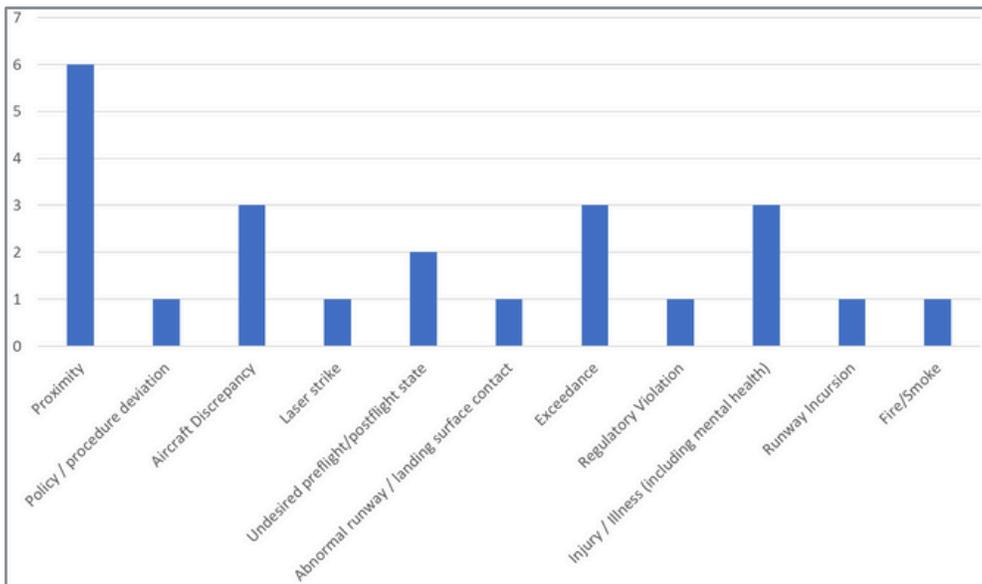
APRIL

TOTAL REPORTS: 31

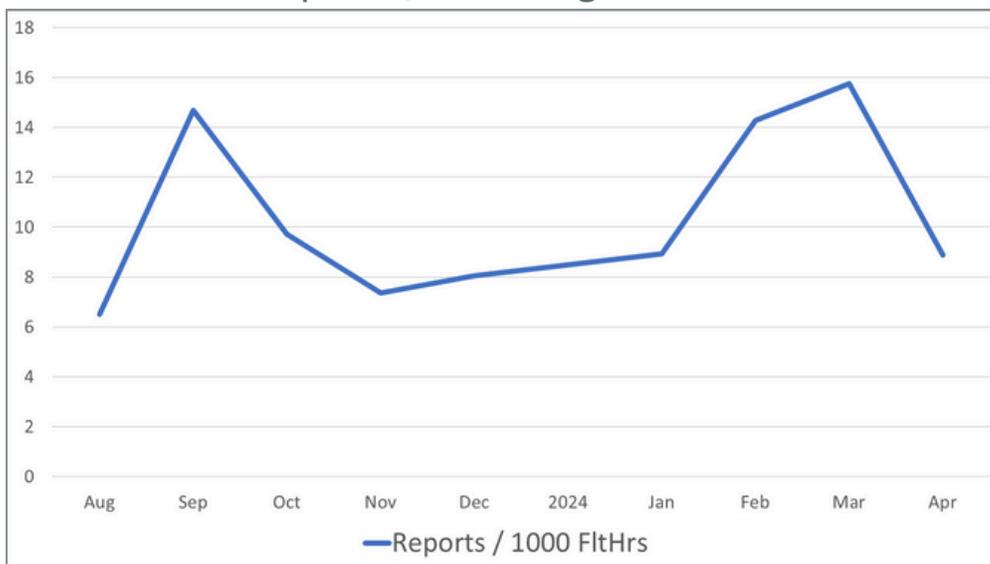
IROPS: 7

[SUBMIT A SAFETY REPORT](#)

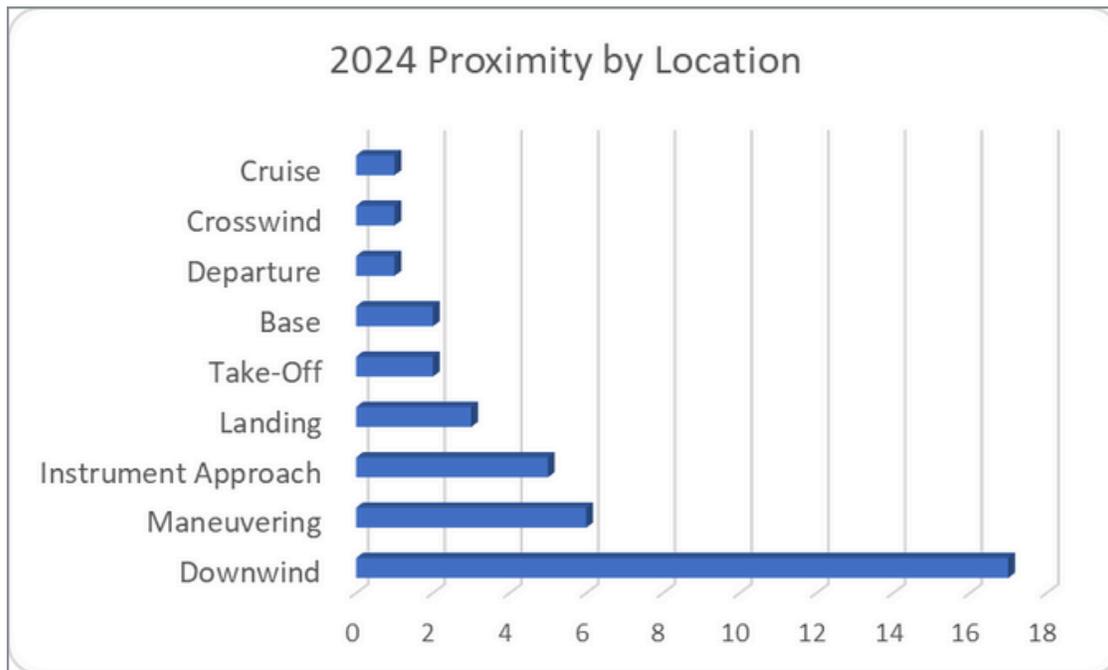
April Reporting Categories



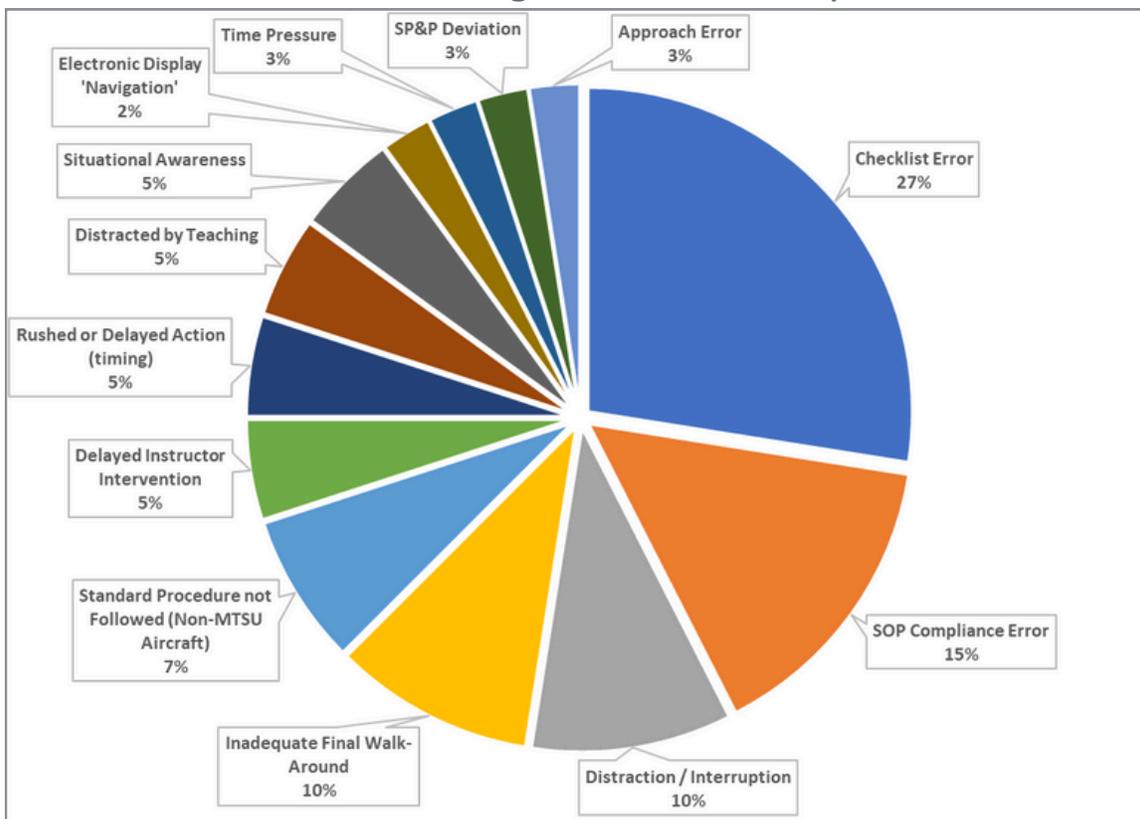
Reports / 1000 Flight Hours



AEROSPACE



2024 Contributing Factors to Safety Events





APRIL REPORT SUMMARIES

The following report summaries have been redacted and reworded to preserve submitter confidentiality.

- A DA-40 crew momentarily lost directional control during the takeoff roll. The instructor recovered by aborting the takeoff.
- A PA-44 crew lost right side brake pressure on both the student and instructor side. This was determined in a turn towards the runup after experiencing “play” in the brake.
- Near the end of a flight, a Piper Cub crew spotted a brief plume of smoke in the cockpit. The instructor took the controls and executed a safe landing.
- During a cross-country, a DA-40 crew got a low oil annunciation. The instructor took the flight controls and ran a flow, while the student declared an emergency over the radio and squawked 7700. The crew diverted to a nearby airport. Maintenance determined the cause to be a faulty indication caused by a failure of the transducer.

The crew used great CRM and in hindsight would have “paid more attention to all of the engine instruments and ran through the checklist.”

- After initiating the Pre-Maneuver Checklist, a PA-44 crew realized they had taken off with both fuel tanks on cross-feed. The crew identified that this checklist item was omitted on the Run Up Checklist. Contributing to the omission was the crew’s focus on traffic and other aircraft systems.
- While maneuvering towards Practice Area A, a DA-40 crew lost Comm 1+2. This created a loud noise that caused the student to become distracted and alarmed. The instructor ended up handling the situation by flying the airplane and troubleshooting the problem.

“It is very important to stay calm in abnormal situations and above all else FLY THE AIRPLANE. utilize good crew resource management and solve any issues as a TEAM.”

- A 147 Maintenance Student was using a hole saw in a drill press. While using it, the hole saw grabbed the laminate and pulled the student’s thumb into the hole saw, causing injury.
- During a preflight inspection the tail tiedown rope was overlooked. During a relatively high power setting to taxi out of the parking spot, the DA-40 crew felt resistance followed by a jolt.

Don’t forget the last item in the Preflight Inspection: 360° Inspection (Final Walk Around)

A student attempted to complete a stage check flight while fatigued, resulting in degrading performance and exceedance of personal minimums. The student came directly from a long drive to make it to the flight.

The IMSAFE checklist is an important part of preflight preparation. Flying fatigued can affect safety of flight and performance!



SAFETY NEWS

CHECKOUT THE LINKS BELOW TO STAY UP TO DATE ON THE LATEST HOT TOPICS IN AVIATION SAFETY!



FAA Requires Aviation Organizations to Detect, Address Safety Risks Early

WASHINGTON — The Federal Aviation Administration (FAA) is issuing new requirements for charter airlines, commuter airlines, air tour operators, and certain aircraft manufacturers to implement a Safety Management System (SMS).

USDOT



Misfortune with Medications

Aeromedical Advisory: a checkup on all things aeromedical

Medium / May 4