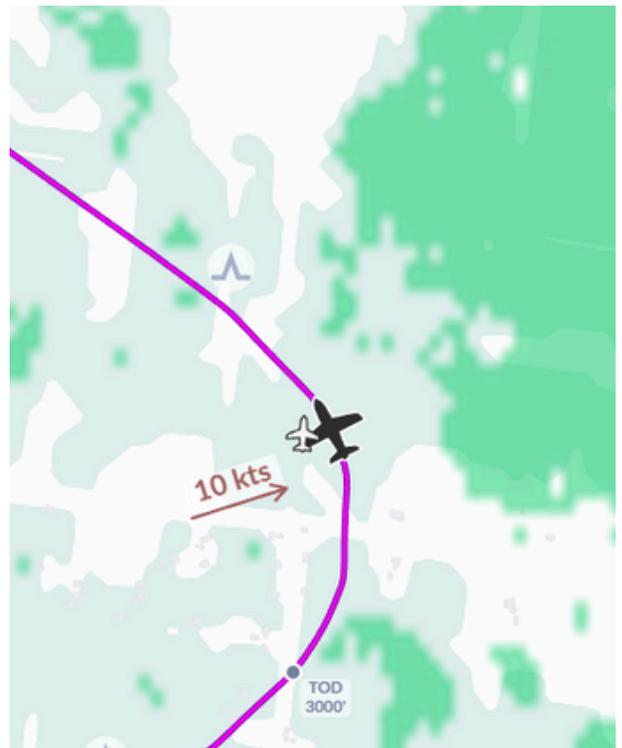


SAFETY SUMMARY

DECEMBER 2025

EVENT DEBRIEF: PROXIMITY

During a local training flight, a crew experienced a close proximity event with a Citation. The instructor noticed the incoming aircraft on their traffic screen, coming from behind them and descending rapidly. They began to take evasive maneuvers immediately. The Citation passed overhead, with the closest position being approximately 500 ft vertical and 200 ft lateral separation. Afterwards the crew entered the traffic pattern normally and landed without incident.



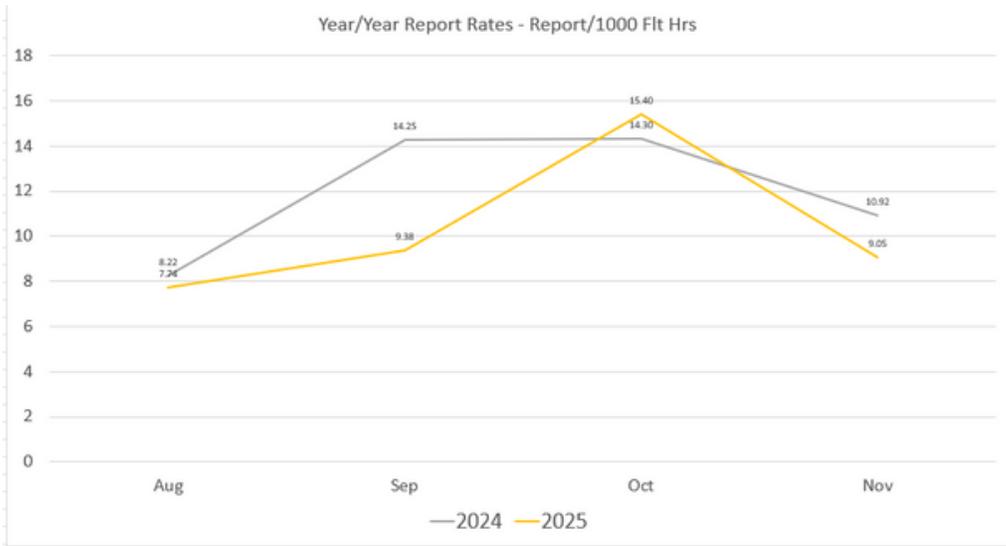
CONTRIBUTING FACTORS & TAKEAWAYS

- The instructor and student were discussing traffic already in the pattern when the Citation began to close in. They reported never hearing any traffic calls from the jet until it was established in the pattern.
- KMBT CTAF was radio call after radio call, with several aircraft in the area.
- As soon as the instructor realized that the Citation was incoming, they started turning to avoid them. Prompt action on their part kept this event from progressing into something far worse.

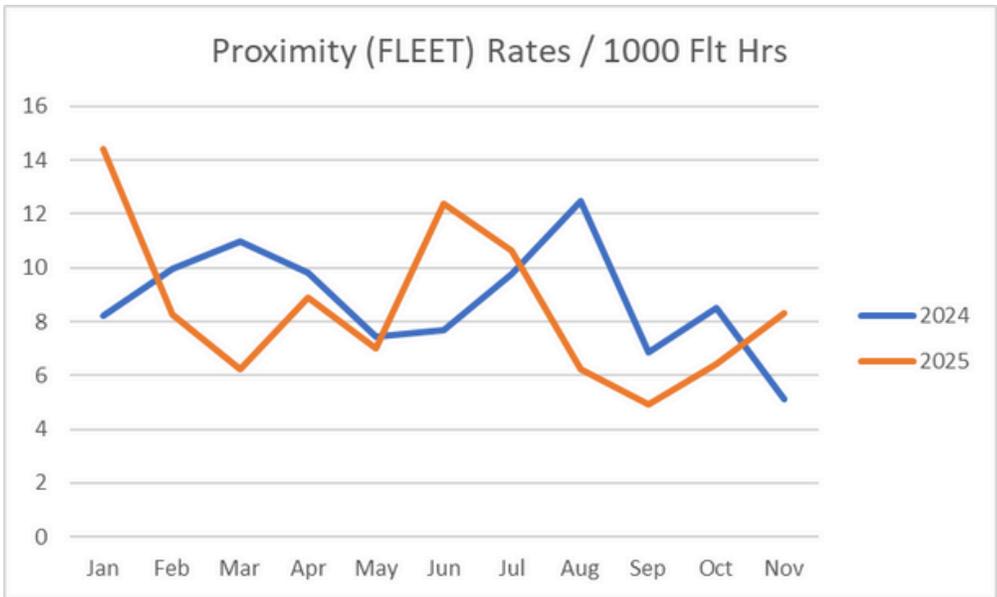


SAFETY PERFORMANCE DATA

We've received **151 reports** since the beginning of August, **68 of the report were IROPS!** As always, we appreciate your participation in MTSU's Safety Management System!



Here's a look at our **proximity** data! This includes events when traffic is within **700' laterally AND 500' vertically** as well as events when traffic is within **1200' laterally AND 500' vertically**.



NOVEMBER 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.

- After sumping the fuel, a DA40 crew discovered water contamination in one of the aircraft's fuel tanks. The contaminated fuel was disposed of with a fuel truck.
- During takeoff in a Seminole, an oil door and cockpit door opened. The crew landed and secured both, but the cockpit door came open again. The instructor emphasized checking the door thoroughly to ensure a tight seal.
- While preflighting, a DA40 crew discovered the magnetos had been left on from the previous flight.
- During a dual/solo flight, a DA40 took off and experienced a proximity event with a non-MTSU aircraft on the published missed. The MTSU student pilot noticed the aircraft ahead of them and maintained separation while making radio calls. The student recognized that checking for traffic outside of the traffic pattern legs could have helped in this situation.
- While practicing landings a DA40 crew ended up close to a Blackhawk helicopter. The reporting crew exited the pattern for spacing and rejoined. As the Blackhawk was leaving they appeared on the traffic display with ADS-B.
Not all aircraft are ADS-B equipped, and military aircraft aren't always required to have it on.
- During a landing, a non-MTSU aircraft landed while a Blue Raider was still on the runway. The other aircraft radioed that they thought the Blue Raider would be off the runway sooner and decided to land.
- As a DA40 crew was landing, the aircraft's oil door popped open. The crew shutdown and attempted to secure the door, but it wouldn't close and the aircraft had to be downed.
- While on an approach a DA40 crew oversped their flaps. They identified receiving multiple transmissions from ATC and attempting to run checklists as contributing to deploying their flaps over Vfe
- While practicing ground reference maneuvers, a DA40 crew received a terrain alert. The instructor mentioned that adding buffer to the chosen maneuvering altitude would be a good idea.
- During a preflight a DA40 crew discovered evidence of a bird strike. The previous crew was not aware of any bird strikes occurring.
- On an instrument approach a Seminole crew experienced a bird strike. At the time the crew was practicing a simulated single-engine approach and landing, and the student had just transitioned from simulated IMC. The instructor took controls and landed.

AEROSPACE

- During a CFI EOC, a crew exceeded 30 degrees pitch while performing an elevator trim stall. The instructor intervened and prevented further exceedances.
- While turning base in the traffic pattern, a DA40 crew experienced a bird strike.
- During the preflight, a DA40 crew discovered the ignition set to the "R" position.
Don't forget to check both mags are off before removing the key!
- On the base turn, a DA40 crew oversped their landing flaps. The reporting crew was planning to do an intentional go-around. They discussed how knowing the landing would be a go-around led to complacency, and that in the future all landings should be treated like a real one.
- While on the downwind, an MTSU crew experienced a proximity event. The crew was following two aircraft in, and a non-MTSU plane had allowed them to enter the pattern by extending. The MTSU crew slowed down to make space, and the non-MTSU aircraft began to get closer to them, eventually resulting in the MTSU crew receiving a proximity warning.

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

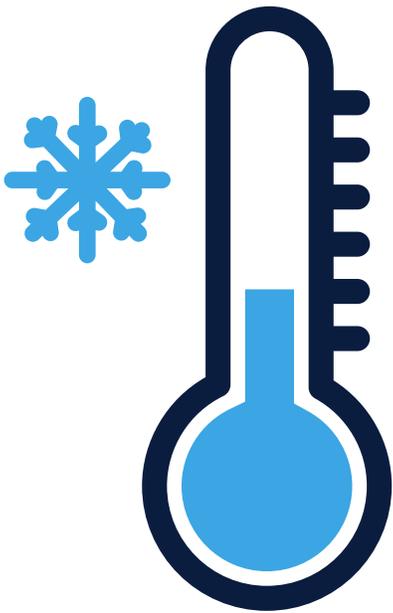
Reporter OF THE MONTH



SUDHEV SUDHEER



UPDATES & NEWS



**Don't forget
about our winter
ops policies!**

Aircraft are **prohibited** from flying into **visible moisture** if the temperature is **5°C or less**. Crews need to have **hats, coats, and gloves** below 40°F.

AIRBUS A320 AIRCRAFT AFFECTED BY SOFTWARE UPDATE

