

# SAFETY SUMMARY



MARCH 2024

## EVENT DEBRIEF: WINGTIP STRIKE DURING LANDING

A DA40 crew struck the right wingtip on the runway surface during a simulated engine-out approach to landing. The wind caused the aircraft to drift left of centerline, and the student corrected with right aileron, causing the right wingtip to contact the runway surface. Contributing factors included slow airspeed on final, improper crosswind correction, overuse of aileron within close proximity to the ground, and delayed instructor intervention.

### FROM THE CREW:

*"Delayed reaction, coupled with not annunciating "my controls," coupled with the wind is what I think led to this happening."*



### FROM THE STAN MAN:

At 200' AGL on final approach, confirm

**"200 feet, stable" or**

**"200 feet go-around."**

Go Around Criteria:

- Approach or runway is obstructed;
- <200' AGL: not on centerline, glide path, Vref, or landing configuration;
- Bounce; or
- Unable to land within first 1/3 of the runway.



## DE-STABILIZED APPROACHES & GO AROUNDS

### What is a De-Stabilized Approach?

*Excessive speed, excessive altitude, and the necessity for maneuvering can all contribute to a de-stabilized approach. If following traffic or complying with air traffic control (ATC) instructions will destabilize your flight, it's time to exercise your pilot in command responsibility. Say the word "unable" and then establish a new plan. For mission-oriented pilots, it's hard to say "unable." But, there's no shame in missing an approach or going around and living to make another flight. If you can't make the approach, just say so.*

FAA Stabilized Approach Guidance:

- [FAA Newsroom Preventing Loss of Control](#)
- [FAAST Stabilized Approaches](#) 



### Stabilized Approaches Lead to Safe Landings

*Failing to establish and maintain a stabilized approach, or continuing an unstabilized approach, could lead to landing too fast or too far down the runway, potentially resulting in a runway excursion, loss of control, or collision with terrain. Regardless of the type of aircraft, the level of pilot experience, or whether the flight is being conducted under instrument flight rules or visual flight rules, a stabilized approach is key to maintaining control of the aircraft and ensuring a safe landing.*

NTSB Safety Alert: Stabilized Approaches:

- [NTSB Safety Alert 77](#)



*Never attempt to "save" an unstabilized approach. If the approach becomes unstabilized, conduct an immediate go-around. Remember, when two pilots are on duty, either crewmember may call for a go-around at any time.*



# AEROSPACE

## 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.*

- A DA40 crew had a hard landing causing the door warning light to come on.

**Do not attempt to close a door while airborne. Return to land before troubleshooting.**

- A PA-44 crew was doing maneuvers at 6,500. While doing a steep-turn, the instructor noticed decreasing fuel pressure to the right engine. Shortly after, fuel pressure and fuel flow were lost. The crew initiated the engine failure checklist and were unable to restart the engine. They returned to KMBT safely.
- During a student solo, the cowl plugs were left in during the preflight causing an engine overheat. The rising temperatures were recognized before takeoff.

**The last item on the Preflight Inspection is a 360° Inspection (Final Walk Around)**

- Upon landing, a DA40 crew noticed the right fuel tank indicated 11 and the left indicated 17. The crew realized that tanks were switched during the cruise checklist and approach checklist; however, the reminders in between were missed.
- A DA40 crew exited the area using the noise abatement procedure and stated intentions over the CTAF. A departing jet behind them made an early turn out and began to climb into the DA40 crew's flight path, causing a close proximity event.
- During preflight, a crew discovered the left fuel cap had been open overnight. It had rained the previous night, which caused the aircraft to be downed.
- Crew encountered what they thought was other traffic mirroring their maneuvering. They determined that the other aircraft was a large drone maneuvering approximately 8 miles from KMBT at 2000'.

**If possible, notify ATC and/or local traffic about drone activity.**

- During autopilot ground check, the trim was moved to a full nose up position, which was not noticed by the crew. Takeoff trim adjustment was omitted during later checklists. During takeoff, the aircraft rotated at 50kts and then required forward pressure through the climb out.



# REPORTING DATA

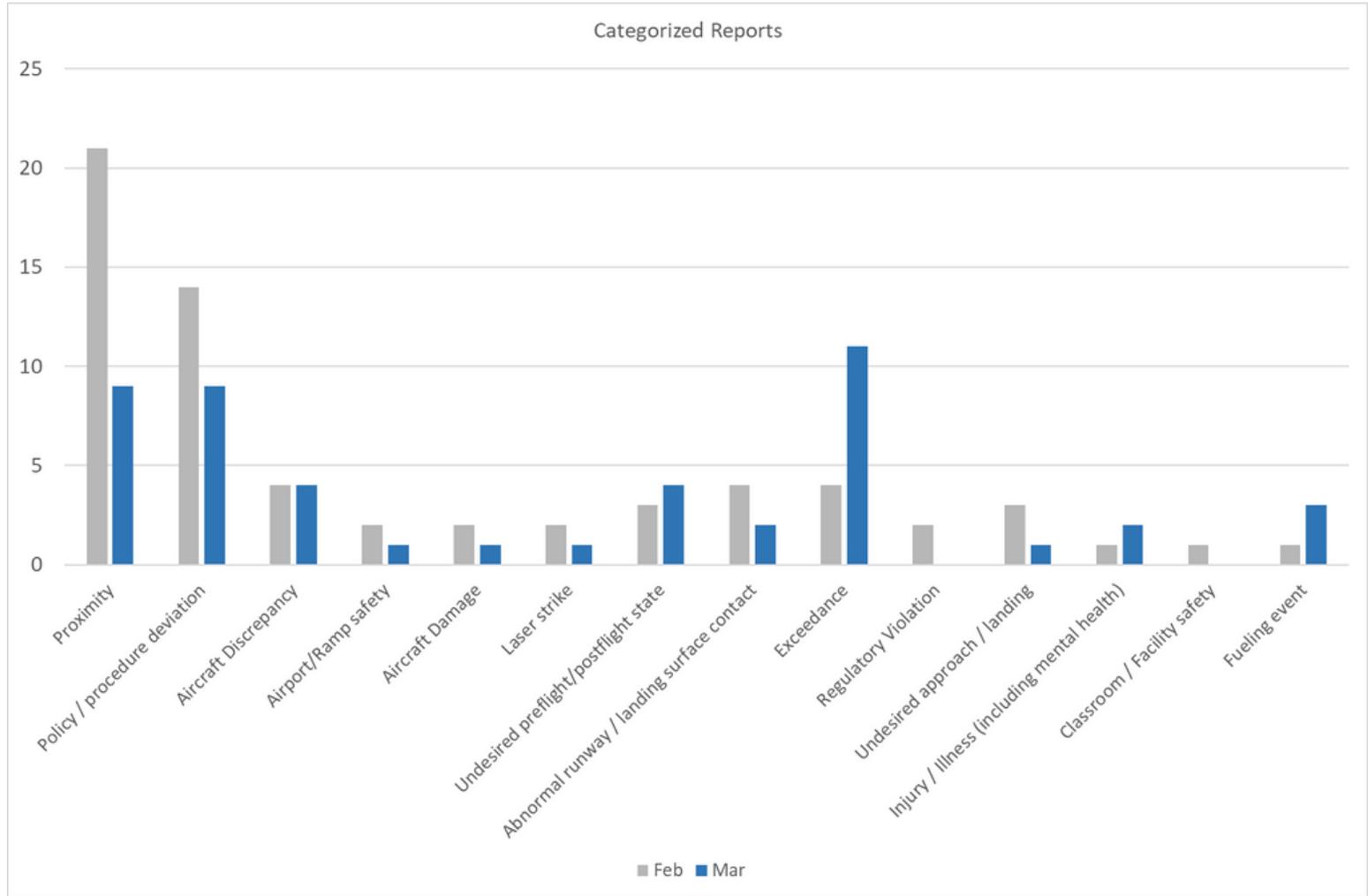
## March

TOTAL REPORTS: **65**

IROPS: **16**

PROXIMITY: **18%**

POLICY/PROCEDURE ERRORS: **18%**





# SAFETY NEWS

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

The FAA publishes a monthly issue of Safety Briefing Magazine. The magazine discusses major regulation changes, refresher information, safety highlights, accident analyses and more. Click the links to the right for more info!

*“The question to audiences was simple: How comfortable are you with the weather and making a go/no-go decision based on what you’ve seen? For what it’s worth, it took an uncomfortable amount of arm twisting to get 20% of the room(s) to raise their hands.”*

*“In recognition of this, the FAA produced Advisory Circular (AC) 91-92, which provides guidance for required preflight actions under 14 CFR section 91.103. These guidelines include preflight self-briefings, flight planning, weather interpretation, and risk identification and mitigation actions.”*

By Jeff Arnold



## AC 91-92 - PILOT'S GUIDE TO A PREFLIGHT BRIEFING

