

SAFETY SUMMARY

NOVEMBER 2025

EVENT DEBRIEF: LANDING BELOW MTSU RESERVES

During two different cross country flights, aircraft came back below MTSU fuel reserves. On the first, a crew believed that they could make it home with the fuel they had. In the second, the destination airport had runway and taxiway closures, so the crew decided not to stop for fuel. In both cases, the crews performed improper leaning procedures, leading to excessive fuel burn and landing below MTSU fuel reserves.



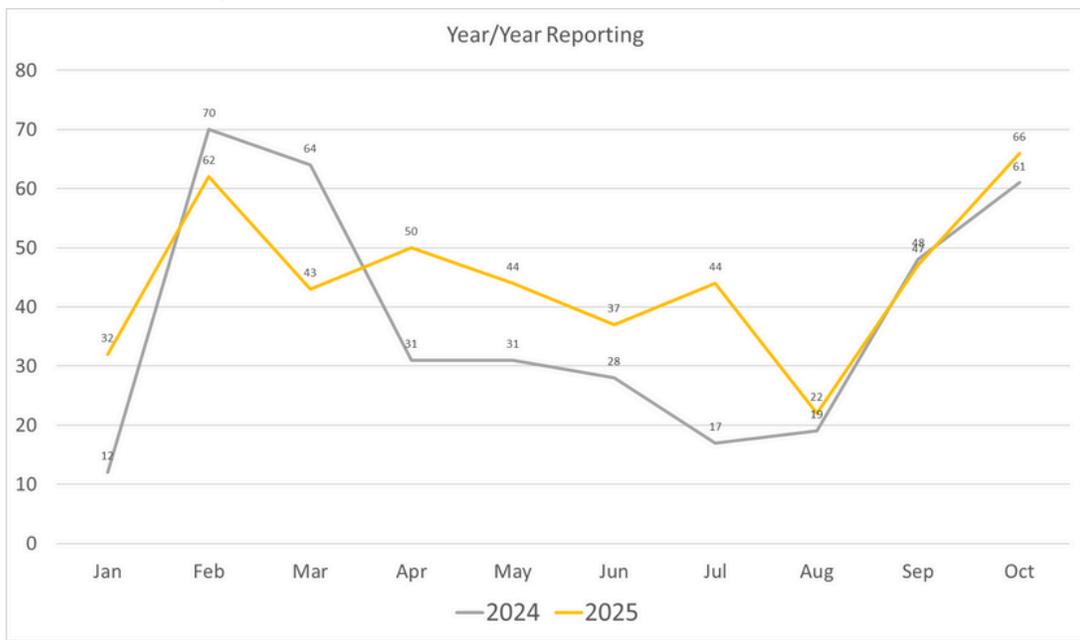
CONTRIBUTING FACTORS & TAKEAWAYS

- Neither crew stopped at a different airport for fuel, instead trying to get home with what they had.
- Being aware of NOTAMS and airport/FBO hours is a part of preflight action.
- Fuel planning is one of the most important steps of a flight, but performance numbers don't mean much if leaning procedures aren't followed for cruising out the aircraft.



SAFETY PERFORMANCE DATA

We've received **136 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 **136 reports**, there have been **100 Identified Events**.



OCTOBER 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.

- While returning to MBT, a crew noticed another Blue Raider crossing midfield and making radio calls for a midfield pattern entry.

Ops Manual 5.10.3: Crossing mid-field above pattern altitude at KMBT is prohibited due to arrival traffic into KMQY.

- While flying an RNAV, a crew noticed another aircraft descending toward them and converging on final. The reporting crew broke off the approach and climbed, while the descending aircraft kept flying low through final, entering the pattern going opposite direction.
- After a cross-country flight, a crew was notified that they had flown the aircraft without the Airworthiness Certificate as well as the Registration.
- During a normal landing the a crew lost energy in the flare and introduced excessive back pressure, leading to a possible tail strike. The instructor pushed the stick down and avoided any damage.
- During a cross country a crew noticed multiple solo students misunderstand ATC instructions for their patterns. One student corrected from a downwind to a base, while the other flew a left downwind instead of their assigned right downwind.

If you ever hear something you don't recognize or understand, ask for help over risking a pilot deviation.

- While flying an instrument approach, a crew witnessed a bird fly directly into their canopy.
- During an emergency descent in a Seminole, the gear was retracted at 122KIAS (V_{lor} is 109KIAS). The crew said that calling out the airspeed before retracting the gear could help to avoid over speeds in the future.
- A maintenance flight occurred with the transponder squawking 7700 for about half the flight. The pilot mentioned how slowing down for checklists would help things not be missed.
- A crew experienced several warning indications, including low fuel pressure, low fuel flow, and all 4 EGTs dropping out along with engine roughness. They declared an emergency and landed immediately.
- During a cross country a crew experienced a laser strike.
- 12 reported wildlife strikes.
Don't forget about our Emergency Reference Guide, there's a page in there all about bird strikes!
- During an instrument approach, a crew was struck by a green laser.

AEROSPACE

- 15 reported exceedances this month, chiefly flap over speeds.
- During a simulated engine-out an aircraft slowed to ~58KIAS. The instructor called for recovery before the airspeed dropped further.
- A transient aircraft performed a non-standard pattern entry with a groundspeed of ~190 knots. The crew believed they were heading to another airport, but the aircraft ended up right on top of them in the pattern.
- 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.
- A student was walking from the AIR 100 classroom with their head down on their phone. The crew stopped their engine start and called clear prop again, gaining the attention of the student.
Keep your head 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!

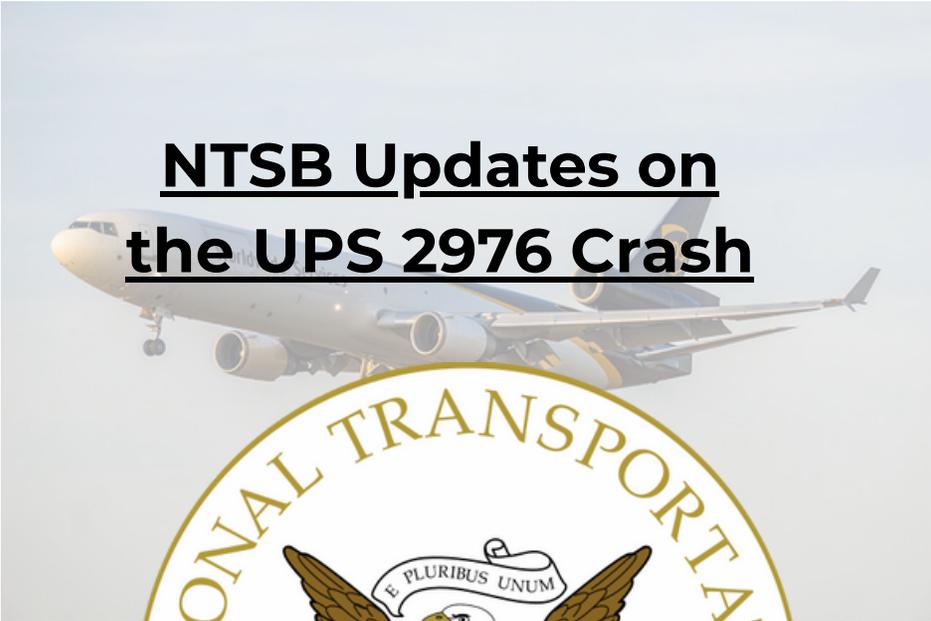
Reporter OF THE MONTH



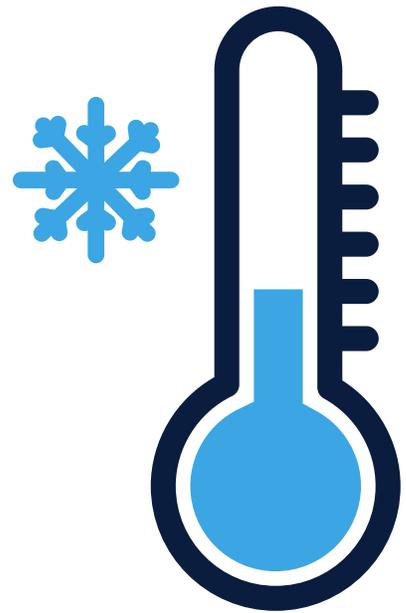
ANGIE SIEFRING



UPDATES & REMINDERS



NTSB Updates on the UPS 2976 Crash



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.