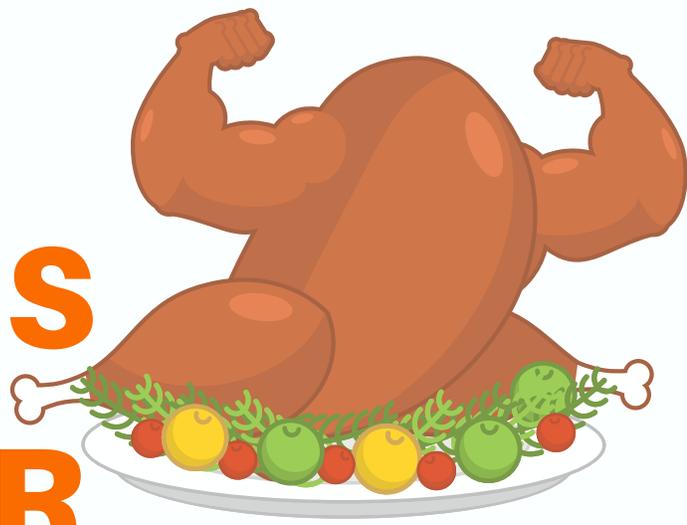


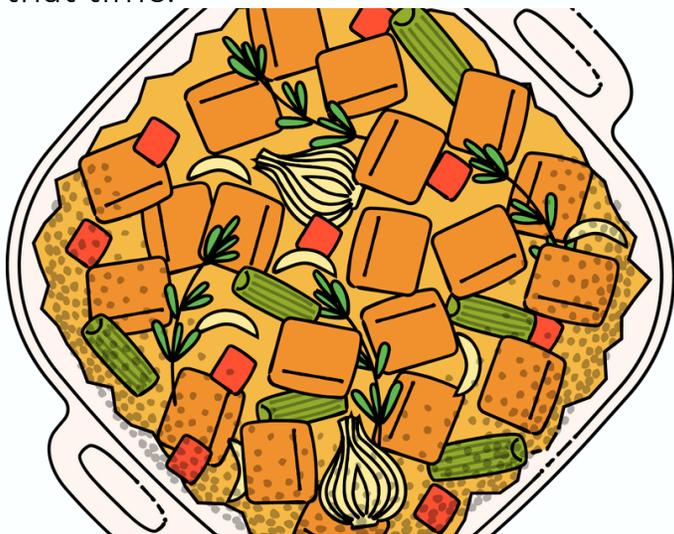
SAFETY: IT'S WHAT'S FOR DINNER



November 2024

STUFFING THE DETAILS: EVENT DEBRIEF CROSS-COUNTRY ALTITUDE PLANNING

On a recent VFR flight, a solo student had trouble with using the right VFR cruising altitudes and mixing up MSL and AGL when it came to cloud levels. To stay clear of the clouds, the solo student descended to about 2,500 feet MSL in an area where the ground elevation was around 900 to 1,000 feet. Clouds nearby were reported as FEW at 4,800 feet and BKN at 4,200 feet. When the student got the chance, they climbed to 4,500 feet MSL. Later in the flight, they had to descend again to 2,500 feet MSL to keep VFR clearance from the clouds. The ground elevation in that area was between 1,000 and 1,600 feet, but the the exact cloud levels were unknown at that time.



TAKEAWAYS, FROM THE CREW:

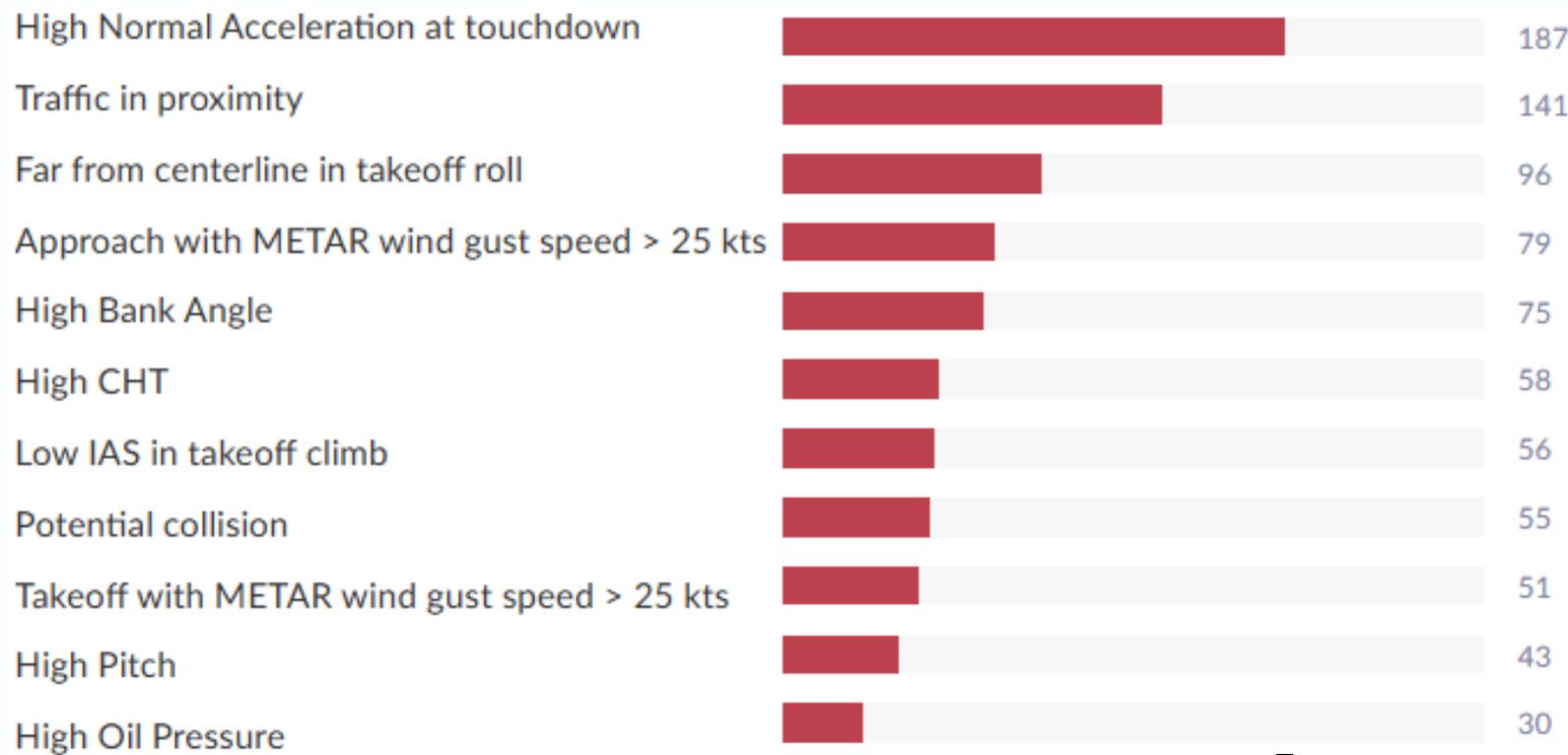
“My suggestion for correction is to make note of elevations at cross country checkpoints. Then apply FAR part 91.159 3000' AGL to that elevation and check if the VFR cruising altitude being used is above that altitude. This not only would evaluate the chosen cruising altitude but reinforce altitude understanding.”

THANK YOU TO COLLIN MCDONALD FOR INSPIRING THIS THANKSGIVING EDITION
OF THE MONTHLY SAFETY SUMMARY.



A total of **142 reports** have been received since the beginning of the **Fall Semester**. A total of **408 reports** have been received since the beginning of the **2024 calendar year**, for an average of **37 reports per month**.

2024 FLIGHT DATA EVENTS





THE MEAT: SAFETY REPORTS

We depend on your feedback to continuously improve the safety of our operations!

Safety reports are designed to capture hazards, concerns, and recommendations from those participating in the Department's operations.

Safety Reports are confidential by default, meaning identifying information included in the report will only be visible to the Safety Department.

There is also an option to make a Safety Report anonymous, meaning all identifying information is completely removed from the report.



THE POTATOES: IROPS

Irregular Operation Reports (IROPs) are used to notify the Department's management team of significant events and to gather data as part of the investigation process.

IROPs must be submitted in response to the events listed below:

1. Any event reportable under 49 CFR 830 (involving MTSU or non-MTSU aircraft);
2. Damage events;
3. Propeller Strike;
4. Tail Strike;
5. Wildlife Strike;
6. Runway or taxiway excursions (at least one wheel leaving the pavement);
7. Potential regulatory violation;
8. Potential violation of Department policy;
9. Off airport landing;
10. Aborted takeoff at a towered airport;
11. Declared emergency or minimum fuel;
12. Partial or total engine failure at any point after initial departure;
13. Personal injury/illness; and
14. Other events, upon request.

MAIN COURSE: REPORT SUMMARIES



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

- A student got an IFR clearance over the phone, so the instructor couldn't hear it. The instructor understood that they were cleared to 3,000 feet on runway heading, then 7,000 feet on course; however, at 4,000 feet ATC noted a possible pilot deviation.
- A student and instructor taxied back to the spot next to the maintenance hangar. After they shut down and were still sitting in the plane, the door of the hangar opened and struck the wing.

New parking procedure: Shutdown before turning the airplane.

- A PA-44 crew was doing an emergency descent. They noticed a non-MTSU aircraft cruising toward their position. They recovered at 3500' and the other aircraft was at 3300' within 0.1 mile separation.
- A DA-40 crew was holding short while another plane was on 3NM Final. The crew made the decision to take off, and the crew on final initiated a go-around due to spacing.
- A solo student was setting up for a pattern entry to 36 and then realized Runway 18 was in use. The student overflew KMBT at 2600 MSL to enter the opposite pattern.

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

- During an approach to landing, a DA-40 crew noticed a deer on the runway. The crew decided to promptly initiate a go around.
- During taxi, a DA-20 crew experienced a brake malfunction on taxiway A. The crew made a radio call to inform traffic, and then shut down to move the aircraft off the taxiway.

If an aircraft is disabled on the airport, it is always a good idea to inform local traffic.

- During a 147 Maintenance Class, students were refueling an aircraft for a leak test for the fuel selector. The group of students conducting the test did not realize the sump was not installed, resulting in a fuel spill.
- A DA-40 crew took off with the canopy not in the closed position. The instructor took controls and had the student lock the canopy.

Front canopy unlocked checklist: Airspeed below 140 KIAS and land at a suitable airfield.



SWEET TREAT TIME!



Have you submitted a safety report? Now's your chance to be recognized! Every report submitted helps improve our safety culture, and as a bonus, YOU could be our Reporter of the Month!



What You'll Win:

A \$10 Chick-fil-A gift card – because nothing says "thank you" like delicious chicken nuggets (or a milkshake)!



How to Enter:

Simply submit a safety report! All entries from the month are eligible.



Selection Criteria:

The reporter of the month is selected based on the quality of their contributions to our safety reporting system and their commitment to choosing excellence and safety!



Reporter OF THE MONTH



LURAS JOHNSON