

SAFETY SUMMARY

OCTOBER 2024

EVENT DEBRIEF: WINGTIP STRIKE DURING PARKING

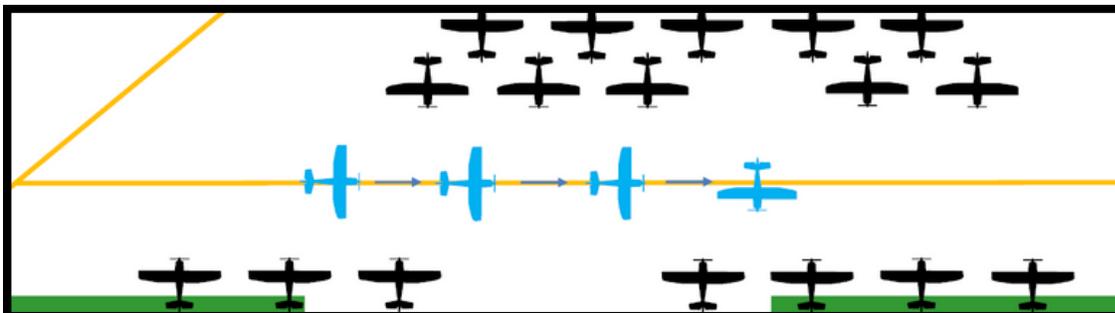
A DA40 crew was returning from an evaluation flight and taxiing to parking. The student entered the ramp too fast (8-10 kts) and too close to the adjacent parked aircraft. The left wingtip struck the nose cone and propeller of the parked aircraft. The instructor attempted to intervene, but it was too late. During the debrief the student mentioned being frustrated by the unsatisfactory outcome of the flight, which may have contributed to the event.

CREW TAKEAWAYS:

- Frustrations and distractions can cause us to be absent minded. The flight isn't over until the aircraft is parked and secured.
- As the instructor, I should have corrected for the close proximity to the other aircraft.



NEW PARKING PROCEDURE FOR ROW 1

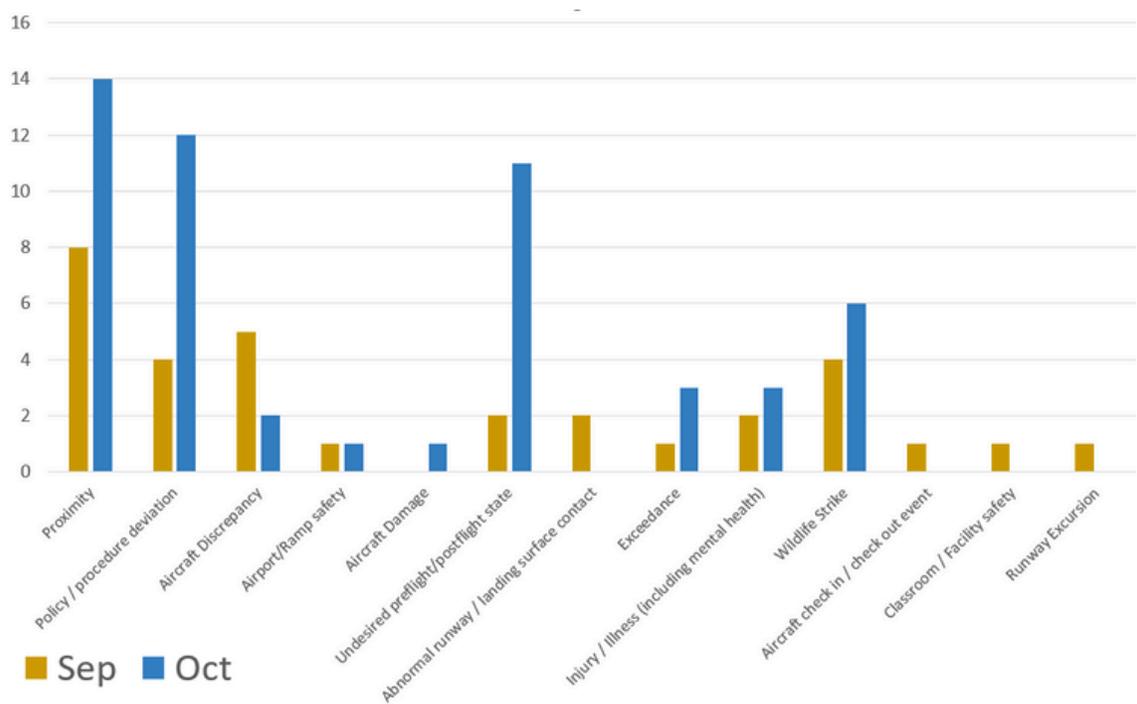


Pull forward through the center of the row and then turn the aircraft 90 degrees while still under engine power. Do NOT swing the aircraft towards the spot.

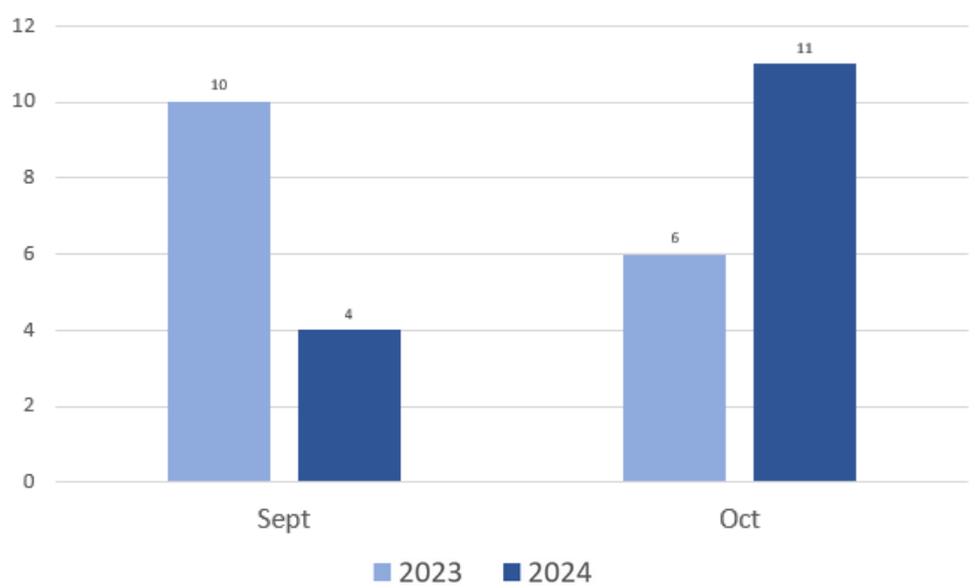


SAFETY PERFORMANCE DATA

A total of **61 reports** have been received since the beginning of the **October**.



POLICY/PROCEDURE DEVIATION REPORTS





SEPTEMBER 2024 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.*

- During the recovery from a simulated engine failure, a DA-40 crew attempted to retract the flaps and noticed the indication light stayed in the landing position. The crew looked outside to verify the position of the flaps and saw that they were still in the landing position.
- While installing the chocks after a PA-44 flight, a crew member hit their head on the bottom of the cowl flap, leaving a gash.
- A DA-40 crew was on the downwind at KRNC and noticed an aircraft with no ADS-B cutting in front of them on a base leg. They did not make any radio calls.

§91.113 - Keep your eyes outside, see & avoid

- While holding short at KRNC, a crew noticed a DA-40 land while a Cessna was still on the runway.
- A DA-40 crew was doing pattern work at KSYI. While doing a touch-and-go, the crew saw another DA40 on the final approach course for the opposite runway, performing a circling approach. The departing crew broke off the departure leg to the right to avoid the traffic.
- While on the ramp, reporter noticed 3 aircraft not tied down and multiple aircraft that only had the rope through the eye bolt without a proper knot.

The flight is not complete until the aircraft is secured!

- During the takeoff roll, a DA-40 crew noticed the front canopy open at roughly 25 KIAS. The crew aborted the takeoff. Prior to the takeoff, the crew had issues keeping the door in position 2. They could not recall whether it had been shut completely prior to takeoff.
- A DA-40 crew was doing a run-up, and the oil door came open during the propeller cycle.
- A PA-44 crew went to preflight the aircraft and found that all 4 magneto switches were left on.

Attention to detail is critical on preflight AND postflight!

AEROSPACE

- A crewmember cut their finger trying to close the top latch on a PA-44 door.
- An aircraft was refueled without first being properly grounded.

Instructors and students should speak up if they see an aircraft being fueled without being grounded first.

- While fueling at an outstation in the dark, a DA40 crew experienced a fuel spill. The instructor saw that the tank was full but the handle got stuck momentarily, causing fuel to spill onto the wing and the student.
- A PA-44 crew doing maneuvers at 6,000' and was notified on company frequency that Nashville Approach was trying to contact them. They were reminded not to perform maneuvers at IFR altitudes.
- A DA-40 crew was performing a simulated emergency descent. While in the descent, they received a terrain alert. Recovery was initiated after the aural alert.

Make sure to consider local terrain and AGL elevation when performing maneuvers at low altitudes.

Reporter OF THE MONTH



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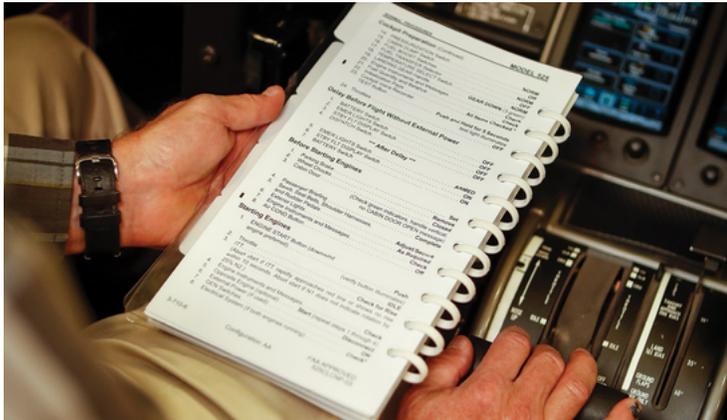
SAFETY NEWS



FAA is eliminating National Weather Service forecasters at all 21 of its Air Route Traffic Control Centers (ARTCC).



"While certificated flight instructors benefit from the removal of expiration dates on their certificates, the recently published regulation changes (most of which take effect December 1) created confusion that could lead to loss of privileges for some."



"Experience and learning have confirmed the critical importance of checklist utilization, yet too often very simple failures of discipline leave gaping holes in a pilot's defenses against an incident or accident."

FLY SAFE
General Aviation Safety Enhancement Topics

Protect yourself from **carbon monoxide poisoning.**

GAJSC
GENERAL AVIATION JOINT SAFETY COMMITTEE

