

# SAFETY SUMMARY

MARCH 2026

## EVENT DEBRIEF: TRAFFIC PATTERN CONFLICT

While preparing to take off from KSYI an MTSU crew was practicing receiving departure clearances. The crew began the takeoff roll on runway 18, and as they rotated a Cessna announced they were inbound on approach for 36. The instructor asked if the Cessna was straight-in or circling to coordinate traffic avoidance, but they did not respond. The inbound traffic broke off their approach and began to make argumentative radio calls. The MTSU crew chose not to engage and focused on traffic separation and breaking away from the area.



## CONTRIBUTING FACTORS & TAKEAWAYS

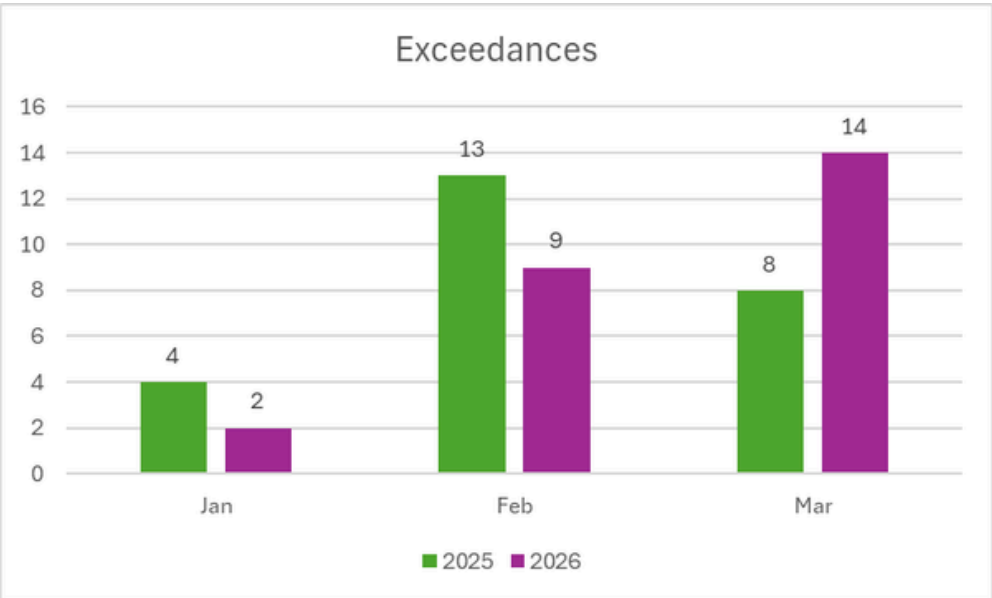
- The reporting crew and a crew on the ground both heard few, if any, radio calls from the inbound traffic. Another aircraft attempted to communicate that they were approaching with a strong tailwind.
- The instructor reported being used to traffic maneuvering close to KSYI, and so they did not think the Cessna was on an approach.
- Professionalism under pressure is a safety tool, and this crew used it well!



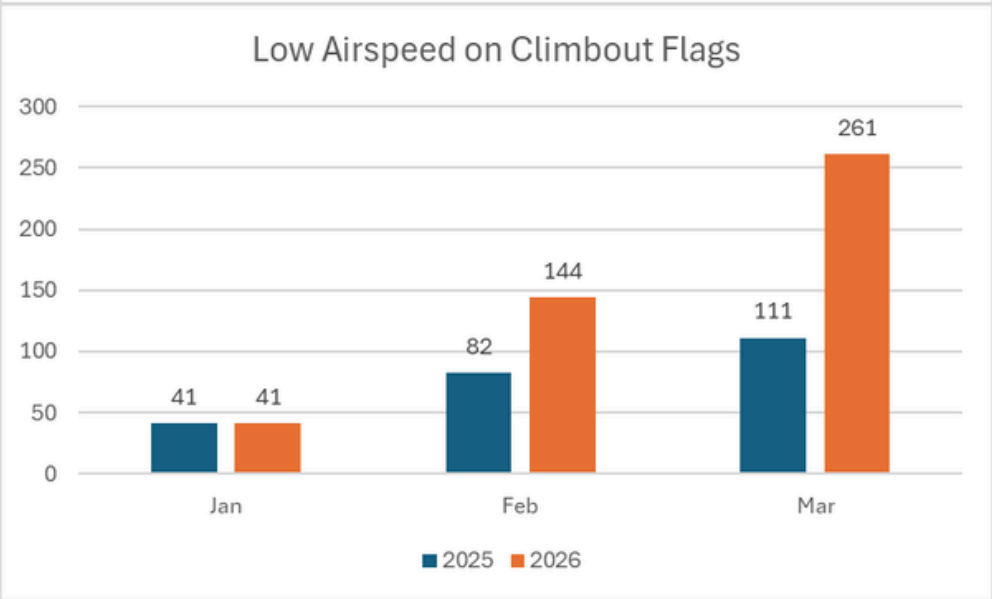
# SAFETY PERFORMANCE DATA

We've received **116 reports** this year, and **57 in March!** This is an excellent demonstration of participating in positive safety culture and adding value to our Safety Management System! This month, aircraft proximity and exceedances dominated reporting.

## Flight Data Analysis



Exceedance reports have mostly matched 2025 levels overall. We had less reports this February, but saw a marked increase this March. Continued **reporting of exceedances**, such as flap/gear overspeeds and pitch/bank deviations, **helps us better understand trends and improve training outcomes!**



**Low airspeed on climbout** flags have **increased** this year, especially in February and March. **Low airspeed on climbout continues to be a key risk area. This phase of flight leaves little margin for error, making energy management especially critical.**

DA40	PA44
IAS <60	IAS <79
IAS <55	IAS <73

# 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.*

- While returning from a cross-country flight, an MTSU crew was directed by Nashville Approach to descend. At the same time they instructed a 737 to enter traffic for one of Nashville's runways. The crew passed within 1nm of the 737 and at the same altitude. The reporting crew emphasized staying vigilant, especially in busy airspace.
- While on short final, a crew was struck by a green laser. The student flying was instructed to stay inside and keep flying while the instructor documented the location of the laser.
- During holds practice an MTSU crew came within close proximity of a non-MTSU aircraft on what appeared to be a cross-country. The MTSU crew tried contacting them to no avail. The student was startled by the proximity, and pitched up, resulting in a low airspeed condition. The instructor emphasized being ready for student panic and taking flight controls.
- While taxiing at KMBT an MTSU-crew witnessed a Career Track conducting an opposite direction approach. The reporting crew pointed out that the chart supplement for KMBT prohibits opposite direction approaches.

**We know our airports well, but transient aircraft may not operate the way we expect. Always be on the lookout, even if you expect someone to act a certain way.**

- A Seminole crew oversped their flaps in the traffic pattern. The crew stated that their focus was on OEI considerations and configuration, as well as time pressure.
- While demonstrating unusual attitudes an MTSU crew exceeded 30 degrees pitch up. The instructor cited being entirely outside without referencing the flight instruments as one of the reasons the exceedance occurred.

**Combine a good visual scan with instrumentation references, both have their pros!**

- A reporter on the ground witnessed a Murfreesboro Aviation aircraft execute a circling approach at KMBT in VFR conditions. This opposite direction approach forced a Blue Raider maintenance plane to go-around and deviate at a low altitude.
- While on a cross-country flight an MTSU crew was struck by a green laser. The instructor shut off the external lights until the laser lost them, then reported the incident.
- During a multi EOC an instructor failed the right engine with mixture. The student stepped on the right rudder, forcing the instructor to block it and overpower the student's input. When asked why they use incorrect rudder inputs, the student responded that they had only ever practiced left engine failures.

# AEROSPACE

- An MTSU aircraft was on final at KRNC when another aircraft took off from the grass strip. The crew went around and sidestepped, noting that the grass strip aircraft made no radio calls and wasn't on ADS-B.  
**While simultaneous runway use at KRNC is prohibited, it doesn't mean someone won't do it. Stay vigilant!**
- An MTSU crew found an aircraft with a zip-tied flood light breaker but no squawk. It was not marked as VFR day in the schedule.
- A crew in the downwind noticed snow at altitude and immediately discontinued their flight.
- A member of ground ops went outside to check the fleet for the night. They discovered multiple aircraft that weren't chocked or tied down, some that had their tie down through the loop with no knot, and others with cowl plugs put in incorrectly.  
**Make sure to properly secure your aircraft after a flight!**

*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



ADRIAN TROTT



# UPDATES & REMINDERS

**Purdue - Contributing Factors to Low Airspeed on Climb-out as a Precursor to Loss of Control in Flight**



**NTSB - Preventing Low Altitude Stalls**

**KBNA Bravo Expansion Proposal**

