

SAFETY SUMMARY



FALL 2023 MIDSEMESTER

MTSU Hosts the 2023 Mental Health Symposium

This fall, the Department of Aerospace hosted the 2023 Aviation Mental Health Symposium. The event brought together professionals from various sectors of the aviation industry, including students and professors from several academic institutions, FAA representatives, medical professionals, pilots, authors, and others.

The purpose of the Aviation Mental Health Symposium is to emphasize the significance of mental wellness and resilience in aviation. Throughout the symposium, challenging yet crucial conversations took place, ideas were exchanged, and valuable research and resources were presented. All these efforts aimed to foster a culture that acknowledges the importance of mental health awareness for aviation professionals industry-wide.



[Pilot Minute: What should I do if I have depression or anxiety?](#)

Are you aware of MTSU's Mental Health resources?

MTSU has a wealth of resources pertaining to Mental Health. Visit the aerospace webpage for more info!

[CLICK HERE](#)

Did you know MTSU offers free counseling?

The mission of Counseling Services is to support and empower students in their pursuit of academic and personal success.

The University Counseling Center does NOT diagnose.

AEROSPACE

REPORTING DATA

FALL 2023

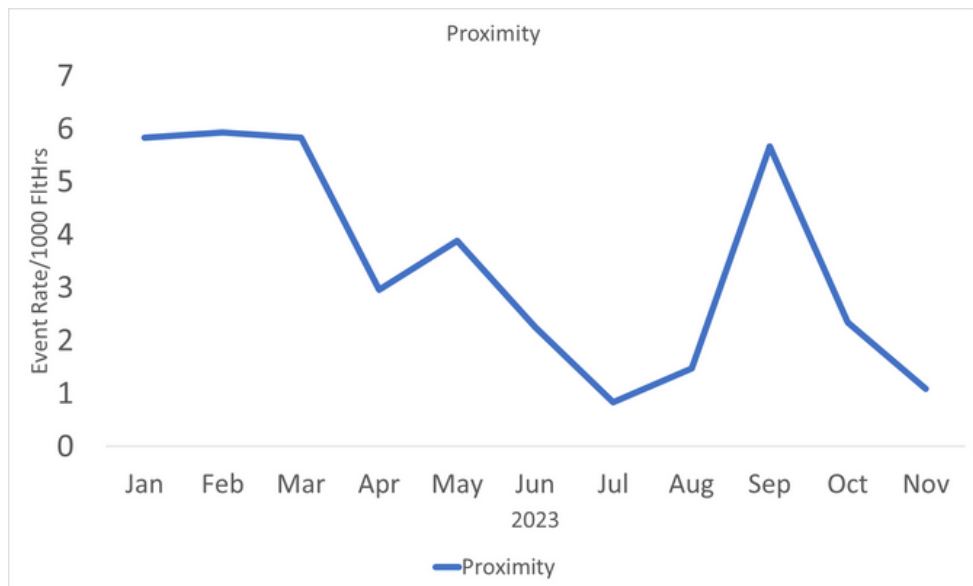
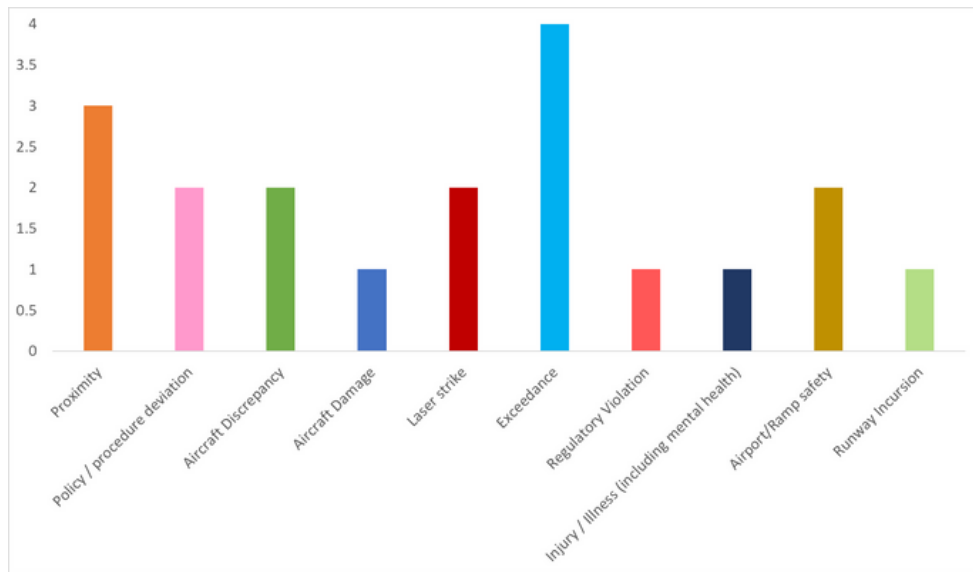
So far this Fall semester, a total of **139 reports** have been received.

Of the 139 reports received, approximately **20%** were Irregular Operation Reports (IROPs).

The top graph to the right shows the categorized safety reports from the month of November. The exceedance category had the highest number of reports and includes **flap overspeeds and pitch/bank exceedances**.

Proximity related reports peaked in September, coinciding with flight operations return to KMBT after the summer relocation. The rate of proximity reports **decreased in October and November**.

Compared to the 2022 Fall semester, reporting is **down by approximately 18%**. Please be sure to submit your safety reports when you identify a hazard or concern, experience an abnormal event, or have a recommendation you would like to share. We value your feedback!



FALL 2023 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.

- DA-40 crew conducted 13 start up attempts without allowing the starter to cool.

Be aware of starter limitations, found in the POH Chapter 4.

- During preflight, a DA-40 crew found that there were 10 quarts of oil in the aircraft.
- KMBT experienced a GPS outage due to GPS Re-radiator usage.



FAA encourages GPS outage reports https://www.faa.gov/air_traffic/nas/gps_reports

- A DA-40 crew received a possible pilot deviation at KMQY. The crew was given taxi instructions to follow after their landing rollout. They missed their turnoff and ended up at the intersection of the runways.

If unable to comply with ATC instructions, use “unable.” If unsure about ATC instructions, use “say again.”

- A crew experienced a laser strike when departing KMBT from runway 18. They reported it to Nashville Approach.
- A crew identified a drone hovering over runway 18 at KMBT while on final. The crew advised other traffic in the pattern.

If able, report abnormal activity (drone, laser, etc.) to ATC.

- A student experienced symptoms of a panic attack during the oral portion of a checkride.
- A DA-40 crew experienced a possible malfunction of the flight controls. The crew experienced difficulty moving the elevator aft, causing a nose down attitude. The crew attempted to adjust the trim, although it was abnormally stiff, and landed safely.
- After a touch-and-go, a DA-40 crew did not raise the flaps to the cruise setting, resulting in a flap overspeed of 117 KIAS.

REPORTS CONTINUED



- While performing a Power-On stall, the aircraft was pitched up to 35 degrees.

§ 91.307 Parachutes and parachuting – occupants of the aircraft are required to wear an approved parachute when bank exceeds 60 degrees or pitch exceeds 30 degrees.

- A DA-40 crew was practicing maneuvers in the practice area when they came in close proximity to another aircraft within 500' at the same altitude. Both aircraft altered course.

§ 91.113 Right-of-way rules.

- During a solo flight, a DA-40 inadvertently entered KMQY's airspace while maneuvering for the 45 entry for runway 36 at KMBT.
- A DA-40 crew experienced a bird strike while maneuvering for the 45 entry for runway 18 at KMBT. There was no major damage to the aircraft and the crew landed safely.
- DA-40 Crew passed through the approach corridor for Runway 36 at 3,500ft, instead of 4,000ft.

Remember the 4000' rule (MTSU Practice Areas document)

- A crew used the south run up while it was closed.

The north and south runup areas are both available for use and should be prioritized over the T Hangar runup area.

- DA-40 crew initiated an RNAV approach for Runway 36, based on the calm wind runway criteria. Another DA-40 crew departed Runway 18, while RNAV traffic was on a 7 mile final.
- DA-40 crew was pushing the airplane into the parking spot when the wingtip struck an adjacent aircraft.
- A flight VFR flight plan was filed for a night solo cross-country. Due to automated ETAs in ForeFlight, the aircraft was presumed overdue, even though they were still airborne.

Adjust ETAs if expected route is not simply a touch-and-go back to KMBT, or file separate plans for each leg.

SAFETY NEWS

CHECKOUT THESE RESOURCES TO STAY UP TO DATE ON THE LATEST HOT TOPICS IN AVIATION SAFETY!

Want to learn more about how to submit a safety report using the new safety reporting system? Click the link to the right to watch a 5 minute reporting tutorial. PLEASE remember to submit safety reports when you identify a hazard or concern, experience an abnormal event, or have a recommendation you would like to share. We value your feedback!



SUBMIT A SAFETY REPORT 



Bird Strikes, What do you do?

“Pilots share the sky with birds and bird strikes are a real and not uncommon danger. The majority of them go unreported and result in little or no damage to the aircraft, although for the bird, it’s a different story. A bird strike, sometimes referred to as a bird hit, bird strike, or BASH (Bird Aircraft Strike Hazard), can happen to anyone at almost any time. Reported birdstrikes are on the rise and occasionally make the news. Media coverage of Captain “Sully” Sullenberger’s celebrated landing of US Airways Flight 1549 in the Hudson River in January 2009 captured headlines for many months.”

Submit your WINGS credit certificates for a chance to win Chick-Fil-A gift cards!!!

