



Oxford Flying Club Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer

From:
Anonymous

Date:
March 8, 2020

Note: Refer to Club website

Note: Name is optional but helpful.

Description of incident or observed hazard: (Provide date, time, and location, as applicable. Include a detailed and accurate description while being as concise as possible.)

About 1:00 PM today, a club email said a student member did his first solo this morning.

I canceled a cross country flight this morning because there is an active AIRMET Tango for turbulence and wind shear below 9000 feet for the KOXC and surrounding areas. The student could not have done a full weather briefing this morning, or if he did, ignored the AIRMET. The pattern may or may not be calm but this seems a cause for concern.

Recommendations to eliminate, correct, or minimize the hazard:

At a minimum remind club members that a full weather briefing should include checking for SIGMETs and AIRMET's before taking off even for pattern work. Turbulence and wind shear can occur in VFR weather.

Safety Officer, or his/her designee, Investigation summary:

Safety Officer, or his/her designee,

Name: Alan Amato
Date: March 16, 2020

Tracking # (assigned by Safety Officer): HIR-2020-002
Probability (assigned by Safety Officer): Remote- 3
Severity (assigned by Safety Officer): Major; OSHA recordable injury, property damage- 3
Resulting Risk Code (assigned by Safety Officer): Risk Level- 2

Note: Risk Assessment Code of 5 requires immediate notification of the Club President.

Corrective action taken (Completed by Safety Officer, or his/her designee):

Note: Attached are comments made by both the Student and the CFI.

No corrective action taken. The CFI and the student pilot sufficiently assessed the risk that existed at flight time. The CFI was within his authority to approve the student's solo flight.

The Safety Committee welcomes this report and thanks the reporter. This report exemplifies how an HIR reporting system should work.

Corrective action completion date April 15, 2020 by Alan Amato

INSTRUCTIONS: Fill out using additional sheets as necessary. Fold and forward completed form to the Oxford Flying Club Safety Officer.

Thank you for your interest in your Safety Program.

Student Response

From: [REDACTED]
To: [REDACTED] aamato@flytradewind.com
Subject: Fwd: Important, Please read this
Date: Tuesday, March 10, 2020 2:24:13 PM

Hi Alan,

[REDACTED] and I always do a weather briefing and have canceled several lessons because of high winds or active airmets.

The member that sent the report cancelled a cross country flight because of an Airmet tango, in my opinion a cross country flight is much different than pattern work, I would've also cancelled a cross country flight if the conditions that the member claims were present, and if said conditions were present at KOXC, my instructor would not have let me fly solo.

All pilots have different skills and capabilities, I felt it was safe for me to fly my first solo, winds were calm and visibility was great, all the conditions were within my limitations, [REDACTED] went up with me, we did five landings, I showed him I was capable of doing it, he gave me very detailed instructions to make my flight safe and to abort if I didn't feel comfortable, or winds picked up, it was a supervised solo.

I consider myself a safe pilot, I think my instructor is a safe and knowledgeable pilot and would never put me in a dangerous situation, and if the case was different I would've said no I don't feel comfortable having my solo in these conditions.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

Instructor Response

From: [REDACTED]
To: aamato@flytradewind.com
Cc: [REDACTED]
Subject: Re: Important, Please read this
Date: Monday, March 9, 2020 6:50:46 PM

Hi Alan,

Here is the information you have requested.

[REDACTED] and I first departed on a dual flight at approximately 1530z followed by a solo flight in the pattern. In other words this was a "supervised solo." [REDACTED] demonstrated proficiency with me in the pattern immediately before he soloed, and I had a chance to assess the actual conditions myself, and as is my prerogative as his instructor determined that the conditions were suitable and within his level of ability for him to make a solo flight. The conditions were also within the limitations I placed on his solo endorsement.

In his complaint the club member alleges that we did not obtain a weather briefing before the flight. This is gross speculation as there is no way for him or her to know this. In fact, I personally reviewed the weather that morning as I do prior to every flight.

However, in response I would like to remind the club member of the following: According to § 91.103 Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include -

(a) For...a flight not in the vicinity of an airport, weather reports and forecasts...

While I do recognize that there is a distinction between what is legal and what is smart, as is evident by the fact that I did review the weather, there is no legal requirement to call Flight Service and obtain a standard weather briefing, especially prior to a flight in the pattern.

I would also like to remind the club member that there is a distinction between forecast and actual conditions. An AIRMET is an advisory that could indicate current conditions, but is primarily a forecast of conditions that affect a widespread area, and those conditions may occur simultaneously across the entire area or at different times. The club member acknowledges that the pattern "may or may not be calm." An effective use of weather products requires the pilot to synthesize current and forecast conditions to make a decision about their flight. My planning indicated to me that the wind and turbulence would not pick up until later that afternoon at Oxford. [REDACTED] was also specifically instructed to terminate the flight immediately if the wind went out of limits.

Here are the additional items you requested:

METAR KOXC 081551Z VRB06KT 10SM OVC085 04/M11 A3039 RMK AO2
SLP311 T00441111=

KBDR 081433Z 0815/0912 26006KT P6SM SKC FM081600 25009G17KT P6SM FEW100
FM082000 23011G19KT P6SM FEW250 FM090000 23009KT
P6SM SKC FM091000 24008KT P6SM SKC=

FRAT Score 4 using FAAST FRAT Grid which put us in the LOW risk category.

I'm happy to answer any other questions regarding my decision making process, but soloing a student is at the discretion of the instructor and it is my opinion that this complaint is misguided and struggles to point out an actual club safety issue.

Regards,

[REDACTED]

On Mar 9, 2020, at 3:01 PM, "aamato@flytradewind.com"
<aamato@flytradewind.com> wrote:

[REDACTED]

First, congratulations to you both on [REDACTED] first solo flight.

Next, and I don't mean to dampen your excitement but, as the Safety Committee Co-Chairman I was contacted anonymously by a club member using the Club HIR (Hazard/Incident Report) form (attached). Essentially, the reporter claimed that on the day of the first solo there existed an AIRMET including KOXC for Low Level Wind Shear and Turbulence. In the opinion of the anonymous reporter, a first solo was not advisable on that day.

My job is to investigate these HIR reports and discuss them at the safety committee meeting and make conclusions and recommendations that might improve Club safety.

Please DO NOT WORRY! This process is not punitive! In fact, anonymity will be maintained for your names also. Our findings will be for the education of members of the OFC and posted to the club website. No names will be shown.

I invite each of you to write your comments to me and include the time, the weather briefing you received, the KOXC METAR and TAF the period of the first solo and the Flight Risk Assessment score for the flight.

Thank you in advance for your cooperation and participation in the OFC Safety program. Don't hesitate to contact me if you would like to discuss it with me either face to face or over the phone.

Alan Amato
Vice President & Safety Committee CoChairman

[REDACTED]