Oxford Flying Club
Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer	**From:** [redacted]	**Date:** December 14, 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.)

A squawk for N4334X was reported on December 13th where at approximately 2:30pm the pilots witnessed a CO reading of 9ppm during the after takeoff departure from KOXC which went to 0ppm soon after. When returning to the airport at approximately 4:45pm a 11ppm CO reading occurred immediately after landing.

Recommendations to eliminate, correct, or minimize the hazard:

Continue to monitor the CO readings in case they become elevated or repeatedly measured.

Per FAR 23.831 the maximum allowable CO reading is 50ppm. This level aligns with OSHA's 8 hour exposure limits of 50ppm where a mild headache can be experienced after prolonged exposure.

Further information and guidance can be found in AR-09/49 (http://www.tc.faa.gov/its/worldpac/techrpt/ar0949.pdf)

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

Safety Officer, or his/her designee, Name: Peter Dawson
Date: 12/14/2020

Tracking # (assigned by Safety Officer): HIR-2020-013
Probability (assigned by Safety Officer): 3
Severity (assigned by Safety Officer): 1
Resulting Risk Code (assigned by Safety Officer): 1

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

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

Safety is currently monitoring CO detectors with low readings while taxiing or run-up. There's sufficient evidence to show that door seals or leaking windows while on the ground are allowing exhaust to accumulate and cause readouts in the cabin. If below 30 and clean air can be brought in the cabin prior to takeoff, it's safe to proceed with departure and monitor the situation airborne where CO will likely decrease to zero.

Corrective action completion date 02/11/2021 by Peter Dawson

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.