



Oxford Flying Club Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer

From:



Date:

July 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.)

As a CFI, I recently have flown 2 of the club's 4 airplanes. The CO monitors in N735GC and N8261H were both inoperative. In fact, N8261H was inoperative for more than one week after at least 2 reports (squawks) and maybe 3 by students.

Recommendations to eliminate, correct, or minimize the hazard:

The current CO monitors are sensitive to being inoperative by leaving the CO Monitor on, therefore draining the monitors battery. There are several recommendations one or more that might work.

- Go back to older changeable disc type monitor.
- Revise Club shutdown checklists to include "Turn off CO Monitor".
- If CO monitor is Inoperative, Ground aircraft
- Add emergency checklist to require opening vents and/or windows if CO Monitor is inoperative.

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

Safety Officer, or his/her designee,

Name: Alan Amato

Date: 7/8/2020

Tracking # (assigned by Safety Officer):

HIR-2020-009

Probability (assigned by Safety Officer):

3

Severity (assigned by Safety Officer):

5

Resulting Risk Code (assigned by Safety Officer): 4, Acceptable with mitigation or approval.

Note:

Operation without implementation of risk control and mitigation should be conducted with caution.

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 from Maintenance:

- On 7/10/20, 2 of 4 CO detectors checked were operational.
- 2 required new batteries and were then operational.
- At same time, 2 spare batteries were placed in each tach time logbook.
- Units and presence of spare batteries will be checked during GPS updates each month.
- Members informed to carry spare batteries as back-up to spares in tach time logbook.
- Work needs to be done to better secure CO detectors to flight instrument panels.

Corrective action completion date 9/3/2020 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.