



Oxford Flying Club Flight Operations Incident Report (FOIR)				
To: OFC Safety Officer <small>Note: Refer to Club website</small>		From: Name surmised but withheld <small>Note: Name is optional but helpful.</small>		Date: Aug 18, 2019 est.
1. Type of Event - check all appropriate responses				
<input type="checkbox"/> Altitude Deviation	<input type="checkbox"/> Runway/taxiway excursion	<input type="checkbox"/> Foreign Object Damage		
<input type="checkbox"/> Navigational Deviation	<input type="checkbox"/> Runway Incursion	<input type="checkbox"/> Severe Wake Turbulence		
<input type="checkbox"/> Communication Error	<input type="checkbox"/> Severe Turbulence	<input type="checkbox"/> Collision Hazard		
<input type="checkbox"/> Severe Icing	<input type="checkbox"/> Aborted Takeoff	<input checked="" type="checkbox"/> Flat Spot on Tire		
2. Weather Conditions - check all appropriate responses				
<input type="checkbox"/> IMC	<input type="checkbox"/> Thunderstorm	<input type="checkbox"/> Icing		
<input type="checkbox"/> VMC	<input type="checkbox"/> Turbulence	<input type="checkbox"/> Crosswind		
<input type="checkbox"/> Precipitation	<input type="checkbox"/> Windshear	<input type="checkbox"/> Other		
3. Time/Date - check or fill out all appropriate responses				
Month 08	Day 18	Year 2019	<input type="checkbox"/> 0400-0759 local time	
<input type="checkbox"/> 1200-1559 local time		<input type="checkbox"/> 1600-1959 local time	<input type="checkbox"/> 2000-2359 local time	
4. Mode of Flight				
<input type="checkbox"/> Ramp	<input type="checkbox"/> Climb	<input type="checkbox"/> Descent		
<input type="checkbox"/> Taxi	<input type="checkbox"/> Cruise	<input type="checkbox"/> Approach		
<input type="checkbox"/> Takeoff	<input type="checkbox"/> Holding	<input checked="" type="checkbox"/> Landing		
5. Action Taken - check all appropriate responses				
<input type="checkbox"/> Performed Emergency Proc.	<input type="checkbox"/> Declared Emergency	<input type="checkbox"/> In-Flight Engine Shutdown		
<input type="checkbox"/> Followed Checklist	<input type="checkbox"/> Requested Crash/Rescue	<input type="checkbox"/> Divert From Dest. Airport		
<input type="checkbox"/> Requested Medical Assist.	<input checked="" type="checkbox"/> Return to Ramp. No report made!			
6. Safety Officer, or his/her designee, Initial Assessment				
Probability: 4		Severity: 2		
Resulting Risk Code: 2- Acceptable with no further action needed under the existing circumstances.		Note: Risk Assessment Code of 5 requires immediate notification of Club President.		
7. Comments or Suggestions (Use additional sheets as necessary)				
Without a report from the pilot it is difficult to determine what was the root cause. Generally, this kind of tire damage (see attached) is usually caused by landing with the brake applied or over-braking after touchdown.				
8. Safety Officer, or his/her designee, Investigation summary:				
Safety Officer, or his/her designee, Name: Alan Amato			Date: 10/30/2019	
Tracking # (assigned by Safety Officer): FOIR-2019-001				
Summary: The Safety Officer's designee would like to assume that the pilot did not know that he/she did this damage. If this is the case, it may be appropriate for members to consider a post-flight inspection of the aircraft. Knowingly leaving the aircraft with a flat spot on the tire may provide a hazard, or at least inconvenience, to the next pilot.				
9. Notes				
a) If a NASA form was filed (Strongly Recommended if practical), please attach a copy to this report.				
b) For confidentiality, this form may be delivered to any Safety Committee representative.				
Thank you for your interest in your Safety Program.				

