



## Oxford Flying Club Aviation Hazard or Incident Report (HIR)

**To: OFC Safety Officer**

**From:**



**Date:**

May 4, 2020

Note: Refer to Club website

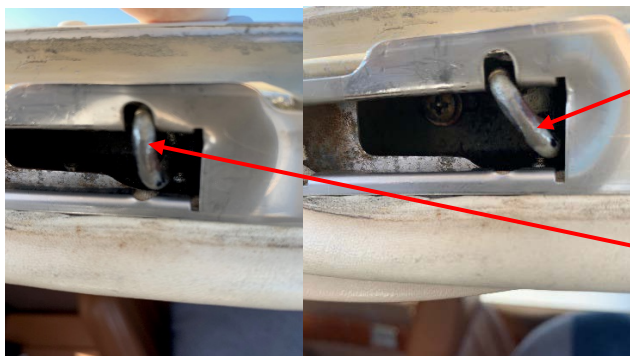
Note: Name is optional but helpful.

**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.)**

After performing pre-takeoff procedures and checking the door. Once I was cleared for takeoff and climbing, the CFI noticed that the top latch of the door popped open. We then requested to re-enter the pattern to land and re-secure the door.

**Recommendations to eliminate, correct, or minimize the hazard:**

The upper latch, capture hook (fuselage side) appears to be moveable (see pictures). It is suggested that maintenance secure the hook.



**Capture hook out of position.**

**Usual Capture hook position.**

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

Safety Officer, or his/her designee,

Name: Alan Amato

Date: 7/4/2020

Tracking # (assigned by Safety Officer): HIR-2020-007

Probability (assigned by Safety Officer): 3

Severity (assigned by Safety Officer): 3

Resulting Risk Code (assigned by Safety Officer): 1 **Acceptable Risk, no further action needed**

Note: This is more likely to happen if while closing the door the upper latch is in the closed position. The pilot most likely will note that the door is not latching, then "properly" closes the door. The latch moves the capture hook out of position and an inflight door opening is likely.

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

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

Corrective action completion date \_\_\_\_\_ by \_\_\_\_\_

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.**