



Oxford Flying Club Confidential Safety Report

Name of Reporting Member Note: Optional and will be redacted.		Aircraft # or Approximate Location: Note: Optional and will be redacted. N735GC		Date Reported: 11/11
1. Date of Event- 10/7/21		Local Time (24hr approx okay)-		
2. Type of Event - check all appropriate responses				
Aborted Takeoff	Foreign Object Damage	Collision Hazard		
Abnormal Landing	Weather	Airport Hazard		
Hangar Safety	<input checked="" type="checkbox"/> Maintenance Issue/Discrepancy	Other (Please add description)		
3. Weather Conditions - check all appropriate responses				
IMC or <input checked="" type="checkbox"/> VMC (circle one)	Thunderstorm	Icing		
Cold/Heat Related	Turbulence	Crosswind		
Precipitation	Windshear	Other (Please add description)		
4. Phase of Operation - check all appropriate responses				
Ramp/Hangar Area	Takeoff	Descent		
<input checked="" type="checkbox"/> Preflight	Climb	Approach		
Taxi-Out	Enroute	Landing		
5. Pilot Action - check all appropriate responses				
Declared Emergency	Trouble Shooting In Flight	Diverted From Planned Dest.		
Emergency Checklist	<input checked="" type="checkbox"/> Trouble Shooting On Ground	Requested Medical Assist.		
Requested Crash/Rescue	NASA Report Filed	Aircraft Grounded		
Contact Airport Manager	Activated ERP	Other (Please add description)		
6. Comments or Suggestions: Is additional information attached YES or <input checked="" type="checkbox"/> NO				
Reporting Member Summary: Observed tail tie down damage consistent with tail strike. Wright Aviation confirmed and noted to replace later, but was airworthy.				
6. Name of Safety Officer or Designee: Peter Dawson Date Reviewed: 11/11				
Probability: 2	Severity: 1	Investigation Summary Attached: YES or <input checked="" type="checkbox"/> NO		
Resulting Risk Code: 1	Assigned Tracking # CSR 2021-010			
Committee Summary: This does appear to be a landing strike, but rather than work to resolve or investigate the event, we focused on the concept that pre/postflight concerns are still present. 5GC isn't tied down so catching this damage needs to be during inspection and should be instantly reported. This can prevent further delay of repair or simply the risk of flying a damaged or unairworthy aircraft.				
Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock				
Note: Risk Assessment Code of 5 requires immediate notification of Club President.				
Note: Information identifying any member will be redacted for anonymity. Please provide as much as possible.				
Thank you for your interest in your Safety Program.				