



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

To: OFC Safety Officer

Note: Refer to Club website

From:

Note: Name is optional but helpful.

Date:

March 10, 2020

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.)

On March 10, 2020, at 7:00L – 9:00L, during my training flight in N8261H, I noticed issues with the carbon monoxide detector. When departing out of KOXC and during my flight maneuvers there was no indication or alerts. (30-40mins in) After the practice maneuvers, the plan was to head to Robertson Airport, 4B8, for practice takes off and landings.

En-route during cruise, the monitor alerted us of possible high CO levels with it reading somewhere between 13-17. I initially thought that it was possibly an error with the detector seeing that N8261H had an annual inspection completed the week prior. Vents were opened upon the first indication and heat was turned off. Once we landed at 4B8, during taxi the monitor spiked up to higher levels of about 20-26. During climb out the levels were the same but then started to reduce as we leveled into cruise flight. (Somewhere between 13-17 again). At that moment I was still convinced that it had to be an error in the monitor. Upon arriving back at KOXC, my instructor prompted me to take off the cowling to inspect. That is when we found the cockpit heater hose had a tear (see Page 2).

Recommendations to eliminate, correct, or minimize the hazard:

- 1) Never dismiss a high CO alert from Monitor.
- 2) If a high CO is noted, remove the cowling and inspect the exhaust and cabin air systems (Consult maintenance or CFI if necessary).

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

Safety Officer, or his/her designee,

Name: A. Amato

Date: March 16, 2020

Tracking # (assigned by Safety Officer): HIR-2020-003

Probability (assigned by Safety Officer): Remote- 3

Severity (assigned by Safety Officer): Hazardous; death, serious property, environmental damage- 4

Resulting Risk Code (assigned by Safety Officer): Risk Level 4

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

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

- 1) Aircraft Grounded (3/10/2020)
- 2) Temporary Hose repair made and new hose ordered. (3/10/2020)
- 3) Aircraft returned to service. (3/10/2020)
- 4) Temporary hose removed and new hose installed. (Date not available)
- 5) Aircraft returned to service.

Corrective action completion date 6/3/2020 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.

