



Oxford Flying Club Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer

From:



Date:

February 15, 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.)

On February 15th, 2020 I went to the NW T-Hanger to solo fly N4334X. I am solo endorsed and am about to take my private checkride. Upon arrival, I went onto FSP to check the plane out and it wouldn't allow me because it said the left main tire flat. I examined the left main and saw there was a brand new tire on it and thought that maintenance just forgot to change the status on the APP. So I proceeded to take the plane out on a flight. My instructor was not around but was aware I was flying but not aware of the maintenance issue.

Recommendations to eliminate, correct, or minimize the hazard:

- For the future, I will be fully aware of airplane squaks and maintenance issues.
- I will not take a plane flying if it is not fully cleared out of maintenance.
- In the future, I could always check the plane logbooks in NT20 if there is any question or concern.

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

Safety Officer, or his/her designee,

Name: Alan Amato

Date: April 14, 2020

Tracking # (assigned by Safety Officer): HIR-2020-001

Probability (assigned by Safety Officer): 4

Severity (assigned by Safety Officer): 4

Resulting Risk Code (assigned by Safety Officer): 4

Risk level of hazard/occurrence classified as **Acceptable with Mitigation or Approval**. Lowering the risk level will require reducing either the severity or probability (or both) using the following process(es):

- Change to existing operational procedures;
- Requires inter-departmental discussion and coordination;

Operation without implementation of risk control and mitigation will require Club President approval.

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

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

- Recommend to the board to strengthen the FSP message if aircraft is grounded.
- Discuss if a Red Tag in the cockpit will help to reinforce the grounding.
- Reinforce during training.
- The Safety Officer will discuss the Safety Committee recommendations with board.
- Reset the Incident/Accident Clock.

Corrective action completion date April 9, 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.