

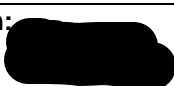


## Oxford Flying Club Aviation Hazard or Incident Report (HIR)

**To: OFC Safety Officer**

Peter Dawson

**From:**



**Date:**

2/7/21

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.)**

1/30/21 10:00am local KOXC

735GC had a faulty baggage door latch that could pop open when unlocked. This was a known issue and the plane continued flying with the issue throughout December and January. Eventually a club member made a squawk on FSP and said the plane should be grounded. The plane was not blocked off on the scheduler and there were no placards or warnings placed on the plane whatsoever. After a thorough preflight, verification of the regs, and placing my own placard on the baggage door, my student and I exercised our PIC authority to deem the plane airworthy and fly. This was not in violation of any bylaws or club training ops at the time of the incident. Nevertheless, we contacted the chief pilot and complied with all instructions as directed.

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

- keep placards in each plane to make it easy for club members to comply w/ 91.213(d)
- keep a signed and dated squawk sheet for each plane where each private pilot (or higher) can return a plane to service after deactivating/placarding a squawk to comply w/ 43.11(b)
- make it obvious to the club who can ground and un-ground planes
- for grounded planes, block it off on the scheduling system and have a warning on and/or inside the affected plane. For reference, a club member booked 5GC after our flight and didn't know it was grounded either until my student and I called him.

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

Safety Officer, or his/her designee,

Name: Peter Dawson

Date: 02/11/2021

Tracking # (assigned by Safety Officer):

HIR-2021-004

Probability (assigned by Safety Officer):

Severity (assigned by Safety Officer):

Resulting Risk Code (assigned by Safety Officer):

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

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

This situation has been handed to club management. Due to the intent of rule breaking per a discussion with this member, I've determined it should be handled by the BOD. There should be a review of MX policy and decision regarding placarding and scheduler notes. FAR Part 91 Subpart E explains that PIC's cannot override an owner or operator decision of airworthiness. Our Bylaws also require member participation or knowledge of meeting minutes where these newer MX policies exist and shall be understood. This is in conjunction with HIR-2021-003

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.**