



Oxford Flying Club Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer

From:

Date:

1/11/2021

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.)

Investigate causes and mitigation techniques to reduce flat spot and improper tire wear. There is reason to work at a course and correcting the trend of too many spotted tires. I'd also like to see the committee work to encourage more reporting of post flight mx finds, such as flat spots.

Recommendations to eliminate, correct, or minimize the hazard:

Profile and directional control upon touch down:

- Threshold crossing height and airspeed? Power setting?
- Pitch control from power reduction and rotation in the flare? Pitch attitude upon touchdown?
- Rudder effectiveness for directional control until aerodynamic braking and nose wheel steering should be noted prior to applying toe/wheel brakes.
- Aggressive braking only used to when impact or loss of control/departure from runway is at risk.

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

Safety Officer, or his/her designee,

Name: Pete Dawson

Date: 1/11/2021

Tracking # (assigned by Safety Officer):

HIR-2021-002

Probability (assigned by Safety Officer):

3

Severity (assigned by Safety Officer):

2

Resulting Risk Code (assigned by Safety Officer):

3

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

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

The Safety Committee will include a profile demonstration training curriculum for 2021 AIC's. This will include demonstrations of proper profile landing roll distances vs 10kts fast or late power reduction technique. We will also look to demonstrate when to use toe brakes and how to ensure "weight on wheels" is adequate for applying brakes for stopping. Referencing data to show half of V_{so} prior to using toe brakes = full aft elevator with nose wheel on the ground.

Corrective action completion date 02/11/2021 by Peter Dawson

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.