



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

To: OFC Safety Officer

From:

██████████

Date:

05/24/2020

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.)

Location: KBID, Date: 05/21/2020, Time: 12:00 Aprox., Wind 180 at 10 kts, landing runway 28
Incident: flattened left main tire.

Description:

On final, correction for crosswind was made without issue, no gusts. Before the runway exit, pilot noticed left main was flat and pulled aside, left, to the grass. Then continued to cross the taxiway onto the grass, terminal side. The tire was replaced with a new one by a mechanic from New Bedford.

Right main tire was found to have a flat spot, but not deflated. This was observed by another pilot the next day at KOXC. The pilot, does not recall applying excessive brake pressure, but does not rule out the possibility.

Recommendations to eliminate, correct, or minimize the hazard:

Two recommendations from the pilot.

1. Mindfulness when applying brakes, as the pilot recognizes that he may have applied the brakes instinctively.
2. Irrespectively whether the plane had the damaged tires prior to departing KOXC or not, tires should be inspected for damage as part of the preflight.

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

Safety Officer, or his/her designee,

Name: Alan Amato

Date: 05/24/2020

Tracking # (assigned by Safety Officer):

HIR-2020-008

Probability (assigned by Safety Officer):

4

Severity (assigned by Safety Officer):

2

Resulting Risk Code (assigned by Safety Officer):

2

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

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

It is recommended that the pilot:

- 1) Seek flight instruction to maintain proficiency in cross wind landings.
- 2) Establish personal minimums for cross wind landings.
- 3) During preflight, move the aircraft forward or back about 12" to allow for inspection of entire circumference of the tires.

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.



