



**SAFETY COMMITTEE MEETING**  
**April 9, 2020 (Zoom)**

**Committee members:**

**Present:** Alan Amato, Peter Frey, Landon Sock, Burt Stevens, Don Heidrich, Leo Mollica.

**Absent:** Bob Ham,

Minutes recorded by Leo Mollica.

**Agenda:**

- Review oldest to Newest HIR's to determine a recommendation to the board.
- Review 34X Rudder damage to determine the cause of damage.
- Old business / others. (if time allows)

**1. HIR review:**

- **2020-002: 3/8/20:** Student sent on first solo when AIRMET existed for LLWS and turbulence. -Instructor was surprised about the request form Safety committee. He felt the weather was safe for the solo. He did instruction previous student solo. **Action: None. No Clock Reset.**
- **2020-003: 3/10/20:** 61H came out of annual last week and yesterday the plane showed high CO. **Action: Recommend that board Office follow with Jim to point it out the case that seem to be non-acceptable after the annual to have this type of failure. Landon. Reset Clock.**
- **2020-004: 3/10/20:** Mags left on in 7YT: - Ed, Burt, Alan recommend reverting to original equipment with a key. **Action: Landon to follow up with board to propose the follow up with maintenance. Reset Clock.**
- **2020-0XX: 3/18/20:** The pilot that took off before FSP and/or the logbooks were signed off. -The instructor was called before by the pilot and suggested flight is flat tire was repaired. Plane can't fly if it's grounded by FSP. **Action 1: Recommend to re-write the HIR (more legible). Alan. Action 2: Recommend to the board to reinforce the message of not FSP clearance not flight. Discuss if a Red Tag (option) will help to reinforce the discipline. Is it an issue with training? Reinforce in trainings. Landon to follow recommendations with board. Reset Clock.**
- **2020-0XX: 3/25/2020:** Hangar damage on 819 elevator. **Action 1: Reignite the video training creating, pending from 2019. Landon, Burt and Ed to coordinate the creation, upload and diffusion. Tug for all hangars? Reset Clock.**
- Potential HIR April/20: 34X Rudder damage investigation. Need further investigation if it is damage or wear and tear. Alan suggested to send an email to ask confidentially if any pilot have any insight. (including maintenance in the email). FFA reporting for potential fatigue possible but first check with Officer board. **Action: Pete and Landon to follow up investigation.**

**2. Old/new items:**

1. Set a goal for 2020. **OFC Safety Committee.** No action yet.
2. Create a procedure for emergency response plan. **Peter.** Still WIP.
3. New topic: Members may do not know what it is and HIR, (Burt suggested). **Action: OFC Committe to discuss how to manage acronymsm to make it clear and familiar for all memebers.**



**SAFETY COMMITTEE MEETING**  
**March 12, 2020 (Zoom, Interrupted)**

**Committee members:**

**Present:** Bob Ham, Peter Frey, Don Heidrich, Leo Mollica, Tony Adams.

**Absent:** Alan Amato, Landon Sock, Burt Stevens,

Minutes recorded by Leo Mollica.

**Agenda:**

- HIR's review
- FRAT follow up...
- Old business / others.

**1. HIR review:**

- 1) Student sent on first solo when AIRMET existed for LLWS and turbulence.
- 2) Mags left on in 7YT
- 3) 61H came out of annual last week and yesterday the plane showed high CO. We took the cowl off and the hose going to the heater had a split in it.
- The pilot that took off before FSP and/or the logbooks were signed off has Ignored my request for an HIR. Landon will reach out.

**Action: HIR writing. Alan**

**2. FRAT follow up:**

Alan presented the Risk Assessment Process flow to define required vs not required. **Action: Present to board of directors.**

**Alan.**

**3. Old business:**

- 4. Set a goal for 2020. OFC Safety Committee.**
- 5. Create a procedure for emergency response plan. Peter.**
- 6. Set a goal for 2020. OFC Safety Committee.**



## SAFETY COMMITTEE MEETING February 13, 2020

### Committee members:

**Present:** Alan Amato, Burt Stevens, Landon Sock and Leo Mollica

**Absent:** Bob Ham, Peter Frey and Don Heidrich.

Minutes recorded by Leo Mollica.

### Agenda:

- Survey analysis, main take away and next steps for communications and actions.
- FRAT follow up...
- Old business / others.

### 1. Survey analysis:

- 2019 Survey outcomes were analyzed monadic and relative to 2018 outcome.
- Club members that participated in 2019 (37) indicated improvement on 16 of 18 questions in the top 2 boxes scoring ( $\Sigma$ = agree and strongly agree).
- Similarly, for the Bottom 2 boxes analysis ( $\Sigma$ = strongly disagree and disagree); there is and improvement on the scores in 2019 relative to 2018 on 15 of 18 questions.

Question	2018		2019		Relative difference in boxes	
	B2B (%)	T2B (%)	B2B (%)	T2B (%)	2019 vs 2018	2019-2018
Q7 OFC Directors are aware of the main safety problems in aircraft maint. & flight Ops.	0	82	5	81	-5	-1
Q16 OFC Directors regard safety to be a very important part of aircraft maint. and flight ops.	2	89	0	97	2	9
Q6 All OFC members are given sufficient opportunity to make suggestions regarding safety issues.	4	85	3	88	1	3
Q2 OFC Directors get personally involved in OFC safety enhancement activities.	5	77	0	89	5	12
Q10 OFC Members follow established airport safety rules, and FAR's, almost all of the time.	5	73	3	76	2	4
Q11 Safety within OFC aircraft maintenance and flight ops is better than in other flying clubs.	5	73	3	76	2	4
Q14 After an OFC accident or incident has occurred, appropriate actions are usually taken to	5	51	0	74	5	23
Q5 OFC Members do all they can to prevent accidents.	7	70	8	76	-1	6
Q18 Safety within OFC is generally well controlled.	9	55	0	76	9	22
Q8 New OFC Members are provided with safety training prior to flight operations sign off.	9	64	3	76	6	12
Q12 Any reported OFC related defects or hazards are rectified promptly.	9	86	21	71	-12	-15
Q13 There are mechanisms in place in OFC to report safety deficiencies.	9	82	3	92	6	10
Q9 All OFC Members are informed of any changes which may affect safety.	11	66	11	79	1	13
Q1 OFC Members are given enough training to fly safely.	16	59	3	76	13	17
Q4 OFC Directors often discuss safety issues with Members.	18	68	3	82	16	13
Q3 There are procedures to follow in the event of an emergency in OFC Flight operations.	19	47	13	63	5	17
Q15 Members are given sufficient feedback regarding OFCs safety performance.	32	27	0	80	32	53
Q17 OFC Safety audits are carried out frequently.	35	5	11	30	24	25

B2B: ( $\Sigma$ = agree and strongly agree), T2B: ( $\Sigma$ = strongly disagree and disagree).

- Combined analysis of bottom and tops boxes indicated a substantial improvement in the perception of overall safety for the members, and it was outlined in the "Safety Culture Survey #2 (2019)" DRAFT.
- The safety committee also discussed the 4 tops highest B2B in 2019:
  - Q12 Any reported OFC related defects or hazards are rectified promptly.
  - Q3: There are procedures to follow in the event of an emergency in OFC Flight Operation.
  - Q17: OFC Safety are carried out frequently
  - Q9: All OFC members are informed of any change which may affect safety.

### Actions:

7. Present to the board the results & recommendations: **Landon.**
8. Set a goal for 2020. **OFC Safety Committee.**
9. Create a procedure for emergency response plan. **Peter.**

### 2. FRAT:

Alan presented the Risk Assessment Process flow to define required vs not required. **Action: Present to board of directors. Alan.**



## SAFETY COMMITTEE MEETING January 16, 2020

### Committee members:

**Present:** Alan Amato, Don Heidrich, Landon Sock, Peter Frey (new committee member) and Leo Mollica

**Absent:**, Bob Ham and Burt Stevens (apologized).

Minutes recorded by Leo Mollica.

### Agenda:

1. Old business review from 2019.
2. FRAT recommendation to the board.
3. 2019 Goals review.
4. Safety committee monthly report to board.
5. Events recommendation for 2020

#### 1. Old business:

- IN/OUT aircraft hangar Video. **Action: Coordinate to create the video. Landon.**
- Gary sent to Leo a summary with suggestions for Club Operations improvements. **Action: Send as a pre-read and discuss in the next SCM for safety related opportunities. Leo. Not reviewed (Jan 16)**

#### 2. FRAT:

Alan communicated that there were more conversations but not full alignment for the safety committee proposal to consider FRAT tool as a procedure for preflight. **Action: Make the motion in regular meeting (Jan 21) to establish FRAT tools as a procedure for students. Landon.**

#### 3. 2019 Goals review:

Goal ID	Description	Status (Jan 2020)
1	Processes and systems for zero accident in place	<input checked="" type="checkbox"/>
2	Establish OFC controlled document system	<input checked="" type="checkbox"/>
3	Implement voluntary FRAT	<input checked="" type="checkbox"/>
4	Implement a SMS for strategy and performance	<input type="checkbox"/>
5	Establish an OFC Safety Committee.	<input checked="" type="checkbox"/>
6	Establish and OFC training program tasks/skills suitable	<input type="checkbox"/>
7	Establish an OFC emergency response plan	<input type="checkbox"/>
8	Conduct min 2 OFC Safety meeting	<input checked="" type="checkbox"/>
9	Issue a minimum of 2 Safety communications	<input checked="" type="checkbox"/>
10	Conduct and initial OFC Safety Culture Survey	<input checked="" type="checkbox"/>

**Action 1: Create a procedure for emergency response plan. Peter.**

**Action 2: Conduct the 2019 survey (same questionnaire) to asses 2019 and report relative changes after implementing the safety program. Alan.**

**Action 3: Review all unmeet goals with 2020 goals setting. Committee.**

#### 4. Safety committee monthly report to board:

The safety committed identified a gap in communication based on multiples enquires about clock setting and resetting procedures. To make it even more transparent a procedure with the ultimate action on safety clock will be add in the HIR or FOIR.

**Action: Adding procedure in the HIR/FOIR regarding to the safety clock resetting. Alan.**

#### 5. Event Recommendations:

Spot Landing: Cancelled in 2019 due to low engagement. Evaluate if the contest context was a factor. Spot landing (engine out) not competitive as an alternative. **Action: To explore the potential reason of low engagement suggest any modification. Landon.**

#### 6. Others:

**Action 1: OFC Safety meeting calendar setting in advance. Landon.**

**Action 2: Goals refreshment/tracking during meeting. Leo.**