



Oxford Flying Club Confidential Safety Report

Name of Reporting Member Note: Optional and will be redacted. <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	Aircraft # or Approximate Location: Note: Optional and will be redacted. <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	Date Reported: <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>
1. Date of Event: <div style="background-color: black; width: 80px; height: 1.2em; display: inline-block;"></div>	Local Time (24hr approx okay): <div style="border: 1px solid black; padding: 2px 10px;">0945</div>	
2. Type of Event - check all appropriate responses		
<input checked="" type="checkbox"/> Aborted Takeoff	<input type="checkbox"/> Foreign Object Damage	<input type="checkbox"/> Collision Hazard
<input type="checkbox"/> Abnormal Landing	<input type="checkbox"/> Weather	<input type="checkbox"/> Airport Hazard
<input type="checkbox"/> Hangar Safety	<input checked="" type="checkbox"/> Maintenance Issue/Discrepancy	<input type="checkbox"/> Other (Please add description)
3. Weather Conditions - check all appropriate responses		
<input checked="" type="checkbox"/> IMC or VMC	<input type="checkbox"/> Thunderstorm	<input type="checkbox"/> Icing
<input type="checkbox"/> Cold/Heat Related	<input type="checkbox"/> Turbulence	<input type="checkbox"/> Crosswind
<input type="checkbox"/> Precipitation	<input type="checkbox"/> Windshear	<input type="checkbox"/> Other (Please add description)
4. Phase of Operation - check all appropriate responses		
<input type="checkbox"/> Ramp/Hangar Area	<input type="checkbox"/> Takeoff	<input type="checkbox"/> Descent
<input type="checkbox"/> Preflight	<input type="checkbox"/> Climb	<input type="checkbox"/> Approach
<input checked="" type="checkbox"/> Taxi-Out	<input type="checkbox"/> Enroute	<input type="checkbox"/> Landing
5. Pilot Action - check all appropriate responses		
<input type="checkbox"/> Declared Emergency	<input type="checkbox"/> Trouble Shooting In Flight	<input type="checkbox"/> Diverted From Planned Dest.
<input type="checkbox"/> Emergency Checklist	<input checked="" type="checkbox"/> Trouble Shooting On Ground	<input type="checkbox"/> Requested Medical Assist.
<input type="checkbox"/> Requested Crash/Rescue	<input type="checkbox"/> NASA Report Filed	<input checked="" type="checkbox"/> Aircraft Grounded
<input type="checkbox"/> Contact Airport Manager	<input type="checkbox"/> Activated ERP	<input type="checkbox"/> Other (Please add description)
6. Comments or Suggestions: <i>Is additional information attached:</i> <div style="border: 1px solid black; padding: 0 5px;">- No</div>		
Reporting Member Summary: While requesting IFR release, entire airplane electrical failure occurred. All radios, navigation equipment and transponder shut off. The equipment briefly turned on several times for approximately before completely shutting down. Takeoff was aborted and tower notified of the issue via portable radio. Aircraft taxied to the ramp and then grounded. Video taken of this failure and all circuit breakers were checked and set, master switch was on, ammeter did not show a discharge and both warning bulbs were missing from the aircraft.		
7. Name of Safety Officer or Designee: _____ Date Reviewed: _____		
Probability: <div style="border: 1px solid black; padding: 0 5px;">- 3</div>	Severity: <div style="border: 1px solid black; padding: 0 5px;">- 4</div>	Investigation Summary Attached: <div style="border: 1px solid black; padding: 0 5px;">- No</div>
Resulting Risk Code: <div style="border: 1px solid black; padding: 0 5px;">- 4</div>		Assigned Tracking # <div style="border: 1px solid black; padding: 0 10px;">OFC-CSR 2021-008</div>
Committee Summary: <div style="border: 1px solid black; padding: 10px; margin-top: 5px;"> <p>The issue resulting with multiple repairs shows a series of misdiagnosing and miscommunication between our club and our mechanics. Although the actual mechanical irregularity discovered was a masked issue, we believe a test flight of vital system repairs increases the safety and allows the mechanics a better, immediate diagnosis rather than it becoming a repeated member squawk. Once a plane is considered back in service, it is challenging to control the members knowledge of the recent work or necessary flight conditions. This is why the safety committee is recommending a test flight rather than just run-ups when electrical, flight controls, engine, or nav/comm repair is completed. This additional step will ensure that the test flight will be briefed on the issue suspected, corrective action, and that all work is properly recorded with suitable flight conditions to test.</p> <p>Two wires were found frayed and contacting baffling from alternator to electrical bus. This arcing did fail the entire electrical system instead of appear as an alternator failure which was originally assumed.</p> </div>		
<i>Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock</i>		
<i>Note: Risk Assessment Code of 5 requires immediate notification of Club President.</i>		
<i>Note: Information identifying any member will be redacted for anonymity. Please provide as much as possible.</i>		
Thank you for your interest in your Safety Program.		