



Oxford Flying Club Confidential Safety Report

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| Name of Reporting Member Note: Optional and will be redacted. <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | Aircraft # or Approximate Location: Note: Optional and will be redacted. <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | Date Reported: <div style="border: 1px solid black; height: 20px; width: 100%;"></div> |
| 1. Date of Event: | Local Time (24hr approx okay): <div style="border: 1px solid black; padding: 2px 10px;">1900</div> | |
| 2. Type of Event - check all appropriate responses | | |
| <input 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 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 type="checkbox"/> Taxi-Out | <input checked="" type="checkbox"/> Enroute | <input type="checkbox"/> Landing |
| 5. Pilot Action - check all appropriate responses | | |
| <input type="checkbox"/> Declared Emergency | <input checked="" type="checkbox"/> Trouble Shooting In Flight | <input type="checkbox"/> Diverted From Planned Dest. |
| <input type="checkbox"/> Emergency Checklist | <input 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: Is additional information attached: <div style="border: 1px solid black; padding: 2px 10px;">- No</div> | | |
| Reporting Member Summary: <div style="border: 1px solid black; padding: 5px;"> <p>Small piece of window (approx 8" diameter) broke off from pilot side window when student was attempting to close the window. Positive control of the aircraft was maintained and flight operations were unaffected aside from turning up the radio volume slightly. Flight was discontinued and the maintenance coordinator was immediately notified. Window crack in the affected area had been noted during preflight and deemed airworthy. The crack had been previously squawked on 6/1/21 with a note from maintenance saying it was safe to fly and will be repaired soon.</p> </div> | | |
| 7. Name of Safety Officer or Designee: | | |
| Date Reviewed: | | |
| Probability: <div style="border: 1px solid black; padding: 2px 10px;">- 2</div> | Severity: <div style="border: 1px solid black; padding: 2px 10px;">- 2</div> | Investigation Summary Attached: <div style="border: 1px solid black; padding: 2px 10px;">- No</div> |
| Resulting Risk Code: <div style="border: 1px solid black; padding: 2px 10px;">- 1</div> | Assigned Tracking # <div style="border: 1px solid black; padding: 2px 10px;">CSR 2021-009</div> | |
| Committee Summary: <div style="border: 1px solid black; padding: 5px;"> <p>The committee reviewed the damage and can't conclude whether the air scoop was in or out of the storm window. The area around and aft of the storm window was broken and departed the aircraft. We believe the scenario is unlikely to happen often and the risk to safety is low. We recommend pilots understand the storm window is permitted use in-flight; however, the air scoop is strictly forbidden from use in flight or at speeds above taxi.</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. | | |