



Oxford Flying Club Confidential Safety Report		
Name of Reporting Member <small>Note: Optional and will be redacted.</small>	Aircraft # or Approximate Location: <small>Note: Optional and will be redacted.</small> N735CG	Date Reported: December 9, 2021
1. Date of Event: August 18, 2021 Local Time (24hr approx okay): 11:00		
2. Type of Event - check all appropriate responses		
Aborted Takeoff	Foreign Object Damage	Collision Hazard
Abnormal Landing	Weather	Airport Hazard
Hangar Safety	<input checked="" type="checkbox"/> Maintenance Issue/Discrepancy	Other (Please add description)
3. Weather Conditions - check all appropriate responses		
IMC or <u>VMC</u>	Thunderstorm	Icing
Cold/Heat Related	Turbulence	Crosswind
<input checked="" type="checkbox"/> Precipitation	Windshear	Other (Please add description)
4. Phase of Operation - check all appropriate responses		
Ramp/Hangar Area	Takeoff	Descent
Preflight	Climb	<input checked="" type="checkbox"/> Approach
Taxi-Out	Enroute	<input checked="" type="checkbox"/> Landing
5. Pilot Action - check all appropriate responses		
Declared Emergency	Trouble Shooting In Flight	Diverted From Planned Dest.
Emergency Checklist	Trouble Shooting On Ground	Requested Medical Assist.
Requested Crash/Rescue	NASA Report Filed	Aircraft Grounded
Contact Airport Manager	Activated ERP	Other (Please add description)
6. Comments or Suggestions: <i>Is additional information attached:</i> NO		
Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPMs did not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil pressure was a needle's width above the red zone. After engine shut down, OFC board members and I conferred with Devon at Wright Aviation who explained that lower oil pressure is normal for hot engines. I flew the aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indications, and we agreed that, while in the green, they were abnormal. OFC board members agreed to have the A&P at my layover airport examine the engine. The A&P found a small piece of debris was holding the oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service.		
7. Name of Safety Officer or Designee: _____ Date Reviewed: _____		
Probability: 3	Severity: 2	Investigation Summary Attached:
Resulting Risk Code: 2		Assigned Tracking # CSR 2021-13
Committee Summary: <div style="font-family: cursive; font-size: 1.2em; padding: 10px;"> These two events of inop oil-psi-regulators have been brought to mx attention and an effort to replace the suspected part is ideal. We are aware that oil psi at higher power settings should be adequate; however, it's recognition is key. </div>		
<small>Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock</small>		
<small>Note: Risk Assessment Code of 5 requires immediate notification of Club President.</small>		
<small>Note: Information identifying any member will be redacted for anonymity. Please provide as much as possible.</small>		
Thank you for your interest in your Safety Program.		