



| Oxford Flying Club Flight Operations Incident Report (FOIR) | | |
|---|--|---|
| To: OFC Safety Officer <small>Note: Refer to Club website</small> | From: <div style="background-color: black; width: 100px; height: 20px; margin: 5px 0;"></div> <small>Note: Name is optional but helpful.</small> | Date: 11/1/2020 |
| 1. Type of Event - check all appropriate responses | | |
| <input type="checkbox"/> Altitude Deviation | <input type="checkbox"/> Runway/taxiway excursion | <input type="checkbox"/> Foreign Object Damage |
| <input type="checkbox"/> Navigational Deviation | <input type="checkbox"/> Runway Incursion | <input type="checkbox"/> Severe Wake Turbulence |
| <input type="checkbox"/> Communication Error | <input type="checkbox"/> Severe Turbulence | <input type="checkbox"/> Collision Hazard |
| <input type="checkbox"/> Severe Icing | <input type="checkbox"/> Aborted Takeoff | <input checked="" type="checkbox"/> Other-Oil filler door departed aircraft (N8261H) |
| 2. Weather Conditions - check all appropriate responses | | |
| <input type="checkbox"/> IMC | <input type="checkbox"/> Thunderstorm | <input type="checkbox"/> Icing |
| <input checked="" type="checkbox"/> VMC | <input type="checkbox"/> Turbulence | <input type="checkbox"/> Crosswind |
| <input type="checkbox"/> Precipitation | <input type="checkbox"/> Windshear | <input type="checkbox"/> Other |
| 3. Time/Date - check or fill out all appropriate responses | | |
| Month <u>11</u> | Day <u>1</u> | Year <u>2020</u> |
| <input checked="" type="checkbox"/> 0400-1159 local time | | |
| <input type="checkbox"/> 1200-1559 local time | <input type="checkbox"/> 1600-1959 local time | <input type="checkbox"/> 2000-2359 local time |
| 4. Mode of Flight | | |
| <input type="checkbox"/> Ramp | <input type="checkbox"/> Climb | <input type="checkbox"/> Descent |
| <input type="checkbox"/> Taxi | <input checked="" type="checkbox"/> Cruise | <input type="checkbox"/> Approach |
| <input type="checkbox"/> Takeoff | <input type="checkbox"/> Holding | <input type="checkbox"/> Landing |
| 5. Action Taken - check all appropriate responses | | |
| <input type="checkbox"/> Performed Emergency Proc. | <input type="checkbox"/> Declared Emergency | <input type="checkbox"/> In-Flight Engine Shutdown |
| <input type="checkbox"/> Followed Checklist | <input type="checkbox"/> Requested Crash/Rescue | <input type="checkbox"/> Divert From Dest. Airport |
| <input type="checkbox"/> Requested Medical Assist. | <input checked="" type="checkbox"/> Other Returned to KOXC | |
| 6. Safety Officer, or his/her designee, Initial Assessment | | |
| Probability: 2 | | Severity: 2 |
| Resulting Risk Code: 1, Acceptable risk with no further action needed under the existing circumstances. | | Note: Risk Assessment Code of 5 requires immediate notification of Club President. |
| 7. Comments or Suggestions (Use additional sheets as necessary) | | |
| A) More closely inspect the oil filler door prior to flight. | | |
| B) See page 2, attached, for expanded description of incident. | | |
| | | |
| | | |
| 8. Safety Officer, or his/her designee, Investigation summary: | | |
| Safety Officer, or his/her designee, Name: A. Amato | | Date 11/6/2020 |
| Tracking # (assigned by Safety Officer): FOIR-2020-004 | | |
| Summary: The pilot followed proper procedures in preflight, inflight and post flight. | | |
| Given the aircraft's utilization by OFC, OFC should consider more frequent inspection of the aircraft and its systems. | | |
| | | |
| 9. Notes | | |
| a) If a NASA form was filed (Strongly Recommended if practical), please attach a copy to this report. | | |
| b) For confidentiality, this form may be delivered to any Safety Committee representative. | | |
| Thank you for your interest in your Safety Program. | | |

FOIR-2020-004

Oil Door Departure During Flight N8261H 11/1/2020

To whom it may concern:

I was scheduled for a solo flight from 1000 - 1300 this morning, but when I woke up the weather was ideal, so I moved my flight up to 0800 – 1100. During my flight, the oil door departed the aircraft. I am currently 17.5 Hours into my training, and 2.3 hours into solo flying. This morning the winds were favorable: 180 at 6kts.

I got to the airport and preflighted the aircraft as normal – 7qts of oil and the cover felt no different than it usually does which is to say a little rattly and I am certain that I fully closed it. Everything else was nominal so I completed my precheck and got ready to go. My flight plan was simple; do some touch and go's at KOXC and then head north over Litchfield to do some maneuvers.

There were several aircraft in the pattern and after three touch and go's I decided it was too crowded and I would head north. After getting about 12 miles north of the airport I began my clearing turns, first to the west and then a clockwise 180 to the east. As I got to a heading of 090 I began looking for a good spot to do some turns about a point, I identified the Morris Reservoir which has a little tower on the dam and decided to use that. Right about that time I saw a flash of white in the windshield. My first thought was a bird strike, but there was nothing to indicate that was the case. It took me a few seconds to discover that the oil door was missing.

As soon as I identified the problem, I changed course towards the airport. I was concerned that the airflow into the cowling could cause damage to the engine or plumbing in the engine bay or somehow pull the cowling off. I decided to slow down to flap range and maintain 2500'. The fuel pump was on and all the while I was looking for places to land – should I have to. I was already listening to OXC tower and all the aircraft save 98819 (on downwind, full stop) had departed. I decided not to declare an emergency though I was prepared to do so if the pattern was still packed. The tower vectored me into a long final approach, and I was able to come straight in and land with no delay.

When I inspected the aircraft at the ramp it was clear that the three rivets holding the oil door had metal fatigue and there was very little material left on the top of the rivet. I suspect the rivets have been weakening for a long time and this was inevitable. I did not hear the door hit the window, and on inspection I found no indication that it had. (there are some scratches on the outside of the window though I believe they have been there)

I have been in my fair share of stressful situations and I believe that I handled this in a calm and collected manner. I will make sure to check the Oil Door more intensely in the future and should something happen again I would not hesitate to call an emergency.

Sincerely,

