



## Oxford Flying Club Confidential Safety Report

<b>Name of Reporting Member</b> <small>Note: Optional and will be redacted.</small> <div style="background-color: black; width: 100px; height: 1.2em; margin-top: 5px;"></div>	<b>Aircraft # or Approximate Location:</b> <small>Note: Optional and will be redacted.</small> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">735GC - Keene, NH</div>	<b>Date Reported:</b> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">11/11/2021</div>
<b>1. Date of Event:</b> <div style="border: 1px solid black; padding: 2px;">10/7/2021</div> <b>Local Time (24hr approx okay):</b> <div style="border: 1px solid black; padding: 2px;">7pm</div>		
<b>2. Type of Event - check all appropriate responses</b>		
<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)
<b>3. Weather Conditions - check all appropriate responses</b>		
<input checked="" type="checkbox"/> IMC or <u>VMC</u>	<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)
<b>4. Phase of Operation - check all appropriate responses</b>		
<input checked="" 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 type="checkbox"/> Enroute	<input type="checkbox"/> Landing
<b>5. Pilot Action - check all appropriate responses</b>		
<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)
<b>6. Comments or Suggestions:</b> <i>Is additional information attached:</i> <div style="border: 1px solid black; padding: 2px;">- No</div>		
<b>Reporting Member Summary:</b> <div style="border: 1px solid black; padding: 5px; min-height: 80px;"> GC flew normally with normal operating parameters from OFC to EEN. After dinner I prepared plane for departure and noticed oil pressure was reading slightly above "0". Called Pete Dawson and after a couple checks decided to ground aircraft. Aircraft was tied down and secured according to OFC SOP's + QRH. </div>		
<b>7. Name of Safety Officer or Designee:</b> Peter Dawson <b>Date Reviewed:</b> 11/11/2021		
Probability: <div style="border: 1px solid black; padding: 2px;">-3</div>	Severity: <div style="border: 1px solid black; padding: 2px;">-2</div>	Investigation Summary Attached: <div style="border: 1px solid black; padding: 2px;">- No</div>
Resulting Risk Code: <div style="border: 1px solid black; padding: 2px;">-3</div>	Assigned Tracking # <div style="border: 1px solid black; padding: 2px;">OFC-CSR 2021-011</div>	
<b>Committee Summary:</b> <div style="border: 1px solid black; padding: 10px; min-height: 100px;"> <p>This was the second time where the oil pressure regulator was stuck creating a constant low oil pressure. In both situations the mechanic involved removed, cleaned, and reinstalled the regulator correcting the problem. This has all been within the first 150 hours since the top overhaul was completed. The first time was during straight mineral oil and break in whereas the second time was post break-in with ashless oil present.</p> <p>It is our recommendation that if this happens again, the mx team replace the regulator for a new part and investigate the oil filter and contents completely.</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>		
<b>Thank you for your interest in your Safety Program.</b>		