

Name of Reporting Member   Note: Optional and will be redacted.   Note: Optional and		Oxford Flying Club			
Name of Reporting Member Note: Optional and will be redacted.  Aircraft # or Approximate Location: Note: Optional and will be redacted.  Note: Optional and will be redacted.  N735CG  December:  1. Date of Event: August 18,2021  2. Type of Event - check all appropriate responses  Aborted Takeoff Foreign Object Damage Aborted Takeoff Abnormal Landing Weather Airport Hazard Abnormal Landing Weather Airport Hazard Abnormal Landing Weather Airport Hazard Other (Please add description) A. Prace of Operation - check all appropriate responses Ramp/Hangar Area Takeoff Preflight Climb Xapproach Taxi-Out Enroute Xapproach Taxi-Out Enroute Xapproach Taxi-Out Enroute Airport Manager Activated ERP Oelared Emergency Trouble Shooting In Flight Diverted From Planned Requested Crash/Rescue NASA Report Filed Aircraft Grounded Contact Airport Manager Activated ERP Other (Please add description) Condition of the properties					
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 Maintenance Issue/Discrepancy Other (Please add description of the Cold/Heat Related Turbulence Crosswind  Mr or VMO Thunderstorm Icing Cold/Heat Related Turbulence Crosswind  Mr Precipitation Windshear Other (Please add description of the Cold/Heat Related Turbulence Crosswind  Mr Precipitation Windshear Other (Please add description of the Cold/Heat Related Turbulence Crosswind  Mr Precipitation Windshear Other (Please add description of the Cold/Heat Related Turbulence Crosswind  Mr Precipitation Descent Takeoff Descent Preflight Climb Appropriate responses  Ramp/Hangar Area Takeoff Descent Taxi-Out Enroute Landing  5. Pilot Action - check all appropriate responses  Declared Emergency Trouble Shooting In Flight Diverted From Planned Emergency Checklist Trouble Shooting On Ground Requested Medical Ass  Requested Crash/Rescue NASA Report Filed Aircraft Grounded Contact Airport Manager Activated ERP Other (Please add description of Suggestions: Is additional information attached: Mo  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at Idle, the oil pussa a needle's width above the red zone. After engine shut down, OFC board members and continuation who explained that lower oil pressure is normal for hot engines. I aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indiand we agreed that, while in the green, they were abnormal. OFC board members agreed to have a profession of the ground at Idle, the oil piness are relief valve open. Debris was removed, engine tested, and aircraft returned to service. Name of Safety Officer or Designee:  Probability: Severity: Investigation Summary Attached:  Resulting Risk Code: Desc		ing Member Aircraft # or Approximate Location: will be redacted. Note: Optional and will be redacted.		Date Reported:	
2. Type of Event: August 18,2021  2. Type of Event - check all appropriate responses  Aborted Takeoff  Abnormal Landing  Hangar Safety  Maintenance Issue/Discrepancy  Other (Please add description of the Comments of the Co	Note: Optional and will be redacted.				
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Abnormal Landing  Weather  Airport Hazard  Airport Hazard  Airport Hazard  Airport Hazard  Other (Please add description of the property of th	· · · · · · · · · · · · · · · · · · ·				
Hangar Safety  Maintenance Issue/Discrepancy  Other (Please add descriptions)  IMC or VMC Thunderstorm Icing  Cold/Heat Related Turbulence Crosswind  A Precipitation Windshear Other (Please add descriptions)  A Precipitation Windshear Other (Please add descriptions)  A Precipitation Vinderstorm Icing  A Precipitation Windshear Other (Please add descriptions)  A Precipitation Vinderstorm Icing  A Precipitation Other (Please add descriptions)  A Precipitation Vinderstorm Other (Please add descriptions)  A Precipitation Vinderstorm		Foreign Object Damage	Collision Hazard		
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X Precipitation Windshear Other (Please add descriptions)  4. Phase of Operation - check all appropriate responses  Ramp/Hangar Area Takeoff Descent Preflight Climb Approach Taxi-Out Enroute Landing  5. Pilot Action - check all appropriate responses  Declared Emergency Trouble Shooting In Flight Diverted From Planned Emergency Checklist Trouble Shooting On Ground Requested Medical Ass: Requested Crash/Rescue NASA Report Filed Aircraft Grounded Contact Airport Manager Activated ERP Other (Please add descriptions)  6. Comments or Suggestions: Is additional information attached:  NO Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil pi was a needle's width above the red zone. After engine shut down, OFC board members and I conwith Devon at Wright Aviation who explained that lower oil pressure is normal for hot engines. I aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indiand we agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holdin oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service T. Name of Safety Officer or Designee:  Probability: 3 Severity: 2 Investigation Summary Attached: Resulting Risk Code: 2 Assigned Tracking # Csre 2021-13  Committee Summary:  These two events of map oil-psi-regulators  have been brought to MX attention and an effort to replace the Suspected part is ideal.  We are aware that oil 35 at higher power set Should be adag vate; however, it's recognition is keen to the properties of the pr			Icing		
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A. Phase of Operation - check all appropriate responses  Ramp/Hangar Area  Takeoff  Preflight  Climb  Taxi-Out  Enroute  5. Pilot Action - check all appropriate responses  Declared Emergency  Trouble Shooting In Flight  Emergency Checklist  Trouble Shooting On Ground  Requested Medical Ass  Requested Crash/Rescue  NASA Report Filed  Aircraft Grounded  Contact Airport Manager  Activated ERP  Other (Please add descriptions)  6. Comments or Suggestions: Is additional information attached:  NO  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil prewas a needle's width above the red zone. After engine shut down, OFC board members and I conwith Devon at Wright Aviation who explained that lower oil pressure is normal for hot engines. I aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indiand we agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holdin oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service of interpretation of the properties of th	★ Precipitation	Windshear	Other (Please add description)		
Preflight  Taxi-Out  Enroute  Enroute  Landing  5. Pilot Action - check all appropriate responses  Declared Emergency  Trouble Shooting In Flight  Emergency Checklist  Trouble Shooting On Ground  Emergency Checklist  Requested Crash/Rescue  NASA Report Filed  Contact Airport Manager  6. Comments or Suggestions: Is additional information attached:  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil piwas a needle's width above the red zone. After engine shut down, OFC board members and I conwith Devon at Wright Aviation who explained that lower oil pressure is normal for hot engines. I alreraft another leg. That night I conferred with the OFC safety officer about the oil pressure indiand we agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holdin oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service. Name of Safety Officer or Designee:  Probability:  Severity:  Investigation Summary Attached:  Resulting Risk Code:  Zommittee Summary:  These two events of map oil—psi-regulators  have been brought to MX attention and an effort to replace the Suspected part is ideal.  We are aware that oil is at higher power. The cognition is feel.  Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock	4. Phase of Operation - check all appropriate responses				
Taxi-Out Enroute X Landing  5. Pilot Action - check all appropriate responses  Declared Emergency Trouble Shooting In Flight Diverted From Planned Emergency Checklist Trouble Shooting On Ground Requested Medical Assi Requested Crash/Rescue NASA Report Filed Aircraft Grounded Contact Airport Manager Activated ERP Other (Please add description 6. Comments or Suggestions: Is additional information attached:  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPP not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil promass a needle's width above the red zone. After engine shut down, OFC board members and I conwith Devon at Wright Aviation who explained that lower oil pressure is normal for hot engines. I aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indiand we agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holdin oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service. Name of Safety Officer or Designee:  Probability: 3 Severity: 2 Investigation Summary Attached:  Resulting Risk Code: 2 Assigned Tracking # Csr. 2021-13  Committee Summary:  These two events of map oil-psi-regulators have been brought to Mx attention and an effort to replace the Suspected part is ideal. We are aware that oil si at higher power set Shauld be adaguate; however, it's recognition is feel Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock	Ramp/Hangar Area	Takeoff	Descent		
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Emergency Checklist  Trouble Shooting On Ground  Requested Medical Ass:  Requested Crash/Rescue  NASA Report Filed  Other (Please add descriptions)  6. Comments or Suggestions: Is additional information attached:  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil press and needle's width above the red zone. After engine shut down, OFC board members and I content to be used to suit the oil pressure is normal for hot engines. I alircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indicated and we agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holding ill pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service of the same of Safety Officer or Designee:  Probability:  Severity:  Investigation Summary Attached:  Resulting Risk Code:  Resulting Risk Code:  Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock	5. Pilot Action - check all appropriate responses				
Requested Crash/Rescue  Contact Airport Manager  Activated ERP  Other (Please add descriptions)  G. Comments or Suggestions: Is additional information attached:  Reporting Member Summary: Three hours into a flight on approach with a low power setting, RPI not rise when increasing the prop. Oil pressure was in the green. On the ground at idle, the oil production at Wright Aviation who explained that lower oil pressure is normal for hot engines. I aircraft another leg. That night I conferred with the OFC safety officer about the oil pressure indicated was agreed that, while in the green, they were abnormal. OFC board members agreed to have A&P at my layover airport examine the engine. The A&P found a small piece of debris was holding oil pressure relief valve open. Debris was removed, engine tested, and aircraft returned to service. Investigation Summary Attached:  Resulting Risk Code:  Resulting Risk Code:  Committee Summary:  These two events of map 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 set the Shauld be adaquate; however, it's recognition is feel.  Note: Risk Assessment Code of 4 or more resets the OFC Safety Clock	Declared Emergency	Trouble Shooting In Flight	Diverted From Planned Dest.		
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Note: Risk Assessment Code of 5 requires immediate notification of Club President.					
Note: Information identifying any member will be redacted for anonymity. Please provide as much as p					
Thank you for your interest in your Safety Program.  Date: February					

Revision: Initial Date: February 23, 202