Oxford Flying Club
Aviation Hazard or Incident Report (HIR)

To: OFC Safety Officer	From:	Date:
Note: Refer to Club website	[redacted] Note: Name is optional but helpful.	7 Dec 20

Description of incident or observed hazard: (Provide date, time, and location, as applicable. Include a detailed and accurate description while being as concise as possible.)

This morining I was scheduled to fly N8261H from 1000-1500LT. I went through all of the preflight requirements, which included preheating. I first preheated the engine for about 20 mins. During this time I also started my preflight checklist. When I came around to the engine fuel sump drain nothing more than weak drops would come out. I finished up the preheat and tried the engine sump again, still nothing that seemed normal from my past experience with this aircraft. I used the preheater for approximately another 15 mins, still nothing. I contacted [redacted], since he was on the field and he recommended contacting [redacted]. Both seemed to think that something wasn't right. I then referenced the new MX flow chart and reached out to [redacted]. He suggested doing an engine run and checking the sump again. I completed one runup in the chalks at idle, no change, then a full engine runup at the north end of the field, no change. Both engine runs seemed normal, but I feel that a ground run doesn't always capture flight conditions. I texted [redacted] and [redacted] to advise of my trouble shooting and that since I still wasn't get normal ops from the drain that I was calling it a day. I wrote this up in Flight Scheduler Pro and grounded the plane. I advised [redacted] who had the plane after me. He noted that 61H has had this problem, from my impression, for a while. [redacted] reviewed the writeup and felt the plane was good to fly and left it up to pilot's discretion.

Recommendations to eliminate, correct, or minimize the hazard:

I'm providing this just in case this problems needs to be tracked as a repeat issue. It was a bit disconcerting that it's a known issue, but nothing was written up before. I want to make it clear that none of the folks I contacted asked me to change my opinion or take the airplane when I decided not to.

Please let me know if you have any questions or would like more information.

Safety Officer, or his/her designee, Investigation summary:

Safety Officer, or his/her designee, Name: Peter Dawson

Date: 12/8/2020

Tracking # (assigned by Safety Officer): HIR-2020-012

Probability (assigned by Safety Officer): 2

Severity (assigned by Safety Officer): 2

Resulting Risk Code (assigned by Safety Officer): 2

Note: Risk Assessment Code of 5 requires immediate notification of the Club President.

Corrective action taken (Completed by Safety Officer, or his/her designee):

We are looking at requirements and the importance of properly straining fuel prior to engine start-up.
Aircraft position on level ground with proper strut inflation should be checked.
It's known for Piper fuel inspection valves to occasionally need 1/2-3/4 depression to acquire proper flow, but the fuel should always be tested and improper valves can indicate contamination/sediment blockage.

02/11/2021 Peter Dawson

Corrective action completion date _____ by _____

INSTRUCTIONS: Fill out using additional sheets as necessary. Fold and forward completed form to the Oxford Flying Club Safety Officer.

Thank you for your interest in your Safety Program.