



Aviation Investigation Final Report

Location:	PRINCFREDERICK, Maryland	Accident Number:	BF085FA042
Date & Time:	May 5, 1985, 17:35 Local	Registration:	N7027E
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT FLEW 2:15 FROM CAMBRIDGE, MD, TO SMITH MOUNTAIN LAKE, VA, EARLIER ON THE DAY OF THE ACCIDENT AND WAS 2 HRS INTO THE RETURN FLT WHEN AT 5500 FT OVER PRINCE FREDERICK, MD, THE ENG LOST PWR DUE TO FUEL EXHAUSTION, ACCORDING TO THE PASSENGER. THE APCH TO THE PRIVATE STRIP SELECTED FOR THE FORCED LANDING WAS TOO HIGH, THE PLT STATED, AND TOUCHDOWN WAS BETWEEN HALF AND TWO-THIRDS DOWN THE 1850 FT RWY. THE ACFT COULD NOT BE STOPPED ON THE REMAINING RWY AND AN ATTEMPT TO TURN RIGHT AND AVOID TREES WAS UNSUCCESSFUL. THE ACFT HAD RECEIVED MAINTENANCE ON THE FUEL GAGES ON 4/29/85. THE LEFT FUEL GAGE SENDER WAS NOT FUNCTIONING PROPERLY AT THAT TIME. ADDITIONALLY, THE PASSENGER, A STUDENT PLT STATED THAT THE FUEL GAGES WERE FUNCTIONING AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

4. (C) PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
5. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 9, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	307 hours (Total, all aircraft), 27 hours (Total, this make and model), 261 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7027E
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56527
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 9, 1984 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1440 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GO-300-C
Registered Owner:	WILLIAM F. BROHAWN, JR.	Rated Power:	175 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ADW ,281 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	17:35 Local	Direction from Accident Site:	325°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONETA , VA (W91)	Type of Flight Plan Filed:	None
Destination:	CAMBRIDGE , MD (CGE)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CEDAR BEACH FARM	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	1850 ft / 25 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	38.54079,-76.57917(est)

Administrative Information

Investigator In Charge (IIC): Richardson, Brian

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=11132>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).