



Aviation Investigation Final Report

Location:	NEEDLES, California	Accident Number:	LAX88LA283
Date & Time:	August 7, 1988, 15:00 Local	Registration:	N7355M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE AT CRUISE FLIGHT, THE PILOT NOTICED THAT THE OIL PRESSURE WAS LOW AND SHUTDOWN THE ENGINE. DURING THE EMERGENCY LANDING, THE PROP FREEWHEELED, VIBRATED SEVERELY, AND SMOKE FILLED THE COCKPIT. THE ACFT LANDED ON A PIPELINE RIGHT OF WAY CAUSING SUBSTANTIAL DAMAGE TO THE NOSE GEAR AND FIREWALL. DURING THE INSPECTION OF THE ENGINE AFTER THE ACCIDENT, IT WAS NOTED THAT THE NUMBER 4 CONNECTING ROD HAD BROKEN. OIL HAD ESCAPED THROUGH A HOLE IN THE CASE AND LEAKED ONTO THE EXHAUST SYSTEM.

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) - MECH FAILURE/MALF

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

2. FUSELAGE, CREW COMPARTMENT - SMOKE

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	38, 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-w/ waivers/lim	Last FAA Medical Exam:	April 21, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	89 hours (Total, all aircraft), 89 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7355M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55655
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 1988 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2665 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-300-A
Registered Owner:	HENKLE, GREGORY	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:		Distance from Accident Site:	
Observation Time:	14:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	43°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BULLHEAD CITY , AZ (P06)	Type of Flight Plan Filed:	None
Destination:	HEMET , CA (HMT)	Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.779186,-114.590148(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	STAN FASKE; RIVERSIDE , CA
Original Publish Date:	October 2, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26077

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).