



Aviation Investigation Final Report

Location:	QUANTICO, Virginia	Accident Number:	NYC95LA066
Date & Time:	March 3, 1995, 00:30 Local	Registration:	N7175M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLIGHT, THERE WAS A LOSS OF ENGINE POWER AND NO OIL PRESSURE INDICATION. THE PILOT PERFORMED A FORCED LANDING AND DITCHED THE AIRPLANE IN THE POTOMAC RIVER. THE FAA INSPECTOR'S REPORT STATED, '...UPON INSPECTING THE ENGINE, A HOLE APPROXIMATELY 3 INCH IN DIAMETER WAS FOUND IN THE UPPER PART OF THE CRANK CASE. PART OF THE NUMBER 3 CONNECTING ROD WAS LAYING ON TOP OF THE ENGINE....'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of a connecting rod, which resulted in the total loss of engine power. Subsequently, the airplane was ditched.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings
1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

Occurrence #3: DITCHING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. TERRAIN CONDITION - WATER

Factual Information

On Friday, March 3, 1995, about 0030 eastern standard time, a Cessna 175, N7175M, piloted and owned by James W. Milroy, was substantially damaged during a forced landing near Quantico, Virginia. The pilot was not injured. Visual meteorological conditions prevailed. There was no flight plan for the flight conducted under 14 CFR Part 91.

The pilot stated that he departed Hyde Field, Clinton, Maryland, destined for Blackstone, Virginia. While in cruise flight at 2000 feet mean sea level, he noticed a loss of power and observed no oil pressure indication.

The pilot initiated a forced landing and ditched the airplane in the Potomac River, near the shore line. The airplane came to rest right-side-up in approximately 4 feet of water.

The Federal Aviation Administration Inspector's report stated:

...Upon inspecting the engine, a hole approximately 3" in diameter was found in the upper part of the crank case. Part of the number 3 connecting rod was laying on top of the engine....

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 29, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7175M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	55475
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	GO-300
Registered Owner:	JAMES W. MILROY	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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CLINTON , MD (W32)	Type of Flight Plan Filed:	None
Destination:	BLACKSTONE , VA (BKT)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.520935,-77.290245(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	DALE C ALLEN; WASHINGTON , DC
Original Publish Date:	August 31, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38927

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