



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	QUANTICO, VA	<b>Accident Number:</b>	NYC95LA066
<b>Date &amp; Time:</b>	03/03/1995, 0030 EST	<b>Registration:</b>	N7175M
<b>Aircraft:</b>	CESSNA 175	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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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

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/29/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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:	No
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 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	GO-300
Registered Owner:	JAMES W. MILROY	Rated Power:	175 hp
Operator:	JAMES W. MILROY	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		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:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** DENNIS L JONES **Report Date:** 08/31/1995

**Additional Participating Persons:** DALE C ALLEN; WASHINGTON, DC

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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