



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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  
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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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 300 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7175M
<b>Model/Series:</b>	175 175	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES W. MILROY	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	GO-300
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CLINTON, MD (W32)	<b>Destination:</b>	BLACKSTONE, VA (BKT)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DENNIS L JONES	<b>Adopted Date:</b>	08/31/1995
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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