# Aviation Investigation Preliminary Report

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| **Location:** | Parkin, AR | **Accident Number:** | CEN26FA010 |
| **Date & Time:** | October 6, 2025, 15:14 Local | **Registration:** | N9627X |
| **Aircraft:** | Cessna 210B | **Injuries:** | 3 Fatal |
| **Flight Conducted Under:** | Part 91: General aviation - Personal | | |

On October 6, 2025, about 1514 central daylight time, a Cessna 210B airplane, N9627X, was destroyed when it was involved in an accident near Parkin, Arkansas. The pilot and two passengers were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Automatic Dependent Surveillance – Broadcast (ADS-B) data and preliminary air traffic control communications information revealed that the flight departed from the Lakefront Airport (NEW), New Orleans, Louisiana, about 1305, and flew on an instrument flight rules flight plan. The flight proceeded north toward the intended destination of Jonesboro Municipal Airport (JBR), Jonesboro, Arkansas, and climbed to a cruise altitude of 10,000 ft mean sea level (msl). About 1500, the Memphis Approach controller instructed the pilot to descend and maintain 4,000 ft msl. The flight was about 7 miles west-southwest of Tunica, Mississippi, at that time and appeared to be on a direct course to JBR. About 9 minutes later, the pilot levelled off at 4,000 ft msl. About that time, the flight was handed off to Memphis Air Route Traffic Control Center.

About 1511:07, the airplane entered a left turn. The airplane subsequently completed 1-1/2 full 360° turns until it was oriented on a southbound heading. The airplane altitude had decreased to about 3,300 ft msl. About 2 seconds later, at 1513:12, the airplane entered a right turn and appeared to remain in that turn until the final data point. The final ADS-B data point was recorded at 1513:33, and the airplane was on an approximate north heading at that time. The airplane altitude associated with the final data point was about 2,900 ft msl.

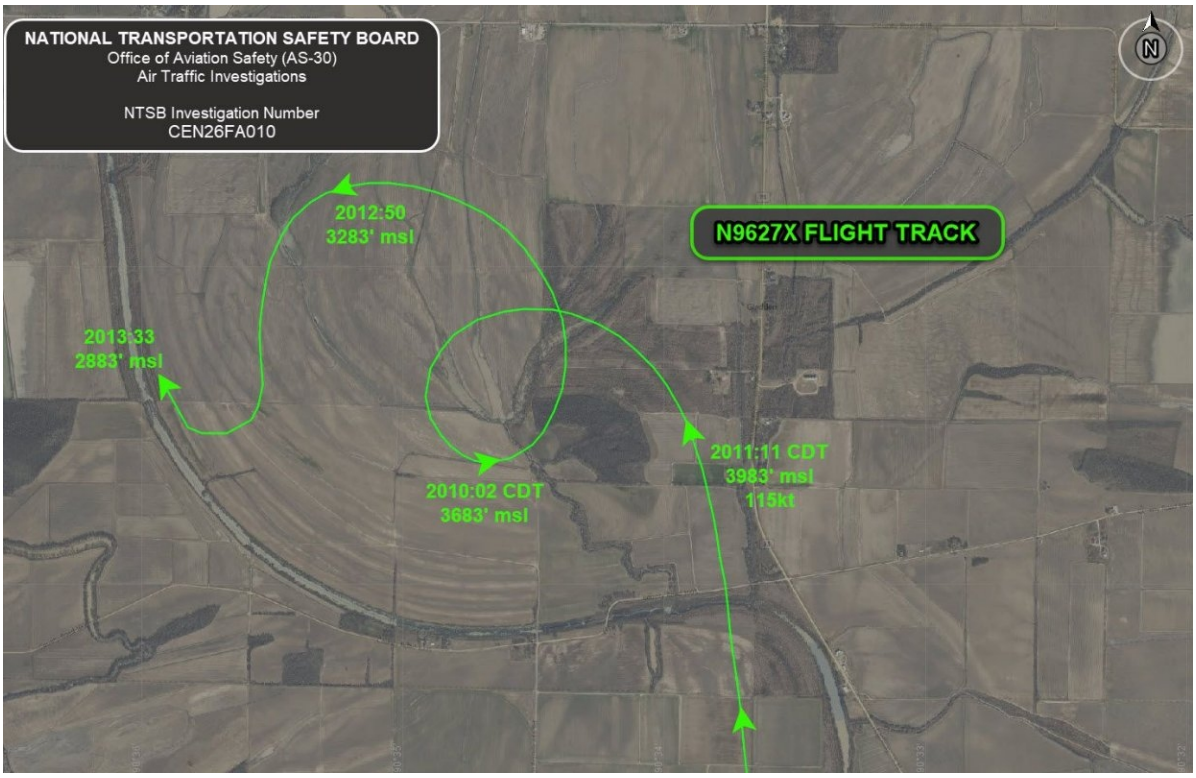


*Figure 1 – Overview of flight track (vicinity of accident site)*

The accident site was located in a slough about 180 yards southwest from the final ADS-B data point at an elevation of about 200 ft. The main wreckage consisted of the fuselage, vertical stabilizer with rudder, wings, engine, and propeller. The aileron and flap remained attached to the left wing. The flap remained attached to the right wing. The outboard portion of the right wing was fragmented consistent with a right wing low impact. The right aileron was separated from the wing. The outboard portion of the aileron came to rest in a wooded area along the west bank of the slough about 50 yards west of the main wreckage. The right horizontal stabilizer with elevator attached was separated from the fuselage. It came to rest in a wooded area along the east bank of the slough about 45 yards northeast of the main wreckage. The left horizontal stabilizer was separated from the fuselage, and the left elevator was separated from the stabilizer. Both were recovered from the slough in the vicinity of the main wreckage.

A preliminary airframe examination revealed that the forward fuselage was separated and fragmented. The cockpit and cabin areas were compromised. The engine with the propeller attached was separated at the engine mounts. The fuselage was deformed along the entire length.

*Figure 2 -- Aerial view of accident site*

Flight control continuity was established to the extent possible. Specifically, elevator control continuity was confirmed from the cockpit torque tube to the aft fuselage. Rudder control continuity was confirmed from the cockpit rudder pedals to the rudder bellcrank. Aileron control continuity was confirmed from each wing bellcrank to the wing roots; although, the left aileron direct cable remained attached to the cockpit control column chain.

*Figure 3 -- Post-recovery view of airframe layout*

*Figure 4 -- Post-recovery view of airframe layout*

An initial engine examination noted damage to the engine assembly consistent with impact forces. Internal engine and accessory section continuity were observed during crankshaft rotation. Cylinder compression and suction were obtained at each cylinder. The left magneto provided a spark across all six leads. The right magneto provided a spark across three of the six leads. The engine induction and exhaust ducting were deformed consistent with impact forces.

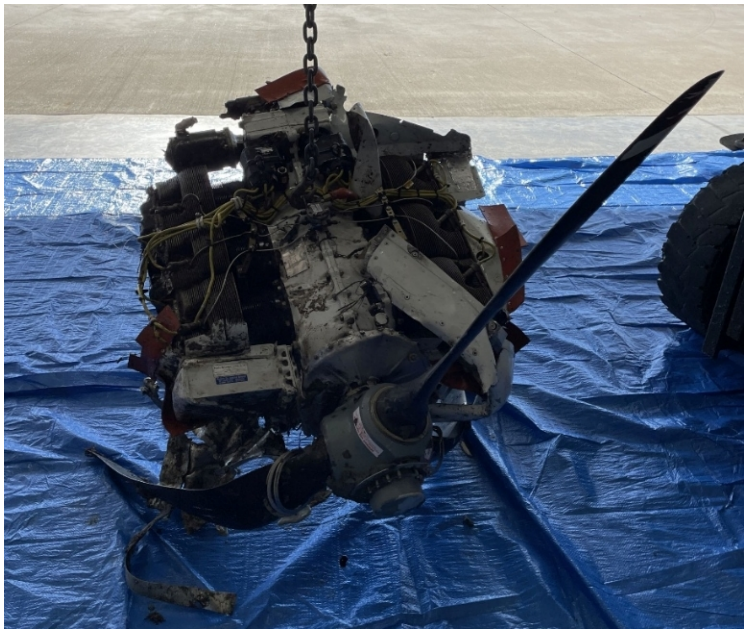

*Figure 5 -- Post-recovery view of engine*

The engine-driven fuel pump was unremarkable, and the drive coupling was intact. The oil pump was separated from the engine case. Disassembly revealed the impellers and drive shaft were intact. The vacuum pump remained secured to the engine and appeared intact. The drive coupling was intact and rotated under hand pressure. Disassembly revealed that the vanes were intact.

*Figure 6 -- Post-recovery view of engine*

The propeller remained attached to the engine, and the hub appeared to be intact. All three blades were retained by the hub. Blade A appeared intact. Blade B was bent aft about 90° over the entire span. The blade leading edge exhibited several leading-edge gouges. Blade C was bent aft about 80° near the root and exhibited small leading-edge gouges.

Marginal visual flight rules (MVFR) and IFR weather conditions prevailed in the vicinity of the accident site. Delta Regional Airport (DRP), located 12 miles southwest from the accident site, reported 0.25 statute mile (sm) visibility in heavy rain and mist, and a broken ceiling at 600 ft above ground level (agl) at 1515. West Memphis Municipal Airport (AWM), located 19 miles east-southeast of the accident site, reported a visibility of 10 sm, scattered clouds at 1,500 ft agl, and an overcast ceiling at 2,400 ft agl at 1453. Jonesboro Municipal Airport (JBR), the intended destination, located 36 miles north of the accident site, reported 5 sm visibility in light rain and mist, and a broken ceiling at 600 ft agl at 1453.

An Avidyne Integrated Flight Display was retained and forwarded to the NTSB recorder laboratory for evaluation and download.

## Aircraft and Owner/Operator Information

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| **Aircraft Make:** | Cessna | **Registration:** | N9627X |
| **Model/Series:** | 210B | **Aircraft Category:** | Airplane |
| **Amateur Built:** | | | |
| **Operator:** | On file | **Operating Certificate(s) Held:** | None |
| **Operator Designator Code:** | N/A | | |

## Meteorological Information and Flight Plan

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| **Conditions at Accident Site:** | IMC | **Condition of Light:** | Day |
| **Observation Facility, Elevation:** | KDRP,239 ft msl | **Observation Time:** | 15:35 Local |
| **Distance from Accident Site:** | 12 Nautical Miles | **Temperature/Dew Point:** | 24°C /23°C |
| **Lowest Cloud Condition:** | | **Wind Speed/Gusts, Direction:** | 8 knots / 0 knots, 100° |
| **Lowest Ceiling:** | Broken / 600 ft AGL | **Visibility:** | 0.5 miles |
| **Altimeter Setting:** | 29.99 inches Hg | **Type of Flight Plan Filed:** | IFR |
| **Departure Point:** | New Orleans, LA (NEW) | **Destination:** | Jonesboro, AR (JBR) |

## Wreckage and Impact Information

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| **Crew Injuries:** | 1 Fatal | **Aircraft Damage:** | Destroyed |
| **Passenger Injuries:** | 2 Fatal | **Aircraft Fire:** | None |
| **Ground Injuries:** | N/A | **Aircraft Explosion:** | None |
| **Total Injuries:** | 3 Fatal | **Latitude, Longitude:** | 35.159447,-90.599422 |

## Administrative Information

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| **Investigator In Charge (IIC):** | Sorensen, Timothy |
| **Additional Participating Persons:** | Daniel Merrell; FAA Flight Standards; Memphis, TN<br>Anthony Herschberger; Textron Aviation; Wichita, KS |
| **Investigation Class:** | Class 3 |
| **Note:** | |