



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PRENTISS, MS	<b>Accident Number:</b>	MIA94FA064
<b>Date &amp; Time:</b>	02/03/1994, 0546 CST	<b>Registration:</b>	N6572M
<b>Aircraft:</b>	CESSNA T210M	<b>Injuries:</b>	2 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE COMMERCIAL PILOT WAS IN CRUISE FLIGHT AT 6,500 FEET AGL AT NIGHT WHEN HE BEGAN TO EXPERIENCE ENGINE PROBLEMS. THE PILOT INFORMED ATC AND STATED HE HAD AN AIRPORT STRAIGHT AHEAD AT ABOUT 11 MILES. ATC INFORMED THE PILOT THE AIRPORT WAS 15 MILES ON A HEADING OF 275 DEGREES. THE PILOT STATED HIS ENGINE WAS DEAD, DECLARED AN EMERGENCY, AND INITIATED A FORCED LANDING TOWARDS THE AIRPORT. THE AIRPLANE COLLIDED WITH TREES AND TERRAIN ABOUT 6 MILES EAST OF THE AIRPORT. THE AIRPLANE WAS CONSUMED BY POSTCRASH FIRE. EXAMINATION OF THE ENGINE REVEALED THE NUMBER FIVE PISTON CROWN STRUCTURE HAD SUSTAINED DETONATION/PRE-IGNITION DAMAGE FOR UNDETERMINED REASONS. THE NUMBER TWO CONNECTING ROD AND ROD BOLTS FAILED DUE TO AN OIL DISTRESS EVENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power due to the number five piston crown structure sustaining detonation/pre-ignition damage for undetermined reasons. The number two connecting rod and rod bolts failed due to an oil distress event. This resulted in a subsequent in-flight collision with trees and terrain while attempting a forced landing at night.

## Findings

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

### Findings

1. ENGINE ASSEMBLY,PISTON - BURNED
2. ENGINE ASSEMBLY,PISTON - OPEN
3. (C) ENGINE ASSEMBLY,PISTON - UNDETERMINED
4. LUBRICATING SYSTEM - FOULED
5. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
6. ENGINE ASSEMBLY,CONNECTING ROD BOLT - OVERLOAD
7. ENGINE ASSEMBLY,CONNECTING ROD BOLT - SEPARATION

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

8. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	6500 hours (Total, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6572M
<b>Model/Series:</b>	T210M T210M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	D & D MANU & MILLWRIGHT SVC	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520R
<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>	MCB, 413 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	-2° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MACON, GA (MCN)	<b>Destination:</b>	SAN ANTONIO, TX (SAT)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): CARROL A SMITH

Adopted Date: 12/07/1994

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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