



Aviation Investigation Final Report

Location:	PHARR, Texas	Accident Number:	FTW85LA165
Date & Time:	March 26, 1985, 09:00 Local	Registration:	XBANR
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCRAFT IS MEXICAN REGISTERED AND WAS BEING FLOWN BY A MEXICAN NATIONAL, FROM MCALLEN TX. TO TUXPAN VER. MEXICO. ITS CARGO WAS TELEVISION SETS. ABOUT FIVE MINUTES AFTER DEPARTING MCALLEN THE PILOT REPORTED A POWER LOSS AND THAT HE WAS RETURNING TO THE AIRPORT. SHORTLY THEREAFTER THE AIRCRAFT STRUCK A POWER POLE AND HOUSE AND COLLIDED WITH THE TERRAIN. IT THEN CAUGHT FIRE AND BURNED. THE REASON FOR THE REPORTED ENGINE FAILURE IS UNKNOWN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

Findings

- 2. (F) OBJECT - UTILITY POLE
- 3. (F) TERRAIN CONDITION - NONE SUITABLE
- 4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #5: FIRE
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 7, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 2000 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	XBANR
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	FRANCISCO HERNANDEZ J	Rated Power:	285 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MCALLEN , TX (MFE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:55 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Asphalt;Dirt;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.179313,-98.179237(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J.

Additional Participating Persons: W T HOWELL; MCALLEN , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21709>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).