



# Aviation Investigation Final Report

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<b>Location:</b>	RUBY, Arizona	<b>Accident Number:</b>	LAX93LA037
<b>Date &amp; Time:</b>	November 13, 1992, 14:00 Local	<b>Registration:</b>	XBBRI
<b>Aircraft:</b>	CESSNA TU206G	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE MEXICAN REGISTERED AIRCRAFT COLLIDED WITH HILLY TERRAIN WHILE MANEUVERING FOR A PRESUMED LANDING FOLLOWING FUEL EXHAUSTION IN A REMOTE DESERT AREA NEAR THE MEXICO AND US BORDER. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THAT IT WAS INTACT AND ONLY ABOUT FIVE OUNCES OF FUEL WERE FOUND IN THE TOTAL SYSTEM. THE FUEL SYSTEM HAD BEEN MODIFIED WITH THE ADDITION OF NON STANDARD LONG RANGE BLADDER TANKS IN THE WINGS. ACCORDING TO INFORMATION FROM THE COUNTY SHERIFF'S OFFICE, US CUSTOMS AND THE DRUG ENFORCEMENT ADMINISTRATION, THE AIRCRAFT REPORTEDLY DEPARTED DURANGO, MEXICO, AT AN UNKNOWN TIME WITH A PRESUMED DESTINATION OF NOGALES, MEXICO (17 MILES SOUTH OF THE CRASH SITE). US CUSTOMS AND DEA REPORTED THAT THE AIRCRAFT ENTERED THE UNITED STATES AT LOW ALTITUDE WITHOUT A FLIGHT PLAN OR ENTRY DECLARATION. THE AIRCRAFT WAS OBSERVED BY GROUND WITNESSES FLYING LOW IN THE GULLIES AND VALLEYS OF THE HILLY DESERT TERRAIN, THEN THEY HEARD THE ENGINE SPUTTER AND STOP. THE AIRCRAFT COLLIDED WITH THE SLOPE OF A HILL SIDE IN A GULLY WITH FLAPS IN A LANDING CONFIGURATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO INACCURATE PREFLIGHT PLANNING.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. (C) FUEL SUPPLY - INADEQUATE

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Foreign	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	XBBRI
<b>Model/Series:</b>	TU206G TU206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20605340
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1698 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520M
<b>Registered Owner:</b>	LA VORITA IMPORT & EXPORT, S A	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	RAUL REYES-ZAVALA	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TUC ,2647 ft msl	<b>Distance from Accident Site:</b>	48 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	5°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	27°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DURANGO (UNK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(UNK)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Rich, Jeff

**Additional Participating Persons:**

**Original Publish Date:** August 26, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=27862>

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