



National Transportation Safety Board

Aviation Accident Final Report

Location:	BENAVIDES, TX	Accident Number:	FTW83FRG03
Date & Time:	12/16/1982, 1830 CST	Registration:	N5906M
Aircraft:	CESSNA 340	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

A DEER HUNTER SAW THE AIRCRAFT ON A FINAL APPROACH TO AN OPEN FIELD AT DUSK, WITH THE GEAR AND FLAPS DOWN. HE STATED THAT WHEN IT WAS AT ABOUT 100 FT AGL, THE NOSE PITCHED DOWN AND THE PLANE STRUCK THE GROUND AND BURST INTO FLAMES. THE AIRCRAFT WAS LOADED WITH AN ESTIMATED 600 LBS OF MARIJUANA, MOST OF WHICH WAS CONSUMED BY FIRE. A HIGH ALTITUDE NAVIGATIONAL CHART WAS FOUND NEAR THE WRECKAGE. THE CHART CONTAINED A LINE BETWEEN TWO NAVIGATIONAL POINTS (ONE IN MEXICO & ONE IN THE UNITED STATES). THE AIRCRAFT HAD BEEN STOLEN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DUSK
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/05/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	579 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5906M
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	340-0064
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5975 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520-1
Registered Owner:	RAYMOND TAMEZ JR.	Rated Power:	285 hp
Operator:	DAVID RUSSELL BURTON	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	ALI, 0 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1800	Direction from Accident Site:	58°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	66°C / 0°C
Precipitation and Obscuration:			
Departure Point:	GUADALAJARA, MX	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date: 12/16/1983
Additional Participating Persons:	
Publish Date:	
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).