



National Transportation Safety Board Aviation Accident Final Report

Location:	KEY WEST, FL	Accident Number:	MIA85LA110
Date & Time:	03/01/1985, 0015 EDT	Registration:	N709G
Aircraft:	ROCKWELL 680E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A COAST GUARD FALCON ACFT WAS ON SCENE WHEN THE ACFT DITCHED IN THE ATLANTIC OCEAN DUE TO FUEL EXHAUSTION. A LIFE RAFT & MARKER WERE DROPPED BY THE COAST GUARD ACFT. A SEARCH WAS CONDUCTED ALL DAY ON 3/1/85 & WAS CALLED OFF AT SUNSET ON ON 3/2/85. THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED OR DROWNED. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED.

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(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (C) FLUID,FUEL - EXHAUSTION
 3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/31/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N709G
Model/Series:	680E 680E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	680E86582
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	GSO-480-B1A6
Registered Owner:	TFAFFEN	Rated Power:	340 hp
Operator:	NATIONAL BANK OF COMMERCE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EWY, 4 ft msl	Distance from Accident Site:	240 Nautical Miles
Observation Time:	0050 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 16° C
Precipitation and Obscuration:			
Departure Point:	BELIZE, OF (MZBZ)	Type of Flight Plan Filed:	VFR
Destination:	KEY WEST, FL (EWY)	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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	
Additional Participating Persons:	BILL WEAVER; MIAMI, FL		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).