



National Transportation Safety Board Aviation Accident Final Report

Location:	MATACUMBE KEY, FL	Accident Number:	MIA83FA242
Date & Time:	09/30/1983, 1800 EDT	Registration:	N70C
Aircraft:	Rockwell 560E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE ACFT CRASHED IN THE WATER IN AN ISOLATED AREA OF THE FLORIDA BAY WHILE IN A NEAR INVERTED, LEFT WING LOW, NOSE DOWN ATTITUDE & AT A HIGH RATE OF DESCENT WITH SLOW FORWARD SPEED. THE LANDING GEAR WERE DOWN & LOCKED, & THE FLAPS WERE EXTENDED ABOUT 10 DEGS. EXAMINATION OF THE CARGO DOOR REVEALED EVIDENCE TO SUGGEST THAT IT WAS NOT HINGED TO THE ACFT DURING IMPACT. THE PURPOSE OF THE FLT IS STILL UNDER INVESTIGATION BY OTHER GOV'T AGENCIES.

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: MANEUVERING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, 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:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/15/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1525 hours (Total, all aircraft), 35 hours (Total, this make and model), 1325 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N70C
Model/Series:	560E 560E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	549
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	GO-480-C1B6
Registered Owner:	ALLAN JEFFRIES	Rated Power:	280 hp
Operator:	ALLAN JEFFRIES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	EYW, 4 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	1746 EDT	Direction from Accident Site:	225°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	LUIS CARMONA	Report Date:	
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 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](#).