



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SUCHES, GA	<b>Accident Number:</b>	ATL91LA062
<b>Date &amp; Time:</b>	03/01/1991, 1740 EST	<b>Registration:</b>	N6546Y
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PRIVATE PILOT WAS IN IMC AT 7,000 FEET MSL AND ABOUT 30 MINUTES INTO HIS FLIGHT WHEN HE REPORTED A COMPLETE ELECTRICAL FAILURE. HE BEGAN TO ACCOMPLISH LOST COMM PROCEDURES AND ATTEMPTED TO MAINTAIN HIS LAST ASSIGNED HEADING, AIRSPEED, AND ALTITUDE. HE REPORTED NO PROBLEMS WITH HIS ENGINES, PITOT STATIC SYSTEM OR VACUUM POWERED FLIGHT INSTRUMENTS. HE REMEMBERED THE AIRPLANE STRIKING TREE LIMBS, BUT COULD REMEMBER NOTHING AFTER THAT UNTIL THE AIRPLANE HAD CRASHED ONTO THE TERRAIN. THE ELEVATION AT THE CRASH SITE WAS ABOUT 3,100 FEET MSL. THE PILOT COULD NOT EXPLAIN WHY HE LOST 3,900 FEET OF ALTITUDE PRIOR TO THE CRASH. HE DID NOT REPORT A LIGHTNING STRIKE, AND HE WAS IN IMC UNTIL IMPACT. THE REASON FOR THE LOSS OF ELECTRICAL POWER WAS NOT DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ALTITUDE DURING CRUISE FLIGHT AFTER LOSS OF ELECTRICAL POWER FOR AN UNDETERMINED REASON.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE

### Findings

1. (C) ELECTRICAL SYSTEM - UNDETERMINED  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

2. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/07/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1087 hours (Total, all aircraft), 376 hours (Total, this make and model), 985 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6546Y
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	27-3840
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/15/1991, Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	KRUG, RICHARD D.	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	KRUG, KURT E.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Distance from Accident Site:	61 Nautical Miles
Observation Time:	1752 EST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 600 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 13° C
Precipitation and Obscuration:			
Departure Point:	CHATTANOOGA, TN (CHA)	Type of Flight Plan Filed:	IFR
Destination:	VENICE, FL (VNC)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Ralph E Hicks	Report Date:	03/31/1993
Additional Participating Persons:	JAMES E GLENN; COLLEGE PARK, GA		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).