



National Transportation Safety Board Aviation Accident Data Summary

Location:	SUCHES, GA	Accident Number:	ATL91LA062
Date & Time:	03/01/1991, 1740 EST	Registration:	N6546Y
Aircraft:	PIPER PA-23-250	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

Findings

1. (C) ELECTRICAL SYSTEM - UNDETERMINED

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

Findings

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

Pilot Information

Certificate:	Private	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N6546Y
Model/Series:	PA-23-250 PA-23-250	Engines:	2 Reciprocating
Operator:	KRUG, KURT E.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-C4B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1400 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 240°
Temperature:	14°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	CHATTANOOGA, TN (CHA)	Destination:	VENICE, FL (VNC)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Ralph E Hicks	Adopted Date:	03/31/1993
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.nts.gov/pubdms/ .		

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