



National Transportation Safety Board Aviation Accident Final Report

Location:	Linden, NC	Accident Number:	MIA02LA038
Date & Time:	12/01/2001, 1705 EST	Registration:	N366KR
Aircraft:	Byrd KR-2S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

According to the pilot, upon his return to his home field, the wind favored using runway 22, but the sun was located in just the right spot to blind anyone flying in that direction. The pilot continued the approach although his visibility was severely restricted, and at about 100 feet from the runway, the left wing collided with a tree top and spun the aircraft to the ground. The pilot was not injured, but the aircraft was destroyed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to correct a condition where visual contact with the terrain was lost due to sunshine glare, resulting in collision with a tree during final approach for landing.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) VISUAL LOOKOUT - RESTRICTED
2. (C) BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
3. OBJECT - TREE(S)

Factual Information

On December 1, 2001, at about 1705 eastern standard time, an experimental Byrd KR-2S, N366KR, registered and operated by a private individual as a Title 14 CFR Part 91 personal flight, crashed while on final approach for landing in the vicinity of Linden, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The aircraft was destroyed and the private-rated pilot, the sole occupant, was not injured. The flight departed Raleigh-Durham about 20 minutes before the accident.

According to the pilot, while on final approach to runway 22, the sun's rays hit his canopy at just the right angle to blind his vision. At about 100 feet before the runway, the left wing tip collided with a tree top and spun the aircraft to the terrain. The airplane collided with the terrain in a vertical, nose down attitude, resulting in the fuselage breaking up at about the instrument panel and the wing to separate.

According to an FAA inspector, the sun's obscuring of the pilot's vision prevented him from sensing that the aircraft was drifting left of runway centerline as he approached the threshold of runway 22. The left wing struck a tree, causing the aircraft to impact the terrain.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/10/2001
Occupational Pilot:		Last Flight Review or Equivalent:	09/02/2001
Flight Time:	1000 hours (Total, all aircraft), 49 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Byrd	Registration:	N366KR
Model/Series:	KR-2S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	366
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/24/2001, Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	49 Hours at time of accident	Engine Manufacturer:	Subaru
ELT:	Installed, not activated	Engine Model/Series:	EA81-981
Registered Owner:	Melvin G.Byrd	Rated Power:	98 hp
Operator:	Melvin G.Byrd	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FAY, 310 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1653 EST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	9 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	22° C / 12° C
Precipitation and Obscuration:			
Departure Point:	Raleigh-Durham, NC (5W5)	Type of Flight Plan Filed:	None
Destination:	Linden, NC (9NC2)	Type of Clearance:	None
Departure Time:	1645 EST	Type of Airspace:	Class G

Airport Information

Airport:	Flyers Airstrip (9NC2)	Runway Surface Type:	Grass/turf
Airport Elevation:	115 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2800 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Alan C Stone	Report Date:	06/04/2002
Additional Participating Persons:	Kenneth W Humphries; FSDO FAA; Greensboro, NC		
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/ .		

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