



Aviation Investigation Final Report

Location:	LAWRENCE, Kansas	Accident Number:	MKC90LA047
Date & Time:	January 14, 1990, 16:30 Local	Registration:	N4GB
Aircraft:	BURNETT STARDUSTER TOO	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE COMMERCIAL PILOT SAID THAT WHILE ATTEMPTING TO LAND HIS HOMEBUILT BIPLANE ON HIS PRIVATE STRIP, HE WAS BLINDED BY THE SETTING SUN AND FAILED TO CLEAR A TREE ON FINAL APPROACH. THE ACFT'S RIGHT WING STRUCK THE TREE, WHICH CAUSED THE ACFT TO YAW TO THE RIGHT & CRASH. THE PLT SUFFERED A DAMAGED VERTEBRA, WHICH REQUIRED SURGERY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED CLEARANCE FROM TREE(S) NEAR THE APPROACH END OF THE RUNWAY, WHILE ON FINAL APPROACH TO LAND. FACTORS RELATED TO THE ACCIDENT WERE: SUNGLARE, LACK OF VISUAL CUES TO THE PILOT, AND TREE(S).

Findings

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

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (F) OBJECT - TREE(S)
3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
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:	December 22, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3800 hours (Total, all aircraft), 130 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BURNETT	Registration:	N4GB
Model/Series:	STARDUSTER TOO STARDUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	100
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	130 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-360-A1A
Registered Owner:	BURNETT, HOWARD G	Rated Power:	180 Horsepower
Operator:	LBURNETT, HOWARD G.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IXD ,1080 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAWRENCE , KS (LWC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	38.899379,-95.210746(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: EARLINE BILES;

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34926>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).