

Weather Data

METAR KPUW 061453Z AUTO 00000KT 10SM CLR 23/13 A2992

Sun glare possibility examined:

At the request of the NTSB IIC to review the possibility of sun glare as a contributing factor to the accident, an NTSB Senior Meteorologist reported that his review of the data available for the morning of the accident revealed that the lateral displacement of the sun relative to the pilot's position during the accident spray pass was at an angle of 71.26 or 20 degrees above east, with 0 degrees/360 degrees being northward. Additionally, the sun was 13.8 degrees above the horizon, with 90 degrees being directly overhead, thus 13.8 degrees, according to the meteorologist, was very near the horizon at the time of the accident.