



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	REDMOND, OR	<b>Accident Number:</b>	SEA97LA096
<b>Date &amp; Time:</b>	05/02/1997, 1515 PDT	<b>Registration:</b>	N6291X
<b>Aircraft:</b>	HENDRIX TALON XP	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The owner/builder (pilot) of the kitplane had accrued approximately 70 hours of operating time on the aircraft. During a flight, he began to lose aileron control. Shortly after entering downwind for landing, all aileron and elevator control were lost, and the pilot actuated the aircraft's ballistic parachute. Postcrash examination revealed that the pilot had installed only the forward flight control stick and torque tube, and had not installed either the rear flight control stick nor the interlink tube. This absence resulted in a structurally weakened control system and subsequent disconnect of the forward flight control stick from the torque tube in torsional overload. There was no caution note within the kitplane assembly instructions advising the builder that failure to install either the aft control stick and/or interlink tube would result in a compromise of the structural integrity of the fore and aft stick, torque tube and interlink tube assembly.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: incomplete installation (omission of the aft control stick and interlink tube) of the flight control system, resulting in failure of the combined (torque) elevator and aileron rod and a disconnection of the forward flight control stick from the ailerons and elevators.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

### Findings

1. (C) MAINTENANCE, INSTALLATION - INADEQUATE - OWNER/BUILDER
2. INFORMATION INSUFFICIENT - KIT MANUFACTURER
3. (C) FLT CONTROL SYST, ELEVATOR CONTROL CABLE/ROD - FAILURE
4. (C) FLT CONTROL SYST, AILERON CONTROL CABLE/ROD - FAILURE
5. (C) FLT CONTROL SYST, YOKE/CONTROL STICK - DISCONNECTED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

### Findings

6. AIRCRAFT CONTROL - NOT POSSIBLE
7. MISC EQPT/FURNISHINGS, PARACHUTE/DROP CHUTE
8. EMERGENCY EQUIPMENT - SELECTED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	148 hours (Total, all aircraft), 116 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HENDRIX	<b>Registration:</b>	N6291X
<b>Model/Series:</b>	TALON XP TALON XP	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HENDRIX, ROBERT, A.	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	582CDI
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RDM, 3077 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 8000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 110°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SISTERS, OR (6K5)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY

Adopted Date: 07/13/1998

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

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.