

**Brief of Accident**

**Adopted 10/23/2001**

CHIO1LA008  
File No. 10789                      10/11/2000                      SAINT PAUL, MN                      Aircraft Reg No. N796W                      Time (Local): 14:30 CDT

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Make/Model:	Walton / RV-6	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / O-360-A4M	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

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Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport/Airstrip	Basic Weather:	Visual Conditions
Airport Name:	LAKE ELMO AIRPORT	Lowest Ceiling:	None
Runway Identification:	22	Visibility:	10.00 SM
Runway Length/Width (Ft):	2497 / 75	Wind Dir/Speed:	190 / 012 Kts
Runway Surface:	Asphalt	Temperature (°C):	70
Runway Surface Condition:	Dry	Precip/Obscuration:	

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Pilot-in-Command	Age: 49	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 215
Private; Single-engine Land		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 132
None		Total Instrument Time: UnK/Nr

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The airplane sustained substantial damage on impact with terrain during a landing. The pilot was uninjured. The pilot stated, "... Went out to do a few landings and after rounding out and 3 ft. above runway, my right rudder pedal failed causing my airplane to yaw left, strike left wingtip and cartwheel approx. 3 times before coming to rest on its gear." An on-scene examination revealed the right rudder pedal was separated from its cross tube. The airplane's condition inspection was performed on January 21, 2000. No entries indicating the compliance with SB 99-6-1 were found. A kit manufacturer's representative stated, "I researched the method by which we distribute service bulletins and, with each bulletin, we do a direct mailing to each customer, publish the SB in the newsletter and place it on our web site. If we are notified of change of ownership, we mail to the new owner. ... The SB would have gone to [the builder]." The builder stated, "I did not receive such bulletin. Had I, I certainly would have forwarded it to [the current owner]."

Brief of Accident (Continued)

CHI01LA008  
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Occurrence #1:     AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (C) FLT CONTROL SYST, RUDDER CONTROL - FAILURE  
2. (F) MAINTENANCE, SERVICE BULLETIN/LETTER - NOT COMPLIED WITH - OTHER MAINTENANCE PERSONNEL  
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Occurrence #2:     LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
3. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
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Occurrence #3:     IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The rudder tube failure, and aircraft control not possible during the flare by the pilot. A factor was the service bulletin not being complied with by the mechanic during the condition inspection.