



# Aviation Investigation Final Report

<b>Location:</b>	Ronan, Montana	<b>Accident Number:</b>	SEA06CA191
<b>Date &amp; Time:</b>	September 29, 2006, 14:30 Local	<b>Registration:</b>	N9918T
<b>Aircraft:</b>	Maule M-6-235	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the landing roll in the tailwheel-equipped aircraft, the pilot failed to maintain directional control, and the aircraft departed the side of the runway. After departing the runway, the aircraft rolled through a swale (sunken area) between the runway and the taxiway. As it was coming up out of the swale, the aircraft's right wing contacted the ground, resulting in substantial damage. In his written statement, the pilot said, "I should have maintained better directional control of the aircraft on the runway..." There was no indication of a flight control malfunction.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll in the tailwheel-equipped aircraft. A swale (sunken area) between the runway and the taxiway was a factor.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - OTHER

## Factual Information

During the landing roll in the tail wheel-equipped aircraft, the pilot failed to maintain directional control, and the aircraft departed the side of the runway. After departing the runway, the aircraft rolled through a swale (sunken area) between the runway and the taxiway. As it was coming up out of the swale, the aircraft's right wing contacted the ground, resulting in substantial damage. In his written statement, the pilot said, "I should have maintained better directional control of the aircraft on the runway..." There was no indication of a flight control malfunction.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	February 1, 2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	261 hours (Total, all aircraft), 100 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N9918T
<b>Model/Series:</b>	M-6-235	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7491C
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540-W1A
<b>Registered Owner:</b>	Randle V. White	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Missoula, MT (KMSO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Ronan, MT (7S0 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Ronan Airport 7S0	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	47.572776,-114.096664

## Administrative Information

**Investigator In Charge (IIC):** Anderson, Orrin

**Additional Participating Persons:**

**Original Publish Date:** February 26, 2007

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=64625>

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