



National Transportation Safety Board Aviation Accident Final Report

Location:	BEMIDGI, MN	Accident Number:	CHI97LA258
Date & Time:	08/01/1997, 1000 CDT	Registration:	N40354
Aircraft:	Maule M-4-220C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the approach and landing were normal. After a ground roll of 100 to 175 feet, the airplane veered to the right. It continued half way off the right side of the runway before coming to a stop. According to the pilot, a skid mark was visible on the runway. Postaccident inspection of the airplane after notification of the accident (14 days later) failed to reveal any failure/malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure or inability to maintain directional control of the airplane, as a result of an undetermined anomaly concerning of the right main landing gear brake.

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On August 1, 1997, at approximately 1000 central daylight time (cdt), a Maule M-4-220C, N40354, operated by a private pilot collided with the terrain following a loss of control while landing on runway 25 (5,699' x 150') at the Beltrami County Airport, Bemidji, Minnesota. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The airplane was substantially damaged. The pilot and two passengers were not injured. The flight originated from New Richmond, Wisconsin, at 0800 central daylight time.

The pilot reported that everything was normal as he entered the traffic pattern and set up to land. He continued to report, "Flared at correct position, cut throttle glided down runway 25 touchdown normal." The pilot reported that after a ground roll of 100 to 175 feet the airplane "veered to right instantly & ended up on left wingtip with left gear collapsed 1/2 in grass on right side of 25." The pilot reported that he had not used the brakes during the landing roll; however, skid marks from the right main landing gear were visible on the runway.

The accident was not reported to the National Transportation Safety Board until August 14, 1997. Inspection of the brakes failed to reveal any failure/malfunction.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/17/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	479 hours (Total, all aircraft), 434 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N40354
Model/Series:	M-4-220C M-4-220C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2132C
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	07/18/1997, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1016 Hours	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6H-350-C1
Registered Owner:	GORDON R. BEHLING	Rated Power:	220 hp
Operator:	GORDON R. BEHLING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / 10° C
Precipitation and Obscuration:			
Departure Point:	NEW RICHMOND, WI (RNH)	Type of Flight Plan Filed:	VFR
Destination:	(BJI)	Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Class E

Airport Information

Airport:	BELTRAMI COUNTY (BJI)	Runway Surface Type:	Asphalt
Airport Elevation:	1390 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5699 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	01/30/1998
Additional Participating Persons:	BOB MIAZGA; MINNEAPOLIS, MN		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).