

MAULE M-6 Model Guide

The MAULE M-6 is a single-engine piston tailwheel aircraft. The registry lists it as a Maule family with M-6-180 and M-6-235 variants, and the family carries up to 4 people. Library data shows a 145 hp Continental O-300, 43 gal of fuel and a 100 lb baggage allowance. Confirm the exact variant and engine before you buy.

KEY TAKEAWAYS

- MAULE M-6 family variants are M-6-180 and M-6-235; both are listed on FAA data sheet 3A23, Revision 30.
- Library data: Continental O-300, 145 hp, McCauley 1A170-DM7460 propeller, 43 gal fuel, 100 lb baggage.
- Registry family maxima: up to 128 kt cruise, 20,000 ft ceiling, 4 passengers, about 1,000 kg MTOW.
- Inspect the tailwheel fork, bushing and steering lock closely, and check the wing lift struts.

KNOW WHICH VARIANT YOU ARE BUYING

The registry lists M-6-180 and M-6-235 under the MAULE M-6 name. The library row gives a Continental O-300 at 145 hp, but the data sheet shows that engine and propeller under the early M-4 entries. Check the aircraft's data plate and logs against Type Certificate Data Sheet 3A23 for the exact M-6 model.

CAPACITY AND FIGURES TO TREAT AS FAMILY-LEVEL

The MAULE M-6 library row lists 43 gal of fuel and a 100 lb baggage allowance. The data sheet's M-4 entries show 40 gal usable of 43 gal total. Registry maxima across the family are 128 kt cruise, a 20,000 ft service ceiling, 4 passengers and 1,000 kg MTOW. These are upper bounds, not figures for your variant.

TAILWHEEL AND LIFT STRUT CHECKS

A tailwheel write-up advises checking that the fork swivels freely in the bracket without wobble or binding. It also says to check the bushing for wear, the lock pin and cam plate, and the retaining nut and threads, and to look for cracked hubs. Aluminum lift struts are a Maule-series STC option: they must not be powder coated, and they cut weight by 8 lbs versus OEM struts.

SPECIFICATIONS

Engine Model	Continental O-300
Engine Hp	145
Propeller	McCauley 1A170-DM7460
Fuel Capacity Gal	43
Baggage Allowance Lbs	100

SAFETY NOTES

- A worn tailwheel fork thread or lock-ring pin can let the fork depart the aircraft or cost steering control, according to the tailwheel write-up. Inspect them.
- Aluminum lift struts must not be powder coated; use conventional liquid paint or leave them bare. Rig the wings after installation and update weight and balance.
- The tailwheel write-up is one owner's opinion, not an official recommendation. Use a qualified mechanic.