



Aviation Investigation Final Report

Location:	Capon Bridge, West Virginia	Accident Number:	IAD05CA143
Date & Time:	September 12, 2005, 18:00 Local	Registration:	N627RK
Aircraft:	Maule MT7-235	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he overran the runway due to excessive airspeed during the final approach. The airplane subsequently impacted small trees. The runway, which was located on the pilot's property, was 1,200 feet long and 50 feet wide. Winds at the time were calm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/speed which resulted in an overrun and a subsequent impact with trees.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings
1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
2. OBJECT - TREE(S)



Factual Information

On September 12, 2005, about 1800 eastern daylight time, a Maule MT7-235, N627RK, was substantially damaged while landing at River's Edge Farm Airport (38WV), Capon Bridge, West Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the flight, between Winchester Regional Airport (OKV), Winchester, Virginia, and Capon Bridge. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he overran the runway, primarily due to excessive airspeed on final approach. The airplane subsequently impacted small trees.

The runway, which was located on the pilot's property, was 1,200 feet long and 50 feet wide. Winds at the time were calm.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	842 hours (Total, all aircraft), 57 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N627RK
Model/Series:	MT7-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18036C
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540
Registered Owner:	Leonard McMaster	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Winchester, VA (OKV)	Type of Flight Plan Filed:	None
Destination:	Capon Bridge, WV (38WV)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	39.325,-78.425003

Administrative Information

Investigator In Charge (IIC): Cox, Paul

Additional Participating Persons:

Original Publish Date: January 31, 2006

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=62561>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).