



# Aviation Investigation Final Report

<b>Location:</b>	Upland, California	<b>Accident Number:</b>	WPR23LA159
<b>Date &amp; Time:</b>	April 18, 2023, 16:35 Local	<b>Registration:</b>	N349VR
<b>Aircraft:</b>	VASHON AIRCRAFT RANGER R7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Engine shutdown	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while on short final during a normal approach, he accidentally pulled the engine mixture control to idle-cutoff and the engine shut down. He was unable to restart the engine and landed short of the runway. The airplane then impacted the airport boundary fence, which resulted in substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper selection of the mixture control, which resulted in a total loss of engine power and a collision with the airport boundary fence during a forced landing.

## Findings

<b>Environmental issues</b>	Fence/fence post - Contributed to outcome
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Engine shutdown (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 20, 2021
<b>Flight Time:</b>	401 hours (Total, all aircraft), 38 hours (Total, this make and model), 251 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	VASHON AIRCRAFT	<b>Registration:</b>	N349VR
<b>Model/Series:</b>	RANGER R7	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2022	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	10202
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 7, 2022	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	37.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-200-D
<b>Registered Owner:</b>	CKD ENGINEERING LLC DBA	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	CKD ENGINEERING LLC DBA	<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>	KCCB,1439 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:35 Local	<b>Direction from Accident Site:</b>	307°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	15°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Upland, CA (KCCB)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Upland, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	CABLE Airport KCCB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1443 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3863 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.111611,-117.68738(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Benny B. Kim; Federal Aviation Administration; Riverside, CA
<b>Original Publish Date:</b>	August 17, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=107084">https://data.ntsb.gov/Docket?ProjectID=107084</a>

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