



Aviation Investigation Final Report

Location:	Upland, California	Accident Number:	WPR23LA159
Date & Time:	April 18, 2023, 16:35 Local	Registration:	N349VR
Aircraft:	VASHON AIRCRAFT RANGER R7	Aircraft Damage:	Substantial
Defining Event:	Engine shutdown	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	76, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 20, 2021
Flight Time:	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

Aircraft Make:	VASHON AIRCRAFT	Registration:	N349VR
Model/Series:	RANGER R7	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	10202
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 7, 2022	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	37.8 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-200-D
Registered Owner:	CKD ENGINEERING LLC DBA	Rated Power:	100 Horsepower
Operator:	CKD ENGINEERING LLC DBA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCCB, 1439 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	307°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 2800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Upland, CA (KCCB)	Type of Flight Plan Filed:	None
Destination:	Upland, CA	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.111611,-117.68738(est)

Administrative Information

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

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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](#).