



# Aviation Investigation Final Report

<b>Location:</b>	Moorpark, California	<b>Accident Number:</b>	WPR23LA181
<b>Date &amp; Time:</b>	May 6, 2023, 07:30 Local	<b>Registration:</b>	N799CP
<b>Aircraft:</b>	STEVEN RADENBAUGH JA35 SUPERSTOL	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Off-field or emergency landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Flight test		

## Analysis

The pilot of the tailwheel equipped airplane reported that during a series of take offs and landings, the “A line red light” for the engine’s fuel pump illuminated, twice. Both times, he shut down the engine to reset the engine’s computer and restarted the engine. The pilot reported knowledge of a potential mechanical malfunction prior to leaving the airport environment, during the accident flight. He continued the flight to a remote area where the A line red light illuminated again, followed by the low-pressure fuel warning light. The pilot elected to land the airplane on a deserted dirt road. While landing, the sun impeded his vision and the airplane landed beside the road, on rough terrain. During the landing roll, the airplane’s main landing gear collapsed, and the airplane impacted terrain, resulting in substantial damage to the left wing.

## Probable Cause and Findings

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

The pilot’s failure to maintain control of the airplane during an off airport precautionary landing. Contributing to the accident was the pilot’s decision to continue the flight with a possible mechanical malfunction.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Lack of action - Pilot
<b>Aircraft</b>	Fuel pressure - Malfunction

## Factual Information

### History of Flight

Enroute-cruise	Off-field or emergency landing (Defining event)
Landing-landing roll	Loss of control on ground

### Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
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 21, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2023
Flight Time:	(Estimated) 1100 hours (Total, all aircraft), 1100 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	STEVEN RADENBAUGH	Registration:	N799CP
Model/Series:	JA35 SUPERSTOL	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA622-03-21
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 2023 Condition	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1
Airframe Total Time:	150 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	EMERALD ISLE APARTMENTS LLC	Operating Certificate(s) Held:	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>	KCMA, 71 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	06:55 Local	<b>Direction from Accident Site:</b>	247°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Camarillo, CA (KCMA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Camarillo, CA (KCMA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:50 Local	<b>Type of Airspace:</b>	Class E

## 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>	34.31,-118.81(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Jeff Fritz; Federal Aviation Administration; Van Nuys, CA
<b>Original Publish Date:</b>	September 21, 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.nts.gov/Docket?ProjectID=114708">https://data.nts.gov/Docket?ProjectID=114708</a>

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](#).