

VASHON RANGER R7 Model Guide

The VASHON RANGER R7 is a single-engine piston Light Sport Aircraft from Vashon Aircraft of Woodinville, WA. The supplied documents are an abbreviated checklist and three service bulletins. They give speeds, engine limits and inspection items. They give no weights, range, seating or production years, so confirm those with the seller.

KEY TAKEAWAYS

- Three service bulletins apply to the R7: elevator idler cracks, nose gear leg material and SkyView fuel sensor setup. Check the logbook for compliance.
- Takeoff is prohibited with less than 4 gallons of fuel in the wing tanks. Checklist oil level is 4-5 quarts.
- Checklist speeds in KIAS: Vx 60, Vy 75, Vs 50, Vso 46, Vne 131. Cruise power is 2200-2700 RPM, 2750 RPM max.
- Fly above 103 KIAS in smooth air only.

SERVICE BULLETINS TO VERIFY

SB-01-12-23-1 Rev A (all serials): elevator idler bracket fatigue cracks; inspect within 10 hrs, every 25 hrs until 100 hrs, then annually. SB-R7-07-01-24-1 (serials 10196-10228): non-conforming nose gear side brace tubes; hardness test, replace the weldment if it fails. SB-05-06-19-1 (serials 10131-10145): fuel pressure sensor set as 50 PSI, installed sensor is 15 PSI.

ENGINE LIMITS AND RUN-UP

Tach green arc is 900 to 2750 RPM. Cylinder head temperature redline is 445°F and oil temperature redline is 240°F. Minimum oil pressure at idle is 10 PSI. At 1700 RPM, magneto drop must not exceed 150 RPM on either magneto, or 50 RPM between them. The engine has carb heat.

PREFLIGHT POINTS FOR A BUYER

The checklist covers a header tank plus left and right wing tanks, each with a sump to drain. Tire pressure is 25 PSI on the mains and 22 PSI on the nose. Check brake lines, axle nut cotter pins, nose gear fork and leg, rudder anti-servo tab free play (not more than 3 mm), and the ADS-B and ELT antennas.

PERFORMANCE

Cruise Climb Speed Kts	85
Best Glide Speed Kts	63
Min Sink Glide Speed Kts	59

V-SPEEDS

Vs Kts	50
Vso Kts	46
Vx Kts	60
Vy Kts	75
Va Kts	90
Vfe Kts	90
Vno Kts	103
Vne Kts	131

SAFETY NOTES

- Engine fire in flight: fuel valve off, ignition off, glide at 63 KIAS, land immediately. Do not attempt to restart the engine.
- If fuel contamination persists after repeated sampling, do not fly. Qualified maintenance must drain and purge the tanks.
- Prolonged high oil, CHT and EGT temperatures cause engine damage. In hot weather use 85 KIAS cruise-climb.