



Aviation Investigation Final Report

Location:	Lancaster, California	Accident Number:	WPR25LA028
Date & Time:	October 25, 2024, 12:30 Local	Registration:	N805RV
Aircraft:	DIERENFIELD DEVIN RV-6A	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that he made a verbal arrangement with a flight instructor to accompany him on the flight as an instructor and correct him as necessary. During the flight, while on the base leg of the airport traffic pattern, the flight instructor repeatedly stated, "nose down", however, the pilot believed the airplane's altitude and airspeed were correct. Subsequently, the pilot realized that the airplane was too low, and he felt the main landing gear "hit" the runway as he increased engine power to abort the landing. The pilot then reduced engine power, the propeller struck the runway, and the airplane came to rest upright on the right side of the runway. The right wing and aileron sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures that 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 failure to maintain a stabilized approach, which resulted in a hard landing.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Task monitoring/vigilance - Pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	76,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 3, 2023
Flight Time:	(Estimated) 3049 hours (Total, all aircraft), 89 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor; Remote	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 1, 2022
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	DIERENFIELD DEVIN	Registration:	N805RV
Model/Series:	RV-6A	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	25686
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 1, 2024 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1116.2 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	IO-390
Registered Owner:	On file	Rated Power:	210 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KWJF,2338 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	24°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lancaster, CA	Type of Flight Plan Filed:	None
Destination:	Lancaster, CA	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	General Wm J Fox Airfield KWJF	Runway Surface Type:	Asphalt
Airport Elevation:	2351 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	7201 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.741145,-118.21797(est)

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Ray Martin; Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	April 22, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=195408

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](#).