

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA185

AVIATION

April 19, 2024

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A. ACCIDENT

Location: Groveland, Florida
Date: April 19, 2024
Time: 13:30
Airplane: Bailey-Moyes Dragonfly

B. AVIATION

IIC Eric Alleyne
National Transportation Safety Board

FAA Inspector Pauline O' Connor
FAA FSDO Orlando

C. SUMMARY

On April 19, 2024, at approximately 13:30, an experimental Bailey-Moyes Dragonfly took off from Sheets Airstrip (FL42) in Groveland, Florida. Witnesses reported that the aircraft climbed to an altitude of 200-300 feet after taking off to the south and then turned east. Subsequently, the right wing folded up, causing the aircraft to spiral to the ground approximately 500 feet east of the departure end of the north-south landing area. The aircraft was destroyed, and the builder sustained fatal injuries.

D. DETAILS OF THE EXAMINATION

Accident Site

The airplane came to rest approximately 500 feet east of the departure end of the north-south landing area (runway 18).

Airframe Examination

Examination at the accident site revealed all flight control surfaces were at the wreckage site. The tube type airframe was buckled under impact forces. Both wings were crushed and bent forward of the cockpit area. The empennage remained attached to the tubular airframe structure and the rudder and elevator remained attached. The Cockpit area was crushed, and all tubular housing was buckled by impact forces. The fuel system was compromised and the engine sustained impact damage.

Wings

Examination of the wreckage revealed that the right lower wing strut block bolt was improperly installed and did not pass through the hole at the end of the wing support during installation. As a result, the wing support was not attached to the aircraft. The bolt was found threaded through and secured to the fuselage bulkhead box. No damage was noted to the bolt, the fuselage bulkheads, or the wing strut block, and the hole in the strut block was undamaged. (See Investigative Photos)

Pilot Information

The pilot held a private pilot certificate with airplane single-engine land and flight instructor sport privileges. The pilot reported 1,432 hours of total flight experience, including 211 hours in the six months preceding the most recent medical examination dated May 13, 2013. The pilot was issued a third-class medical certificate.

Aircraft Information

The airplane was a light sport aircraft manufactured to meet United States light sport category requirements. Operation was subject to specific weight and balance limitations, including front-seat solo operation to maintain center-of-gravity limits. The airplane was designed for flaperons in the flaps-up position and exhibited low-speed handling characteristics.

Submitted by:

Eric Alleyne
Air Safety Investigator