



Aviation Investigation Final Report

Location:	KAILUA/KONA, Hawaii	Accident Number:	GAA19CA059
Date & Time:	November 13, 2018, 11:30 Local	Registration:	N5023G
Aircraft:	Eugene Wells Dragon Fly-B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the approach, there was "heavy traffic" behind his airplane and a right crosswind. He added that, during a wheel landing, he tried to "maintain speed" to clear the runway, but the airplane began to "fishtail." He added power to regain control, but the airplane exited the left side of the runway, the left wing impacted the ground, and the airplane came to rest in a "lava field."

The airplane sustained substantial damage to the left wing.

The pilot reported that the accident was due to pilot error because of his lack of experience in the airplane. He added that he did not have a tailwheel endorsement and had a total of only 3 flight hours experience in tailwheel airplanes with a flight instructor.

The airport's automated weather observation system reported that, about the time of the accident, the wind was from 220° at 9 knots. The pilot landed the airplane on runway 17.

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 directional control during landing in a crosswind. Contributing to the accident was the pilot's lack of experience in tailwheel airplanes for which he did not have an endorsement.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Personnel issues	Qualification/certification - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	September 11, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eugene Wells	Registration:	N5023G
Model/Series:	Dragon Fly-B	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
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:	PHKO,43 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Few / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	KAILUA/KONA, HI (KOA)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	ELLISON ONIZUKA KONA INTL AT K KOA	Runway Surface Type:	Asphalt
Airport Elevation:	47 ft msl	Runway Surface Condition:	Unknown
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	11000 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	19.736944,-156.04306(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Ed Lee; FAA; Honolulu, HI
Original Publish Date:	June 10, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98635

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).