



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LK BUENA VISTA, FL	<b>Accident Number:</b>	MIA87FA220
<b>Date &amp; Time:</b>	08/01/1987, 1314 EDT	<b>Registration:</b>	N910DW
<b>Aircraft:</b>	BUCCANEER XA-430	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

THE ACCIDENT OCCURRED WHILE THE ACFT WAS FLYING AT AN EST 800 TO 1000 FT. PERSONS ON THE GRND HEARD A BANG, THEN LOOKED UP AND SAW THE ACFT IN A SPIN TO THE RT WITH THE RT WING FOLDED BACK OVER THE FUSELAGE. THE ACFT HIT THE GRND IN A NEAR VERTICAL ATTITUDE. TWO WITNESSES SAW THE ACFT DOING LOOPS JUST PRIOR TO THE ACCIDENT. THE ACFT IS PROHIBITED FROM DOING AEROBATICS. THE PLT HAD BEEN WARNED BY ANOTHER AEROBATIC PLT NOT TO PERFORM AEROBATICS ON ANOTHER OCCASION. AN EXAM OF THE WRECKAGE REVEALED THAT THE RT WING ATTACH SHACKLE HAD FAILED IN OVERLOAD.

## Probable Cause

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

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: MANEUVERING

### Findings

1. (C) WING, WING ATTACHMENT FITTING - FAILURE, TOTAL
2. (F) AEROBATICS - PERFORMED - PILOT IN COMMAND
3. (C) WING, WING ATTACHMENT FITTING - OVERLOAD
4. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. (F) JUDGMENT - POOR - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	689 hours (Total, all aircraft), 214 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BUCCANEER	<b>Registration:</b>	N910DW
<b>Model/Series:</b>	XA-430 XA-430	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WALT DISNEY WORLD CO.	<b>Engine Manufacturer:</b>	ROTAX
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	447
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCO, 96 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 260°
<b>Temperature:</b>	33° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RONALD W BIRD	<b>Adopted Date:</b>	10/07/1988
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.