



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CASTROVILLE, TX	<b>Accident Number:</b>	FTW92LA125
<b>Date &amp; Time:</b>	05/02/1992, 2015 CDT	<b>Registration:</b>	N68DS
<b>Aircraft:</b>	SHEWMAKER BD5	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

THE PILOT WAS ATTEMPTING A HIGH SPEED TAXI TEST WHEN THE AIRPLANE BECAME AIRBORNE. A NORMAL CLIMB WAS MADE TO APPROXIMATELY 1,000 FEET AGL. THE PILOT MADE SEVERAL LEFT TURNS WHILE IN LEVEL FLIGHT AND PROCEEDED BACK TOWARD THE AIRPORT. DURING THE APPROACH, THE PROPELLER SYSTEM'S VARIABLE CONTROL MECHANISM SLIPPED WHICH ALLOWED THE PROPELLER TO GO TO THE FULL FEATHER POSITION. THE AIRPLANE'S AIRSPEED WAS BETWEEN 160 TO 180 MPH WHEN THIS OCCURRED, ACCORDING TO THE PILOT. THE AIRSPEED THEN DROPPED TO APPROXIMATELY 100 MPH AND THE PILOT INITIATED A FORCED LANDING TO AN OPEN FIELD. DURING THE FLARE PRIOR TO TOUCHDOWN, THE PILOT ADDED POWER AND THE AIRPLANE YAWED. THE LEFT WING TIP STRUCK THE GROUND AND THE PILOT LOST CONTROL OF THE AIRPLANE WHICH THEN IMPACTED THE TERRAIN. THE PILOT STATED THE PROPELLER CONTROL SYSTEM PROBABLY VIBRATED LOOSE DURING THE FLIGHT. THIS SYSTEM IS CONTROLLED BY THE PILOT FROM THE COCKPIT WITH A VERNIER KNOB. THE PILOT BUILT THE AIRPLANE AND HAD NOT FLOWN IT BEFORE THE ACCIDENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL DURING THE FLARE. FACTORS WERE THE ENGAGEMENT OF THE PROPELLER FEATHERING SYSTEM AND THE PILOT'S TOTAL LACK OF EXPERIENCE IN TYPE AIRCRAFT AND THE SLIPPED PROPELLER PITCH CHANGE SYSTEM.

## Findings

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

### Findings

1. (F) PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - SLIPPED
2. (F) PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - ENGAGED

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	17650 hours (Total, all aircraft), 1 hours (Total, this make and model), 17350 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SHEWMAKER	<b>Registration:</b>	N68DS
<b>Model/Series:</b>	BD5 BD5	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SHEWMAKER, DARRYL D.	<b>Engine Manufacturer:</b>	HONDA
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	EB3
<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>	SAT, 809 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 4000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 130°
<b>Temperature:</b>	27° C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): RAY WALL Adopted Date: 07/26/1993

Investigation Docket: 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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