



National Transportation Safety Board Aviation Accident Final Report

Location:	SULPHUR, LA	Accident Number:	FTW90LA001
Date & Time:	10/01/1989, 1331 CDT	Registration:	N3718K
Aircraft:	GLOBE GC-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

THE PILOT SAID THE AIRPLANE HAD JUST LIFTED OFF AND HE INITIATED A VERTICAL PULLUP TO PERFORM A 1/4 CLOVERLEAF MANEUVER. HE SAID THAT THE LEFT MAIN LANDING GEAR HAD FAILED TO RETRACT COMPLETELY AND THAT THE DRAG CAUSED THE AIRPLANE TO SLOW RAPIDLY. HE SAID THE AIRPLANE STARTED TO FALL AND HE PUT THE NOSE DOWN, AND GOT ENOUGH AIRSPEED TO LEVEL THE WINGS BEFORE THE AIRPLANE HIT THE GROUND IN A FLAT ATTITUDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE LANDING GEAR TO COMPLETELY RETRACT WHICH RESULTED IN THE INABILITY TO GAIN SUFFICIENT AIRSPEED TO PERFORM THE CLIMBING MANEUVER.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Gyroplane; Helicopter; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/24/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 300 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GLOBE	Registration:	N3718K
Model/Series:	GC-1B GC-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1411
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/25/1989, Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2400 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	145-2
Registered Owner:	PHOENIX AVIATION INC	Rated Power:	145 hp
Operator:	WILLIAM T. BETHEA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C
Precipitation and Obscuration:			
Departure Point:	(L75)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	SOUTHLAND FIELD (L75)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	10/24/1990
Additional Participating Persons:	PHILLIP W LOMAX; BATON ROUGE, LA		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).