



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SULPHUR, LA	<b>Accident Number:</b>	FTW90LA001
<b>Date &amp; Time:</b>	10/01/1989, 1331 CDT	<b>Registration:</b>	N3718K
<b>Aircraft:</b>	GLOBE GC-1B	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

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## 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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Gyroplane; Helicopter; Instrument Airplane; Instrument Helicopter
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	GLOBE	<b>Registration:</b>	N3718K
<b>Model/Series:</b>	GC-1B GC-1B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WILLIAM T. BETHEA	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	145-2
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 10°
<b>Temperature:</b>	32° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(L75)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	SOUTHLAND FIELD (L75)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<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

Investigator In Charge (IIC): EUGENE ROTH Adopted Date: 10/24/1990

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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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.