



National Transportation Safety Board Aviation Accident Factual Report

Location:	SHELBYVILLE, TX	Accident Number:	FTW99LA059
Date & Time:	01/01/1999, 1705 CST	Registration:	N234CG
Aircraft:	Cessna 421C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 1, 1999, at 1705 central standard time, a Cessna 421C twin-engine airplane, N234CG, was substantially damaged during a precautionary landing near Shelbyville, Texas. The airline transport pilot was not injured and his four passengers sustained minor injuries. The airplane was registered to and operated by Metro Redevelopment, Inc. of Omaha, Nebraska. Visual meteorological conditions (VMC) prevailed, and an IFR flight plan was filed for the 14 Code of Federal Regulations Part 91 personal cross-country flight. The flight originated from the Lakefront Airport, New Orleans, Louisiana, at 1520, with a destination of Omaha, Nebraska.

The pilot reported that while in instrument meteorological conditions, at 14,000 feet msl, he advised Houston Center that "I may have to go up soon, to avoid ice as my thermometer had dropped [to] 6 degrees below zero, and I needed to make it go to below 10 degrees Centigrade BELOW Zero to avoid ice." After about a minute, he started preparing for ice penetration and "flipped" the two propeller anti-ice switches. Turning on the second switch popped the right propeller anti-icing circuit breaker. When he reset the circuit breaker, the airplane experienced a total electrical failure. He then initiated an emergency descent and entered into VMC at about 1,500 feet. The pilot further reported that he flew around about 30 minutes trying to locate an airport; however, with it getting dark and thunderstorms in the area, he elected to land on a road. The pilot stated that he made a few "S" turns to observe traffic, and during the approach to the road, the aircraft "hit several power lines and cables and flew under another double set." During the landing on the narrow road, with trees on both sides, he turned the airplane left to avoid colliding with a pickup truck, and the airplane impacted trees.

Examination of the aircraft by the FAA inspector revealed that both wings were damaged. The right main landing gear, nose landing gear, and 5 feet of the nose area forward of the bulkhead was separated from the aircraft.

On January 22, 1999, the alternator system was tested under the supervision of an FAA inspector. Testing of the alternators revealed that the left alternator was "bad"; however, there was 12 volts at the AUX terminal. The right alternator checked out "okay." "Both the left and right regulators tested bad and they would not regulate the voltage." The alternator out

sensors were then tested. "The left sensor checked okay, and the right sensor checked bad." According to the FAA inspector, "the right sensor had an open circuit and would not have turned on the light on the annunciator panel. The left sensor would not have turned on the light on the annunciator panel because the alternator was producing voltage at the AUX terminal, and that would have kept the circuit open on the sensor."

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	77, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/09/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15119 hours (Total, all aircraft), 290 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N234CG
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421C0267
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/20/1998, Annual	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:	97 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2894 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	GTSIO-520-L1B
Registered Owner:	METRO REDEVELOPMENT, INC.	Rated Power:	375 hp
Operator:	METRO REDEVELOPMENT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	OCH, 355 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1655 CST	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 2900 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 3700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 17° C
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA (NEW)	Type of Flight Plan Filed:	IFR
Destination:	OMAHA, NE (MLE)	Type of Clearance:	IFR
Departure Time:	1520 CST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON
Additional Participating Persons:	THOMAS J LATSON, JR.; HOUSTON, TX
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/ .