



National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Hailey, ID | Accident Number: | SEA02LA046 |
| Date & Time: | 03/01/2002, 1936 MST | Registration: | N421DG |
| Aircraft: | Cessna 421C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On March 1, 2002, at 1936 mountain standard time, a Cessna 421C, N421DG, registered to and being flown by a private pilot, sustained substantial damage during a gear up landing on runway 31 at the Friedman Memorial airport, Hailey, Idaho. The pilot and passenger were uninjured. Visual meteorological conditions existed and an IFR flight plan had been activated. The flight, which was personal, was operated under 14CFR91, and originated from Santa Monica, California, earlier in the day, and was destined for Hailey.

As the aircraft approached Hailey, the pilot reported that he was unable to obtain a down and locked status on the right main landing gear. He then attempted a manual extension of the landing gear using the nitrogen blow down system, but again was unable to get a down and locked indication on the right main gear. The aircraft was landed with the nose and left main gear extended and during the initial landing roll the right wing impacted the runway.

An examination and testing of the aircraft's landing gear and associated hydraulic systems was conducted under the oversight of an inspector from the Federal Aviation Administration's (FAA) Flight Standards District Office (FSDO) at Boise, Idaho. The hydraulic system was drained and the fluid was captured. Examination of the fluid yielded no particulate contaminants but a small amount of water was found in the fluid. The hydraulic system was subsequently replenished and the aircraft was placed on jacks. The landing gear was then cycled up and down repeatedly with no malfunction noted. The landing gear was then extended utilizing the emergency extension system, again with no malfunction (refer to ATTACHMENT FAA-I).

The surface temperature at Friedman airport was well below freezing several hours before and after the accident.

Pilot Information

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| Certificate: | Private | Age: | 51, 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 | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 05/21/2001 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 01/19/2002 |
| Flight Time: | 1680 hours (Total, all aircraft), 1232 hours (Total, this make and model), 1635 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N421DG |
| Model/Series: | 421C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 421C0456 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | 12/05/2001, Annual | Certified Max Gross Wt.: | 7560 lbs |
| Time Since Last Inspection: | 50 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 3898 Hours as of last inspection | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | GTSIO-520-L |
| Registered Owner: | Benjamin, Mark J. | Rated Power: | 375 hp |
| Operator: | Benjamin, Mark J. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | SUN, 5315 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1955 MST | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few / 2000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.1 inches Hg | Temperature/Dew Point: | -9° C / -14° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Santa Monica, CA (SMO) | Type of Flight Plan Filed: | IFR |
| Destination: | Hailey, ID (SUN) | Type of Clearance: | IFR |
| Departure Time: | 1530 PST | Type of Airspace: | Class D |

Airport Information

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|----------------------|-------------------------|---------------------------|------------------------|
| Airport: | Friedman Memorial (SUN) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 5315 ft | Runway Surface Condition: | Dry |
| Runway Used: | 31 | IFR Approach: | Visual |
| Runway Length/Width: | 6602 ft / 100 ft | VFR Approach/Landing: | Full Stop; Straight-in |

Wreckage and Impact Information

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|---------------------|--------|----------------------|------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 43.505000, -114.296667 |

Administrative Information

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| Investigator In Charge (IIC): | Steven A McCreary |
| Additional Participating Persons: | Terry Bateman; FAA Flight Standards District Office; Boise, ID |
| 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/ . |