



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Hailey, ID	<b>Accident Number:</b>	SEA02LA046
<b>Date &amp; Time:</b>	03/01/2002, 1936 MST	<b>Registration:</b>	N421DG
<b>Aircraft:</b>	Cessna 421C	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

While on approach to the Friedman Memorial airport (Hailey, Idaho), the pilot of the Cessna 421C lowered the landing gear but failed to receive a gear down and locked indication on the right main gear. He attempted to lower the landing gear utilizing the nitrogen blow down system, again without success. The pilot then executed a landing with the nose and left main gear extended. Post-crash examination revealed a small amount of water in the landing gear hydraulic lines. When the landing gear system was purged and replenished with uncontaminated fluid the gear operated without malfunction both normally and with the use of the blow down system. Temperature at Hailey, Idaho, remained well below freezing before and after the accident.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Water contamination within the aircraft's landing gear hydraulic line(s) which froze and blocked the line(s) preventing extension of the right main gear. A factor was the below freezing environmental conditions which the aircraft was operating in prior to and during the approach and landing.

## Findings

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

### Findings

1. (C) HYDRAULIC SYSTEM - CONTAMINATION, WATER
2. HYDRAULIC SYSTEM, LINE - BLOCKED (TOTAL)
3. (F) WEATHER CONDITION - TEMPERATURE, LOW

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Occurrence #2: WHEELS UP LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<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>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N421DG
<b>Model/Series:</b>	421C	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Benjamin, Mark J.	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	GTSIO-520-L
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	SUN, 5315 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-9° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Santa Monica, CA (SMO)	<b>Destination:</b>	Hailey, ID (SUN)

## Airport Information

<b>Airport:</b>	Friedman Memorial (SUN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6602 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	43.505000, -114.296667		

## Administrative Information

**Investigator In Charge (IIC):** Steven A McCreary

**Adopted Date:** 04/08/2003

**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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