

CESSNA 421C Model Guide

CESSNA 421C is a piston twin in the Cessna 421 family (421, 421A, 421B, 421C), sold as the Golden Eagle. Family-wide, the 421 series is listed at up to 840 nm range, 240 kt cruise and a 31,000 ft ceiling. Buyers should focus on engine time, exhaust condition, landing gear and airworthiness directive compliance.

KEY TAKEAWAYS

- Family-level figures only: up to 840 nm range, 240 kt cruise, 31,000 ft ceiling and 10 passengers across 421 variants.
- Exhaust AD 2000-01-16 applies to all serial numbers: visual check every 50 hrs or 30 days. Inconel corrodes from the inside.
- Check that Continental starter adapter bulletin MSB94-4F (inspection every 400 hours) was complied with.
- One listed example shows a 1600-hour engine TBO with 580 and 678 hours remaining, so check engine hours.

EXHAUST SYSTEM AND ADS

AD 2000-01-16 covers the CESSNA 421C Eagle II and III. Inspect the exhaust visually every 50 hrs or 30 days. Inspect tailpipes and pressure-test the system every 12 months. Replace V-band clamps every 500 hrs. Remove the exhaust aft of the slip-joints every 2500 hrs or 12 yrs. Inconel corrodes inside without visible flaking, so the carbon must be cleaned off before inspection.

ENGINES, PROPS AND UPGRADES (ONE LISTING)

A 1979 Golden Eagle III listing showed 4987 airframe hours (July 2019). Its engines had 1020.1 and 922 hours since new against a 1600-hour TBO. The props had 215 hours since overhaul. The RAM IV package listed winglets (\$42900 excluding installation), speed brakes (about \$15000), stainless control cables (about \$4000) and Cleveland brakes (\$5716 installed). The seller says the buyer must verify ADs and service bulletins.

LESSONS FROM ACCIDENT REPORTS

In the NTSB case (N421KC), the left engine's starter adapter shaft gear failed. MSB94-4F had not been complied with, with about 1,270 hours since overhaul. In the UK G-SAIR accident, both propellers struck the runway on a touch-and-go. In the N6315X case, the right main gear actuator failed to lock down. This was after repairs from an earlier 1998 accident.

SPECIFICATIONS

Engine Power Hp	375
-----------------	-----

SAFETY NOTES

- Single-engine climb is thin: NTSB cites about 450 ft/min clean, minus 350 with gear down and 200 with 15-degree flaps. Raise gear and flaps on a go-around.
- Icing AD: if severe icing cues appear, request priority handling to exit, do not use the autopilot, and do not extend flaps while holding.
- VH-VPY ditching: a left engine failure that prevented propeller feathering, plus heavy ferry fuel, left the aircraft unable to hold altitude.