

**Aviation Safety Investigation Report
199502712**

**Cessna Aircraft Company
402C**

21 August 1995

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199502712 **Occurrence Type:** Accident
Location: Weam
State: Other **Inv Category:** 4
Date: Monday 21 August 1995
Time: 1545 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402C
Aircraft Registration: VH-JOC **Serial Number:** 402C-0087
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Daru PNG
Departure Time:
Destination: Weam PNG

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	350.0	2200

Approved for Release: Monday, October 23, 1995

The pilot stated that on Monday 21 August 1995, he was the captain of VH-JOC rostered to fly from Cairns to Weam via Daru. The aircraft departed Daru for Weam as per flight plan and arrived overhead Weam at 1215 pm local time. The pilot said he observed a Piper PA-31 Navajo and a BN-2 Islander aircraft parked in the parking area. The pilot of the Islander had previously provided the pilot of VH-JOC with a strip report and had advised that the strip was serviceable.

The pilot stated that a normal circuit entry, approach and landing were conducted. The aircraft touched down normally and at approximately 60 kts braking was applied. The right maingear then appeared to lock up or strike something. Braking was released but the aircraft yawed to the right. The pilot said he tried to correct the yaw with rudder but it became worse. The nosewheel appeared to dig into the runway surface and he was unable to hold the weight off the nosewheel due to the yawing effect. The gear then collapsed, and the aircraft slewed further right before coming to rest.

Subsequent examination of the right maingear by an engineer revealed that the pivot bolt had pulled through the torque links after the retaining washer had been sheared. This failure then allowed the wheel to castor outwards, and resulted in loss of directional control and collapse of the left main and nose gear.

Two pilots who witnessed the accident said that there was a strong crosswind from the left, backing to a tailwind component on the landing. They said the aircraft was going sideways and looked as if it was going to ground loop prior to the failure of the torque link.

