

**Aviation Safety Investigation Report  
198400006**

**Cessna 402 B**

**13 February 1984**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198400006  
**Location:** Yam Island QLD  
**Date:** 13 February 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1310

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 402 B  
**Registration:** VH-UBZ  
**Serial Number:**  
**Operation Type:** Commercial Freight  
 Operations  
**Damage Level:** Substantial  
**Departure Point:** Warraber Island QLD  
**Departure Time:** 1300  
**Destination:** Yam Island QLD

**Approved for Release:** 21st May 1984

**Circumstances:**

The aircraft touched down normally on the 760 metre long strip and the pilot commenced braking immediately. He was then distracted by the sudden appearance of two cyclists at the edge of the strip and was concerned that they might attempt to cross the strip in front of the aircraft. This did not occur and the pilot, returning his attention to the landing roll, realised that the rate of deceleration was less than expected. Despite pumping the brakes, he was unable to prevent the aircraft from over-running the end of the strip and colliding with a large rock. Heavy rain had fallen on the strip shortly before the aircraft arrived. The grass surface was slippery and resulted in reduced braking effectiveness. When the pilot realised that the rate of deceleration was abnormal there was insufficient strip length remaining to ensure a successful go around.