

**Aviation Safety Investigation Report
198800701**

Cessna C402-B

8 February 1988

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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 accident was not investigated on site.

Occurrence Number: 198800701
Location: Kingscote SA
Date: 8 February 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1729

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	7
Total	0	0	0	8

Aircraft Details: Cessna C402-B
Registration: VH-UBI
Serial Number: 402B0028
Operation Type: Supplementary Airline
Damage Level: Substantial
Departure Point: Adelaide SA
Departure Time: 1700
Destination: Kingscote SA

Approved for Release: 11 August 1988

Circumstances:

The pilot reported that he made a normal approach to land into a 10-15 knot wind. The flare for landing was initiated but the aircraft landed heavily, making first contact on the right mainwheel. The initial touchdown was some 8 metres beyond the boundary fence, 96 metres short of the strip end and 166 metres short of the marked threshold. The aircraft then bounced and touched down again on the strip 220 metres beyond the initial touchdown point. The pilot recalled that at this point he heard the landing gear warning horn sound and noticed that the right main gear safe indication light had gone out. The right wing then collapsed slowly and the aircraft slewed through 180 degrees as it came to rest on the wingtip about 550 metres from the first ground contact. There was some evidence that the approach was lower than usual and that windshear was present on the approach path. The right main undercarriage leg collapsed due to an overload failure of the bellcrank lugs.

Significant Factors:

It was considered that the following facts were relevant to the development of the accident.

1. The pilot probably carried out a lower approach profile than usual.
2. The aircraft probably encountered windshear late in the approach.
3. The pilot was unable to prevent a heavy landing short of the strip.