



PRELIMINARY REPORT

AIC 25-2001

19 December 2025

OPERATOR : Liddles Aerial Spraying Pty Ltd

REGISTRATION : VH-NAB

MANUFACTURER : Cessna Aircraft Company

MODEL : Cessna T188C

OCCURRENCE DESCRIPTION : Abnormal Runway Contact – Hard Landing

/CLASS/CATEGORY

LOCATION : Daru Airport, Western Province

OCCURRENCE DATE : 19 December 2025



INTRODUCTION

Investigation AIC 25-2001

On 19 December 2025 at 09:11 local time (23:11 UTC), the AIC was notified by NiuSky Pacific Limited about an occurrence which had occurred at 08:22 local time (22:22 UTC) on the same day. The aircraft involved was a Cessna T188C, registered VH-NAB, owned by PROPWASH AG Pty Ltd and operated by Liddles Aerial Spraying Pty Ltd through hire by Ramu Agri Industries Ltd. Both the owner and operator were Australian registered businesses.

The AIC assessed the occurrence and classified it as a serious incident. Therefore, the AIC commenced an investigation pursuant to Section 247 of the PNG Civil Aviation Act 2000, and a team of investigators was dispatched to the site to carry out the on-site investigation activities.

In accordance with ICAO Annex 13, Chapter 4, paragraph 4.1, the AIC promptly notified relevant foreign authorities of the State of:

- Airframe and Engine Manufacture: United States of America (NTSB)
- Registry: Australia (ATSB)

Participation by the aforementioned State's and other parties was permitted in accordance with ICAO Annex 13.

This Preliminary Accident Investigation Report, prepared by the AIC, contains information from initial evidence gathered up to the date of this report.

The investigation is continuing and is being carried out pursuant to PNG Civil Aviation Act 2000 (as amended), and ICAO Annex 13 Standards and Recommended Practices.

The analysis, findings, and contributing (causal) factors, and any safety recommendations issued in the course of this investigation will be included in the Final Report which will be published at the completion of the investigation.

The sole objective of AIC investigations and its resulting reports is the improvement of safety. It is not the role of the AIC to apportion blame or liability.

Factual Information

Occurrence Detail

On 19 December 2025, at 08:22 local time (22:22 UTC¹), a Cessna T188C aircraft, registered VH-NAB, owned by PROPWASH AG Pty² Ltd³ and operated by Liddles Aerial Spraying Pty Ltd, sustained substantial damage to the right-hand landing gear wheel assembly during landing at Daru Airport, Western Province, Papua New Guinea.



Figure 1: Depiction of the occurrence site (destination) and the departure point.

The aircraft was hired by Ramu Agri Industries Ltd (RAIL) for crop spraying activities and was being ferried to be stationed at Gusap Airstrip, Ramu District. The aircraft was planned to conduct a visual flight rules (VFR) ferry flight from Horn Island, Australia, to RAIL in Madang Province through Daru, Western Province, both in Papua New Guinea.

The pilot, the sole occupant of the aircraft, reported no injuries.

According to the pilot, he fueled the aircraft and departed Horn Island for Daru. He reported that the flight was uneventful and nothing appeared out of the ordinary.

Upon arrival in Daru, the pilot conducted a normal approach and landed on runway 14. He reported that during the landing roll, he lost control of the aircraft as it veered to the right. He applied corrective input to regain directional control but heard what he described as a loud “bang” noise. He reported that the aircraft then veered toward the left on the runway before coming to rest near the edge of the runway.

¹ The 24-hour clock, in Coordinated Universal Time (UTC), is used in this report to describe the local time as specific events occurred. Local time in the area of the occurrence, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC +10 hours.

² Proprietary

³ Limited



Figure 2: Depiction of VH-NAB at the occurrence site, Daru Airport.

The pilot subsequently shut down the aircraft, contacted the aircraft operator, and exited the aircraft uninjured. After exiting, the pilot observed damage to the right main landing gear structure.



Figure 3: Depiction of VH-NAB at its resting position after the occurrence at Daru Airport.

Damage to aircraft

The aircraft sustained significant damage to the right main landing gear wheel assembly.



Figure 4: Damage sustained by VH-NAB

AIC Comment

The investigation is continuing and intends to understand the reason for the serious incident. The investigation will also include but not limited to, the operations, systems, performance, maintenance, and organisational aspects, design and manufacture.

The investigation analysis and findings will be included in the Final Report.

Safety Actions

At the time of the issue of this Preliminary Report, no safety actions have been reported.

Recommendations

At the time of the issue of this Preliminary Report, no safety recommendations have been issued by the AIC.

General details

Date and time:	19 December 2025, 08:22 Local Time (22:22 UTC)	
Occurrence category:	Serious Incident	
Primary occurrence type:	Abnormal Runway Contact – Hard Landing	
Location:	Daru Airport, Western Province	
	Latitude: 9° 5'8.93"S	Longitude: 143°12'25.08"E
Airport Type	Two-way Landing & Taking off	
Runway Identifier	14/32	
Elevation	20 feet	
Runway Length	1,400 Meters	

Type of Operation, Injury, and Damage details

Type of operation	VFR Ferry Flight	
Persons on Board	Crew: 1 (Pilot)	Passengers: Nil
Injuries	Crew: Nil	Passengers: Nil
Damage	Right-hand main landing gear wheel assembly sustained substantial damage	

Crew details

Pilot	
Nationality	Australian
Gender	Male
Age	59
License type	CPL Aeroplane – CASA Australia

Aircraft details

Airframe	
Aircraft manufacturer and model:	Textron Aviation, Cessna T188C
Registration:	VH-NAB
Serial number:	T18803891T
Year of Manufacture	1999
Engine	
Engine manufacturer and model	Lycoming IO-720-A1B
Engine Serial Number	L-787-54A
Propeller	
Propeller Make and Model	Hartzell HC-C3YR-1RF
Propeller Serial Number	DY3425A

This Preliminary Report is released by:

Accident Investigation Commission

Ministry of Civil Aviation

Papua New Guinea



19 January 2026

