

CESSNA 402C Model Guide

The CESSNA 402C is a low-wing, twin-engine piston airplane with retractable tricycle landing gear. It has two six-cylinder TSIO-520-VB turbocharged engines rated at 325 hp each. It is certified for single-pilot operation and can carry up to ten people in passenger configuration. Maximum takeoff weight is 6,850 lb. Buyers should focus on wing spar, wastegate, exhaust and landing gear history.

KEY TAKEAWAYS

- Maximum takeoff weight is 6,850 lb. Fuel is 213.4 gal total, of which 204 gal is usable.
- AD 2005-05-52 covers wing spar cracking. Confirm the spar strap modification and the eddy-current inspection records.
- Check the exhaust bypass valve (wastegate) and exhaust system. Inconel parts can corrode from the inside without visible signs.
- On the pre-buy, test the gear warning horn and brakes. Accident reports cite both.

WING STRUCTURE AND AIRWORTHINESS DIRECTIVES

AD 2005-05-52 applies to 402C airplanes without a spar strap modification on each wing. Fatigue cracks were found near wing station 114 in the lower spar cap of airplanes with over 20,000 hours. The AD requires eddy-current inspection of the forward spar and visual inspection of the aft and auxiliary spars every 100 hours. A separate CASA AD covers non-OEM J&R fittings, part number JRA-445-1, in the wing attach area.

ENGINES, EXHAUST AND LANDING GEAR

Hartzell bulletin A-111 describes the exhaust bypass valve binding from lead deposits. Symptoms are reduced takeoff power or manifold pressure sticking between 26 and 29 inches Hg. It recommends inspection at 300 hours and every 50 hours after that. AD 2000-01-16 requires visual exhaust inspection every 50 hours or 30 days, and V-band clamp replacement every 500 hours. FAA SAIB CE-10-48 stresses correct torque link washers on the main gear (P/N 5045018-2) after a torque link detached.

WHAT ACCIDENT REPORTS SHOW

One 402C landed gear-up. Its warning horn was unserviceable, had not been tested, and the checklist was not used. Another ran off the runway at Virgin Gorda after the left brake pedal went to the floor. The aircraft had about 20,200 flying hours. A third landed fast on a wet runway with a tailwind and crashed after a go-around. Inspect the brakes and gear warning system closely and review how the airplane has been operated.

SPECIFICATIONS

Max Takeoff Weight Lbs	6850
Fuel Capacity Total Gal	213.4
Fuel Usable Gal	204
Max Baggage Forward Lbs	350
Engine Power Hp	325
Wing Loading Lbs Per Sqft	30.34

PERFORMANCE

Max Crosswind Kts	15
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V-SPEEDS

Vmca Kts	80
Vx Kts	84
Vy Kts	109
Vyse Kts	104
Vno Kts	205
Va Kts	150
Vfe Kts	180
Vne Kts	235

WEIGHT & BALANCE

Max Takeoff Weight Lbs	6850
Max Baggage Forward Lbs	350

SAFETY NOTES

- Test the landing gear warning horn with the press-to-test button before flight, and use the Normal Procedures checklist.
- Engine failure below Vmca (80 KIAS): apply rudder, reduce power to stop the turn, and lower the nose to accelerate.
- An unexplained loss of takeoff power or manifold pressure may point to a sticking wastegate. Have it inspected promptly.

AI-aggregated guide for the CESSNA 402C · sources: MODEL 402C PILOT'S OPERATING HANDBOOK (#3664) · Emergency Procedures for Cessna 402C (#3852) · CESSNA 402C (#3859) · AD/CESSNA 400/120 Fitting - Wing Attach - Lower Forward Carry Through Spar (Left and Right Wings) (#80) · SPECIAL AIRWORTHINESS INFORMATION BULLETIN SAIB: CE-10-48 (#23063) · Hartzell Engine Technologies Service Bulletin No. A-111 (#23079) · EMERGENCY AIRWORTHINESS DIRECTIVE (#3825) · AAIB Bulletin: 5/2022 VQ-TIN AAIB-27492 (#3784) · AAIB Bulletin: 3/2018 N603AB EW/C2017/02/02 (#23068) · Aviation Investigation Final Report (#3782) · generated 2026-10-16 · Reference only, not for flight. Check the original documents before relying on this guide.