

Cessna 402 Model Guide

The Cessna 402 is a twin-engine piston aircraft built from 1967 to 1985 and seats 6 to 10. The 402 family includes the 402, 402A, 402B and 402C. Buying one is mostly about airworthiness history: wing spars, engine mounts and landing gear carry many directives.

KEY TAKEAWAYS

- Cessna 402 production ran 1967-1985; variants are the 402, 402A, 402B and 402C, with 6 to 10 seats.
- Family-level registry maxima: up to 213 kt cruise, 1,260 nm range, 27,000 ft ceiling, 2,800 kg MTOW.
- Wing auxiliary spar cracking near the main gear trunnion is a key inspection item (CASA AD 118).
- Confirm serial-number applicability and compliance records for every directive.

WING SPAR AND LANDING GEAR

CASA AD/CESSNA 400/118 covers cracking of the auxiliary wing spar where the main landing gear trunnion mounts. Reports came from 402A and 402B aircraft. Left uncorrected, it could cause gear collapse on a normal landing. Cracks of 0.5 inch or more require part replacement before further flight. A hard landing triggers a further inspection.

ENGINE MOUNTS AND FUEL SYSTEM

On the 402C (S/N 402C0001-0808), NZ DCA/CESS402/11A addresses engine mount beam fatigue cracks, which could lead to engine separation. It calls for modification kits and repeat radiographic inspections. DCA/CESS402/16A requires fuel inlet float valve tests on the 402C. Hoses, fuel tanks and the exhaust also have directives.

ONGOING INSPECTION ITEMS

The NZ schedule lists recurring checks. These include the emergency hatch (every 200 hours), trim tabs and linkages (every 100 hours), and main gear fork bolts (replace at 2000 or 5000 hours, by part number). Optional service bulletin MEB-57-02 adds forward spar access panels on the 402C (S/N 402C0001-1020) to make spar inspection easier.

SPECIFICATIONS

Seats Min	6
Seats Max	10

PERFORMANCE

Max Cruise Speed Kt	213
Max Range Nm	1260
Max Service Ceiling Ft	27000

SAFETY NOTES

- Auxiliary spar cracks can cause landing gear collapse; inspect before further flight after any hard landing.
- Engine mount beam cracks on the 402C could cause engine separation; verify the kit and radiographic inspection records.
- Emergency hatch retention clips and locking pins have been found deficient after an in-flight hatch loss; check them.