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MEDIA RELEASE

RELEASE OF FINAL REPORT INTO RAMU AGRI INDUSTRIES LTD CESSNA T188C AIRCRAFT SERIOUS INCIDENT

The PNG Accident Investigation Commission (AIC) today published the Final Report into the investigation of a serious incident involving a Cessna T188C aircraft, registered VH-NAB at Daru Airport, Western Province, Papua New Guinea.

On 19 December 2025, at 08:22 local (22:22 UTC), the aircraft was conducting a Ferry Flight from Horn Island Airport, Queensland to Gusap, Ramu, Papua New Guinea via Daru Airport, Western Province.

During the landing roll at Daru, the pilot lost directional control of the aircraft, and it veered to the right. He then heard what he described as a loud "bang" noise as he applied corrective input to regain directional control. He reported that the aircraft then veered left before coming to rest near the left edge of the runway with the nose of the aircraft pointing across the runway. The pilot, the sole occupant, was not injured. The occurrence was survivable.

The aircraft was owned by PROWASH AG Pty Ltd of Tully, Queensland. Liddles Aerial Spraying Pty Ltd (LASPL) of Innisfail Queensland operated the aircraft in Australia and had contracted (hired) the aircraft and pilot to Ramu Agri Industries Ltd (RAIL) in PNG. RAIL was to be the PNG Operator of VH-NAB.

The investigation found that because the wheel halves had been assembled without the required spacers, the wheel halves had not been able to be adequately tightened and there was therefore, no wheel-bearing pre-loading. That allowed the joined halves to loosen after a small number of takeoffs and landings. The vibration and subsequent wobble on the right axle accentuated to the point of bearing failure and immediate wheel casting failure. The right brake assembly also failed when the wheel fractured.

The investigation determined that because the left main-wheel spacer was not installed, the left main-wheel assembly was likely weakening in the same manner as the right main wheel and therefore, was at risk of failure.

The main landing gear wheel halves had been incorrectly assembled and the spacers required to ensure correct wheel bearing pre-loading had not been installed when the tyres were last changed. The axle bearings in the right wheel assembly had not been greased before fitment to the landing gear axles.

In accordance with ICAO Annex 13 Standards and Recommended Practices, the purpose of the investigation was not to apportion blame or liability, but to identify safety issues and promote the prevention of future accidents and incidents.

The Final Report of the investigation is available on AIC's website www.aic.gov.pg

Authorised for release by:

Maryanne J. Wal

Chief Commissioner