

**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
**Aircraft Accident Investigation and Inquiry Board**  
**Aircraft Incident Report**

**BASIC INFORMATION**

Aircraft Registration No.	:	PH-JDK
Model	:	M212-200
Make	:	Lambert Aircraft Engineering
Owner/Operator	:	B.A. Adriaens/ Flying Juniors
Address of Operator	:	Karel Doormanstraat 177 3012 GH Rotterdam
Date/Time of Incident	:	October 03, 2010/0535 UTC
Place of Incident	:	San Jose, Mindoro
Type of Operation	:	Commercial/non-scheduled
Phase of Operation	:	Cruise Flight
Type of Occurrence	:	Emergency landing

**EXECUTIVE SUMMARY**

On October 03, 2010 PH-JDK, M212-200 type of aircraft, owned and operated by flying juniors, manufactured by Lambert Aircraft Engineering, departed Kota Kinabalu, Malaysia on/or about 0032 UTC. The flight was bound for Manila on a business mission. In command of the aircraft was a home built aircraft maker assisted by both Belgian Nationals. The flight from Kota Kinabalu, Malaysia was cruising at 9000 feet for 5 hours encountered a low fuel situation prompting the pilots to divert to San Jose Airport for an emergency landing. On downwind turning base, signs of fire were noticed and EGT being high. In spite of these fuel and engine conditions, a safe landing was made. A thorough examination to determine the cause of fire revealed that due to the vibration of the air intake box which was made of composite materials getting in contact with hot exhaust pipe it caught fire during the final landing phase. After landing the fire was put-out by the fire and rescue personnel of the Airport.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was during decent the heat produced by the exhaust pipe made contact with the highly combustible composite material of the air intake box started the fire.

## **SAFETY RECOMMENDATIONS**

As a result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendation:

- Examine thoroughly the characteristics of composite material and its reaction to extreme heat exposure.
- Measure the close proximity of the exhaust pipe from the air intake box and established a safe guarding method to eliminate point of contact between the exhaust pipe and air intake box to prevent it from catching fire.
- If the board interposes no objection, the investigator in-charge recommends that the aircraft be released from the custody of the Aircraft Accident Investigation and Inquiry Board (AAIIB)

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