

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C484
Manufacturer	:	Hawker Beechcraft
Model / Serial No.	:	BE95 / TD-138
Owner / Name of Operator	:	Airlink International Aviation College
Date/Time of Incident	:	6 March 2009/ about 1500H (Local)
Type of Operation	:	General Aviation
Phase of Operation	:	Run-up and Taxi
Place of Incident	:	Lubang Airport, Occidental Mindoro
Type of Incident	:	Explosion of aircraft left wing

**EXECUTIVE SUMMARY**

On or about 1710H (local time), March 06, 2009, RP-c484, A Hawker Beechcraft BE95, piloted by Capt. Bayani R. Belale, Jr. together with four (4) AMT students was conducting run-up and taxi at Lubang Airport, Lubang, Mindoro. During the course of the aircraft taxi an explosion was heard by the Pilot on the left side of the aircraft. Initially the Pilot thought that it was the wheel exploding, but it was quickly brought to his attention by his student that it was actually the wing which exploded, immediately the Pilot ordered the evacuation of the aircraft to his students, make the necessary emergency shutdown procedures and then ask for immediate assistance.

**PROBABLE CAUSE**

The probable cause of the accident is the venting of fuel vapors within the wing filling its cavities, which in turn flowed inwards towards the engine due to the wing dihedral and igniting due to contact by hot engine parts or engine exhaust.

**SAFETY RECOMMENDATIONS**

- To prevent the recurrence of similar accident in the future, all operators of similar system design must check for any sign of cracks, leaks and loosening of such fittings and connections as directed and describe in Airworthiness Directives 78-05-06 (Pls. see Appendix H), this includes procedures on integrity test on fuel vent system;
- To further the operational safety, recommend that slippage or torque mark must be place on the fittings of similar aircraft for quick reference on any loosening of this fittings;

- Also moisture on and around fittings should be observed by aircraft mechanics during checks, this may be a tell-tale sign of leakage due to improper torque or wear and tear on the fittings in which fuel or its vapors could leak.

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