

stopped on landing and 5H-SNS had to be towed out of the runway.

The Bulletin contains facts relating to the accident which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstance of the accident at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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Examination of the cockpit showed that three fuel gauges were indicating ZERO fuel while one gauge was indicating BELOW ZERO. On draining the tanks, it was found that there was a total of 4 litres of avgas in all the four tanks. The unusable fuel on this aircraft should be 37.8 litres (10 gallons). This would indicate that the aircraft used 33.3 litres of the unusable fuel.

The pilot said that on 14 November 2006 he took off from Dar es Salaam for Mafinga with full tanks. He uplifted 125 litres of avgas at Mafinga and flew to Mbeya. No further refueling was made. On the following day he flew to Njombe where he night stopped. The return flight was undertaken on 16 November 2006 and culminated in an emergency landing.

The pilot said that he has flown this route many times before with similar quantities of fuel without any problems. He suspected that fuel may have been drained from the aircraft when it was parked unguarded for two days.

Calculations for fuel burn for this particular aircraft (20 gallons per hour per engine) on the Dar - Mafinga- Mbeya-Njombe - Dar sector, showed that in ideal conditions, the aircraft would have landed at Dar with 9 minutes of fuel remaining.

Remarks

This is a very serious incident that fell short of a disaster by a narrow margin. The aircraft ran out of fuel in mid-air simply because the pilot took off from Njombe for the flight to Dar es

Salaam without sufficient fuel for the journey. There was no load sheet prepared for the flight.

It has been proved that there was avgas at Dodoma on that day (16.11.2006). The pilot could have refueled at Dodoma for the flight to Dar es Salaam.

There is also a problem with the company operations section. The cross country flight should not have been planned without taking into account the fuel limitations.