



AIB Bulletin

AIB Bulletin No. 3/00	Ref.: CAV/ACC/3/00	Category: 3
Aircraft Type & Reg.	MGN Microlight <i>SH-MGN</i>	Serial No. 001
No. & type of Engines:	One Lycoming IO-360-A36BD	
Year of Manufacture:	1998	
Date and Time (UTC):	11 June 2000 at 1315hrs	
Location:	Sugar cane field at Kizota Dodoma 1nm short of runway 10	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - Nil
Injuries:	Crew - Nil	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	PPL	
Commander's Age:	32 years	
Commander's Experience:	400 hours of which 30 were on type	
	Last 90 days 11 hrs	
	Last 28 days 11 hrs	
Information Source:	Telephone call from Dodoma ATS.	

ALL TIMES UTC

The aircraft was flying from Itigi to Dodoma under visual flight rules. The flight to Dodoma was normal. The pilot said that during descent into Dodoma and upon completing the landing checklist he proceeded to switch tanks from right to left tank. As he did so, the fuel selector valve handle came off and he inadvertently dropped it in inaccessible location. The result was that the selector stopped in between the tanks, blocking fuel flow from both tanks and causing the engine to stop.

By that time, the pilot testified, he was too low to do anything but pick a place to force-land. He subsequently force-landed on a sugarcane/papaya plantation in between some houses located at Mkuhungu in the Kizota area which is about one nautical mile west of runway 10 of Dodoma airport.

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 circumstances of the accidents 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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Shortly after touchdown the lower wings struck some trees. During the landing roll the left main landing gear hit a mound of earth and separated causing the aircraft to come to rest on the right main and the engine cowling. The aircraft sustained substantial damage to the left main landing gear, the oil radiator and part of the fuselage.

There was no fire and the pilot was not injured. Some crops around the accident site were damaged.

Examination of the fuel selector system showed that the screw holding the selector valve handle had come out and on switching tanks the handle separated.

