



National Transportation Safety Board Aviation Accident Final Report

Location:	TROY, VA	Accident Number:	ATL84LA191
Date & Time:	06/01/1984, 0915 EDT	Registration:	N20BS
Aircraft:	MAULE M-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT LOST POWER DURING TAKEOFF CLIMB AND CRASHED ON THE ARPT DURING A FORCED LANDING. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE RIGHT FUEL TANK VENT WAS CLOGGED ABOUT 4 INCHES INTO THE VENT BY A MUD DAUBER NEST RESTRICTING FUEL FLOW TO THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FUEL SYSTEM,VENT - BLOCKED(TOTAL)
2. (F) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/31/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3834 hours (Total, all aircraft), 1150 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N20BS
Model/Series:	M-2 M-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5036C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	08/11/1983, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	108 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1255 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	220
Registered Owner:	JOHN LUX	Rated Power:	220 hp
Operator:	JOHN LUX	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	TROY, VA	Type of Flight Plan Filed:	None
Destination:	CHARLOTTESVILLE, VA	Type of Clearance:	None
Departure Time:	0900 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SNOW HILL	Runway Surface Type:	Grass/turf
Airport Elevation:	285 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1600 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).