



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lewiston, IL	<b>Accident Number:</b>	GAA18CA397
<b>Date &amp; Time:</b>	07/04/2018, 0835 CDT	<b>Registration:</b>	N11VW
<b>Aircraft:</b>	ROBERT MILES Smith Trike	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during cruise flight into "wispy clouds," the biplane's engine started to "run rough" then lost all power. About 800 ft above ground level, he restarted the engine, but it quit again. He attempted to restart the engine multiple times but was unsuccessful, so he selected a gravel road for landing. During the landing, the airplane ground looped into a ditch. The biplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the biplane that would have precluded normal operation.

The automated weather observation station located 25 nautical miles away from the accident site reported that, about the time of the accident, the wind was from 170° at 5 knots, visibility 7 statute miles, clouds broken at 4,800 ft above ground level, temperature 77°F, and dew point 75°F.

The pilot stated that he did not apply carburetor heat during the accident flight. The atmospheric conditions were conducive to serious icing at glide power settings. It is likely that the engine lost power due to carburetor icing and the pilot's failure to apply carburetor heat.

## Probable Cause and Findings

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

A total loss of engine power due to the pilot's failure to apply carburetor heat in conditions conducive to carburetor icing and his subsequent failure to maintain directional control during a forced landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause) Intake anti-ice, deice - Not used/operated (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Lack of action - Pilot (Cause)
<b>Environmental issues</b>	Conducive to carburetor icing - Effect on operation (Cause)

## Factual Information

### History of Flight

Enroute	Loss of engine power (total)
Landing	Attempted remediation/recovery Off-field or emergency landing
Landing-landing roll	Loss of control on ground (Defining event)

### Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	12/01/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/20/2018
Flight Time:	(Estimated) 770 hours (Total, all aircraft), 73 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 5.6 hours (Last 90 days, all aircraft), 4.6 hours (Last 30 days, all aircraft), 0.8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	ROBERT MILES	Registration:	N11VW
Model/Series:	Smith Trike	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	Yes
Airworthiness Certificate:	Experimental; Aerobatic	Serial Number:	001RM
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	05/07/2018, Condition	Certified Max Gross Wt.:	940 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	72.8 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	A&C65 SERIES
Registered Owner:	On file	Rated Power:	80 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMQB, 707 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1335 UTC	Direction from Accident Site:	295°
Lowest Cloud Condition:		Visibility	7 Miles
Lowest Ceiling:	Broken / 4800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	25° C / 24° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Springfield, IL (SPI)	Type of Flight Plan Filed:	VFR
Destination:	Monmouth, IL (C66)	Type of Clearance:	None
Departure Time:	0615 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.346111, -90.168056 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	06/10/2019
Additional Participating Persons:	Curt Lindauer; FAA; Springfield, IL Nicholas Loftus; FAA; Springfield, IL		
Publish Date:	06/10/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97711">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97711</a>		

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