



# National Transportation Safety Board Aviation Accident Data Summary

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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>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.

## Flight Events

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

## Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Aircraft-Aircraft systems-Ice/rain protection system-Intake anti-ice, deice-Not used/operated - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Action-Lack of action-Pilot - C

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on operation - C

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                  | 72   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | (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

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | ROBERT MILES                         | <b>Registration:</b>        | N11VW           |
| <b>Model/Series:</b>                  | Smith Trike                          | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | On file                              | <b>Engine Manufacturer:</b> | Continental     |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | A&C65 SERIES    |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                                  |                                     |                              |
|---|----------------------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions                | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | KMQB, 707 ft msl                 | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | Broken / 4800 ft agl             | <b>Wind Speed/Gusts, Direction:</b> | 5 knots / , 170°             |
| <b>Temperature:</b>                     | 25° C                            | <b>Visibility</b>                   | 7 Miles                      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |                                     |                              |
| <b>Departure Point:</b>                 | Springfield, IL (SPI)            | <b>Destination:</b>                 | Monmouth, IL (C66)           |

## Wreckage and Impact Information

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

## Administrative Information

|                               |   |               |            |
|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Eleazar Nepomuceno  | Adopted 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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