



National Transportation Safety Board Aviation Accident Final Report

Location:	COLUMBUS, OH	Accident Number:	ATL87LA014
Date & Time:	11/01/1986, 1603 EST	Registration:	N220SS
Aircraft:	BOEING B-75-N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A LANDING ATTEMPT ON ASPHALT SURFACED RUNWAY 23, THE PILOT REPORTED THAT THE AIRCRAFT SWERVED TO THE LEFT UPON TOUCHDOWN. RIGHT ALLERON AND RUDDER WAS APPLIED TO STOP THE TURN. WHEEL BRAKES WERE APPLIED AND THE AIRCRAFT NOSED OVER ON THE SIDE OF THE RUNWAY. THERE WERE NO REPORTS OF MECHANICAL DEFECTS OR MALFUNCTIONS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. (C) REMEDIAL ACTION - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/15/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2523 hours (Total, all aircraft), 118 hours (Total, this make and model), 2443 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N220SS
Model/Series:	B-75-N1 B-75-N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-3466
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/01/1985, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	73 Hours	Engines:	1 Reciprocating
Airframe Total Time:	100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	N-670-6
Registered Owner:	STEVE A. SKILKEN	Rated Power:	220 hp
Operator:	STEVE A. SKILKEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMH, 820 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1600 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4100 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 10° C
Precipitation and Obscuration:			
Departure Point:	GROVE CITY, OH (131)	Type of Flight Plan Filed:	None
Destination:	PORT COLUMBUS, OH (CMH)	Type of Clearance:	None
Departure Time:	1545 EST	Type of Airspace:	Class D

Airport Information

Airport:	PORT COLUMBUS (CMH)	Runway Surface Type:	Asphalt
Airport Elevation:	816 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4480 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEN R COLEMAN	Report Date:	
Additional Participating Persons:	RAYMOND J SCOURN; COLUMBUS, OH		
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](#).