



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	COLUMBUS, OH	<b>Accident Number:</b>	ATL87LA014
<b>Date &amp; Time:</b>	11/01/1986, 1603 EST	<b>Registration:</b>	N220SS
<b>Aircraft:</b>	BOEING B-75-N1	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N220SS
<b>Model/Series:</b>	B-75-N1 B-75-N1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	STEVE A. SKILKEN	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	N-670-6
<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>	CMH, 820 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 230°
<b>Temperature:</b>	21° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GROVE CITY, OH (13I)	<b>Destination:</b>	PORT COLUMBUS, OH (CMH)

## Airport Information

<b>Airport:</b>	PORT COLUMBUS (CMH)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	23	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4480 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BEN R COLEMAN	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.