



Aviation Investigation Final Report

Location:	ATLANTA, Georgia	Accident Number:	ATL88FA162
Date & Time:	May 2, 1988, 16:10 Local	Registration:	N2025W
Aircraft:	BEECH 55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

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: TAKEOFF - ROLL/RUN

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 12, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4752 hours (Total, all aircraft), 78 hours (Total, this make and model), 3455 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2025W
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-15
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 30, 1988 100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	21 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4419 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-C7
Registered Owner:	JESSE JAMES	Rated Power:	285 Horsepower
Operator:	JAMES FLYING SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL	Distance from Accident Site:	
Observation Time:	15:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATLANTA , GA	Type of Flight Plan Filed:	IFR
Destination:	HOT SPRINGS , AR	Type of Clearance:	IFR
Departure Time:	16:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	HARTSFIELD ATL	Runway Surface Type:	Concrete
Airport Elevation:	1026 ft msl	Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	11889 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	ROBERT YLLA; ATLANTA , GA
Original Publish Date:	October 2, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7602

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).