



Aviation Investigation Final Report

Location:	Smyrna, Tennessee	Accident Number:	ERA24LA131
Date & Time:	March 3, 2024, 18:50 Local	Registration:	N563TR
Aircraft:	Fairchild SA227-AT	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot stated that he and the co-pilot had just begun to taxi to the runway from their hangar. The airplane traveled about 150 ft when the ground gave way (sink hole due to a broken water main) under the left main landing gear. The landing gear collapsed, which resulted in substantial damaged to the left wing spar and lower fuselage. The left engine propeller blades were also damaged.

Probable Cause and Findings

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

The airplane encountered a sink hole while taxiing.

Findings

Environmental issues	(general) - Effect on operation
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Factual Information

History of Flight

Taxi	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 11, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 26, 2024
Flight Time:	2901 hours (Total, all aircraft), 948 hours (Total, this make and model), 2079 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Private	Age:	24, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 17, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 5, 2023
Flight Time:	776 hours (Total, all aircraft), 444 hours (Total, this make and model), 275 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild	Registration:	N563TR
Model/Series:	SA227-AT	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal; Transport	Serial Number:	AT563
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 12, 2024 Condition	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	2555389 Hrs at time of accident	Engine Manufacturer:	Garrett
ELT:	C91A installed, not activated	Engine Model/Series:	TPE-331-IIU-612G
Registered Owner:	KOLOB CANYONS AIR SERVICES INC	Rated Power:	1000 Horsepower
Operator:	KOLOB CANYONS AIR SERVICES INC	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MQY,543 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	18°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Smyrna, TN	Type of Flight Plan Filed:	IFR
Destination:	Arlington, TX (GKY)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	SMYRNA MQY	Runway Surface Type:	
Airport Elevation:	543 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36,-86

Administrative Information

Investigator In Charge (IIC): Read, Leah

Additional Participating Persons: David Lewis; FAA/FSDO; Nashville, TN

Original Publish Date: May 3, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=193896>

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](#).