



# Aviation Investigation Final Report

<b>Location:</b>	Smyrna, Tennessee	<b>Accident Number:</b>	ERA24LA131
<b>Date &amp; Time:</b>	March 3, 2024, 18:50 Local	<b>Registration:</b>	N563TR
<b>Aircraft:</b>	Fairchild SA227-AT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Airport occurrence	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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 damage 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

<b>Environmental issues</b>	(general) - Effect on operation
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## Factual Information

### History of Flight

<b>Taxi</b>	Airport occurrence (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 11, 2024
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 26, 2024
<b>Flight Time:</b>	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

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 17, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 5, 2023
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	David Lewis; FAA/FSDO; Nashville, TN
<b>Original Publish Date:</b>	May 3, 2024
<b>Last Revision Date:</b>	February 3, 2025
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=193896">https://data.ntsb.gov/Docket?ProjectID=193896</a>

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](#).