



# Aviation Investigation Final Report

<b>Location:</b>	Payson City, Utah	<b>Accident Number:</b>	CEN18FA326
<b>Date &amp; Time:</b>	August 13, 2018, 02:30 Local	<b>Registration:</b>	N526CP
<b>Aircraft:</b>	Cessna 525	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The commercial pilot was flying an airplane in night, visual meteorological conditions when he flew the airplane toward his home; the airplane struck a garage across the street and continued until it impacted the front of his home. An examination of the airplane found no anomalies with the flight controls that would have contributed to the accident. Toxicology testing revealed the presence of a medication used to treat depression, obsessive-compulsive disorder, some eating disorders, and panic attacks; the pilot did not report the use of this medication to the Federal Aviation Administration. The pilot had a known history of depression, anxiety, and anger management issues. The circumstances of the accident were consistent with the pilot's intentional flight into his home.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's intentional flight into his residence.

## Findings

<b>Personnel issues</b>	Suicide - Pilot
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## Factual Information

### History of Flight

Other	Controlled flight into terr/obj (CFIT) (Defining event)
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On August 13, 2018, about 0230 mountain daylight time, a Cessna 525 airplane, N526CP, was substantially damaged when it collided with an occupied house in Payson City, Utah. The commercial pilot was fatally injured, and the two people in the house received minor injuries. The airplane was operated as an unauthorized flight.

According to information provided by the officials from the Payson City Police Department, the pilot had been arrested for domestic violence the previous afternoon. After bail was posted for the pilot, an officer from the Payton City Police Department escorted the pilot to his house so that he could retrieve some items. The officer reported that the pilot did not talk to his wife but told his son to go sleep elsewhere. The officer added that the pilot told his son to "leave the porch lights on for me." The pilot then left the house.

Sometime thereafter, the pilot went to the company's hangar and took the airplane without permission. The pilot then flew the airplane into his residence.

### Pilot Information

Certificate:	Commercial	Age:	47,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:	Yes
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 6, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N526CP
<b>Model/Series:</b>	525 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1995	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	525-0099
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Williams
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	FJ44-1A
<b>Registered Owner:</b>		<b>Rated Power:</b>	1900 Lbs thrust
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KPVU, 4497 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	02:56 Local	<b>Direction from Accident Site:</b>	360°
<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>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	40.025001,-111.722503

The initial impact point consisted of a transmission wire and the roof of a garage located across the street from the pilot's residence. Tire marks at the scene were oriented toward the pilot's house; the airplane impacted the pilot's house slightly. The wreckage consisted of the entire airplane and an overturned vehicle. Impact marks on the vehicle were consistent with contact by the airplane's right wing. All major airplane components were located at the accident site. Flight control continuity was established from the cockpit controls to the respective flight control surfaces. The landing gear appeared to be in the down position. There were no anomalies with the airplane that would have precluded normal operation.

## Medical and Pathological Information

The Utah Department of Health, Office of the Medical Examiner, Taylorsville, Utah, conducted an autopsy of the pilot. The pilot's cause of death was blunt force injuries, and the manner of death was suicide.

Toxicology testing at the Federal Aviation Administration's (FAA) Forensic Sciences Laboratory detected fluoxetine and norfluoxetine in the pilot's specimens. No ethanol or carbon monoxide were detected. Fluoxetine is a prescription medication used to treat depression, obsessive-compulsive disorder, some eating disorders, and panic attacks. Norfluoxetine is its metabolite. On his most recent medical certificate application, the pilot did not report his use of fluoxetine.

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Matthew Blad; FAA FSDO; Salt Lake City, UT
<b>Original Publish Date:</b>	April 20, 2020
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98049">https://data.nts.gov/Docket?ProjectID=98049</a>

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](#).