



Aviation Investigation Final Report

Location:	Indianapolis, Indiana	Accident Number:	CEN23LA093
Date & Time:	January 24, 2023, 15:39 Local	Registration:	N99EC
Aircraft:	CIRRUS DESIGN CORP SR20	Aircraft Damage:	Destroyed
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane, rented by the pilot, departed on a reported short cross-country flight. Flight track data showed that after takeoff, the airplane climbed to an altitude of about 1,000 ft above ground level and traveled southeast. Near the end of the flight, the airplane performed a 360° turn and began a rapid descent. The highly fragmented wreckage was located adjacent to a railroad track in a residential area. The airplane damage was consistent with a high angle and high energy impact with terrain. Examination of the airplane revealed no preimpact mechanical deficiencies that would have precluded normal operation of the airplane. Following a death investigation, the coroner classified the manner of death as a suicide.

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 terrain as an act of suicide.

Findings

Personnel issues	Suicide - Pilot
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Factual Information

History of Flight

Maneuvering	Collision with terr/obj (non-CFIT) (Defining event)
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On January 24, 2023, about 1539 eastern standard time, a Cirrus SR20 airplane, N99EC, was destroyed when it was involved in an accident near Indianapolis, Indiana. The pilot sustained fatal injuries. The airplane was being operated as a *Code of Federal Regulations* Part 91 personal flight.

According to automatic dependent surveillance-broadcast data (ADS-B), the airplane departed the Indianapolis Executive Airport, Indianapolis, Indiana, about 1526. After takeoff, the airplane turned left, climbed to about 1,000 ft above ground level, and continued to the southeast past downtown Indianapolis. South of downtown and near the end of the data, the airplane made a 360° left turn and began a rapid descent (see Figure 1.). A residential surveillance camera captured the impact sequence and showed the airplane impact in a nose and right-wing low attitude. There were no witnesses to the accident.



Figure

1. Airplane's ADS-B flight track

The airplane wreckage was located adjacent to a single railroad track and several residential homes. The initial impact point, which was consistent with the propeller, engine, forward fuselage, and both wings, was located about 20 ft from the main wreckage. The initial impact contained the propeller blades and fragmented sections of the forward fuselage. Fragmented sections of the fuselage, wings, and empennage were found forward of the main wreckage. The airplane damage was consistent with a high angle and high energy impact with terrain.

Postaccident examination of the airplane revealed no mechanical malfunctions that would have precluded normal operations.

An autopsy of the pilot was performed by the Marion County Coroner's Office, Indianapolis, Indiana. The autopsy report listed the cause of death as blunt force trauma, and the manner of death as suicide.

The Federal Aviation Administration Forensic Sciences Laboratory performed toxicology testing on specimens from the pilot. Testing was negative for ethanol and carbon monoxide. An unspecified level of Fentanyl was detected in the blood (cavity).

Pilot Information

Certificate:	Private	Age:	20,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 12, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 219.5 hours (Total, all aircraft), 197.5 hours (Total, this make and model), 32.8 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N99EC
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2307
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 21, 2022 100 hour	Certified Max Gross Wt.:	3050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2532.7 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360-ES 26B
Registered Owner:	On file	Rated Power:	210 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIND,792 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	20:54 Local	Direction from Accident Site:	282°
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	6°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Indianapolis, IN	Type of Flight Plan Filed:	
Destination:	Indianapolis, IN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	39.701295,-86.136893(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Christopher Johnson; FAA; Indianapolis, IN Brad Miller; Cirrus Aircraft; Duluth, MN
Original Publish Date:	April 27, 2023
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=106630

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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](#).