
 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: CEN13FA221		Most Critical Injury: Fatal	
		Occurrence Date: 04/07/2013		Investigated By: NTSB	
		Occurrence Type: Accident			
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
Collinsville		OK	74021	1800	CDT
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N57672		MOONEY		M20J	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	2	Serious	Minor
					None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>On April 7, 2013, about 1800 central daylight time, a Mooney M20J, airplane, N57672, impacted terrain near Collinsville, Oklahoma. The commercial rated pilot and passenger were fatally injured. The airplane was destroyed. The airplane was registered and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The flight originated from the Tulsa International Airport (KTUL), Tulsa, Oklahoma, at 1747, and was en route to the Manhattan Regional airport (KMHK).</p> <p>Several witnesses reported seeing the airplane before it descended into a small lot behind a vacant house.</p> <p>The airplane's impact left a crater approximately 10 feet in diameter and about 4 feet deep. The airplane's engine and part of a propeller blade was visible in the crater; the left wing, empennage, were just outside the crater. One end of a narrow ground scar contained pieces of a fiberglass wingtip and a green navigation light, the other end of the scar was at the impact crater. Other pieces of the airplane were scattered around the area. A postcrash fire consumed part of the fuselage and rear stabilizer. The remainder of the airplane wreckage was fragmented.</p> <p>A preliminary review of air traffic control and radar data was done. Communications with KTUL tower were normal, with the last acknowledgement from the pilot was that the airplane was cleared to 6,000 feet. There were no emergency or distress calls from the pilot. A review of radar information had the airplane tracking northward, in a shallow climb. The airplane reached 4,100 feet before a descending, right turn on the radar was observed. During the turn, the airplane disappeared from the radar.</p> <p>Updated on Apr 15 2013 12:33PM</p>					
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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Destroyed	Accident Occurred During:


Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information			
Name Ronald Marshall	Operator Designator Code	Doing Business As	
Street Address	City De Witt	State NE	Zip Code 68341

-Type of Certificate(s) Held: None	
Air Carrier Operating Certificate(s):	
Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Personal	

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point	State	Airport Identifier	
Tulsa	OK	KTUL	
Destination	State	Airport Identifier	
Manhattan	KS	KMHK	

Weather Information			
Investigator's Source: Unknown	Facility ID: KTUL	Observation Time (Local): 1753	
Sky/Lowest Cloud Condition: Thin Overcast		2000 Ft. AGL	
Lowest Ceiling: Overcast	2000 Ft. AGL	Visibility: 9 SM	Altimeter: 29.72 "Hg

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Weather Information (Continued from page 2)

Temperature: 19 °C	Dew Point: 16 °C	Wind Direction: 160	
Wind Speed: 17 Kts.	Gusts: 22 Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From	Date
FAA District Office/Coordinator FAA FSDO Dan Donnelly	Investigator-In-Charge (IIC) Craig Hatch