Aviation Investigation Preliminary Report

Location:	Monroe, WI	**Accident Number:**	CEN26FA050
Date & Time:	November 24, 2025, 23:13 UTC	**Registration:**	N700PT
Aircraft:	Socata TBM 700	**Injuries:**	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On November 24, 2025, about 1713 central standard time (CST), a Socata TBM 700 airplane, N700PT, was destroyed when it was involved in an accident near Monroe, Wisconsin. The pilot and pilot-rated passenger sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* (CFR) Part 91 personal flight.

The airplane departed about 1641 CST from Oshkosh Wittman Regional Airport (OSH) in Oshkosh, Wisconsin. At 1704, according to an Air Traffic Control (ATC) communication recording, the airplane was cleared for the RNAV 12 approach at the Monroe Municipal Airport (EFT), Monroe, Wisconsin. At the time of the approach clearance, the 1655 automated weather observation at EFT reported wind from 180° at 6 knots, fog, ¼ statute mile visibility, overcast ceiling at 300 ft above ground level (AGL), and a temperature dewpoint spread of 0 degrees. The RNAV 12 approach Category A landing weather minimums were 400 ft AGL ceiling and 1 statue mile visibility. The pilot told ATC before the approach clearance that “if we can get in there it will be a full stop, if not we will go missed [approach] back to Oshkosh”. ATC gave the pilot an amended missed approach instructions of runway heading and 4,000 ft mean sea level (MSL). Prior to the pilot’s departure from OSH, the weather at EFT had been below the RNAV 12 landing minimums since 1215.

A witness at the airport reported that he heard the airplane increase engine power for a missed approach and he began searching for it in the fog. Shortly after the power up, he witnessed a bright orange glow and heard a loud explosion. Review of ADS-B data showed the airplane on a track of 121°, at an altitude of 1,500 ft MSL, and a ground speed of 110 knots crossing the RNAV 12 Visual Decent Point (VDP). The airplane then started a left turning climb to 1,800 ft msl to a track of 067° while increasing ground speed to 146 knots. The airplane continued to increase ground speed to 188 knots while entering a right turning decent to 1,100 ft MSL before starting a rapid right 270° climbing turn to an altitude of 3,000 ft msl (see Figure 1).

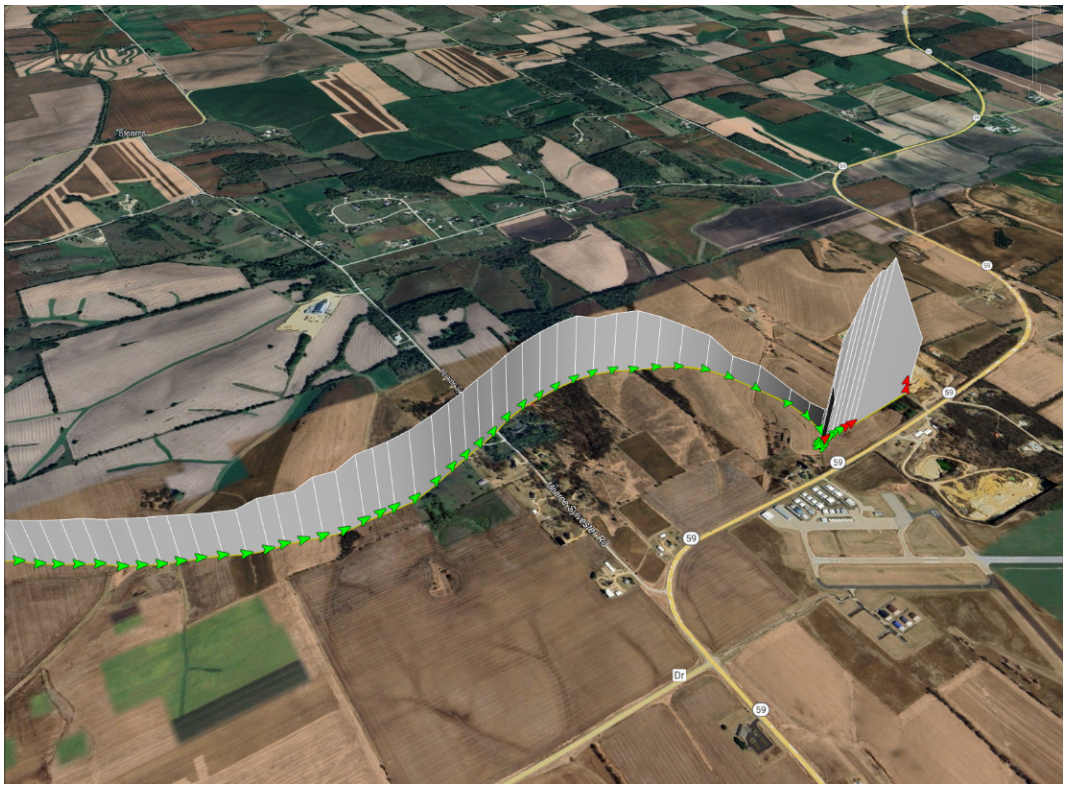

Figure 1. ADS-B Flight Track

The airplane subsequently impacted mining equipment inside a gravel quarry about 0.5 nautical miles north of the airport. An initial impact point was the airplane's right wing embedded in an elevated rock shaker table mounted on a semi-trailer (see Figure 2).

Figure 2. Rock Shaker Table

The airplane continued through another portable rock crusher and impacted a parked mine wheel loader which resulted in fragmentation of the airframe. Witness marks and impact damage on the portable mining equipment was consistent with a nose down high-speed impact. The debris field was about 300 ft in length and 200 ft in width on a heading of about 062° with evidence of an explosion and postaccident fire (see Figure 3).

Figure 3. Debris Field from direction of travel

Post accident examination of the debris field showed that the flaps and landing gear were in the retracted position. The PT6A-64 turboprop engine was found separated and fragmented through out the debris field. The turbine discs from the power section were located and found with all turbine blades fractured from the hub consistent with power at impact.

Review of FAA Aircraft Registration and insurance application records showed that the airplane was purchased by the pilot on November 4, 2025. Training records reviewed for both the pilot and pilot-rated passenger showed they had completed the insurance required TBM 700 Initial Training on November 5, 2025. Additionally, both the pilot and pilot-rated passenger held a private pilot certificate with an instrument rating and completed a flight review and instrument proficiency check on the same date. The pilot had previously owned a Cessna 421.

Two Garmin GTN 750s were located in the debris field and recovered for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	**Registration:**	N700PT
Model/Series:	TBM 700	**Aircraft Category:**	Airplane
Amateur Built:			
Operator:	On file	**Operating Certificate(s) Held:**	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	IMC	**Condition of Light:**	Night
Observation Facility, Elevation:	KEFT,1086 ft msl	**Observation Time:**	17:15 Local
Distance from Accident Site:	0 Nautical Miles	**Temperature/Dew Point:**	7°C /7°C
Lowest Cloud Condition:		**Wind Speed/Gusts, Direction:**	3 knots, 170°
Lowest Ceiling:	Overcast / 300 ft AGL	**Visibility:**	0.25 miles
Altimeter Setting:	29.92 inches Hg	**Type of Flight Plan Filed:**	IFR
Departure Point:	Oshkosh, WI (OSH)	**Destination:**	Monroe, WI (EFT)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Fatal	**Aircraft Fire:**	On-ground
Ground Injuries:		**Aircraft Explosion:**	On-ground
Total Injuries:	2 Fatal	**Latitude, Longitude:**	42.622873,-89.585136

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Wincell, David; FAA-FSDO; Milwaukee , WI Chablin, Lea; Bureau d'Enquêtes et d'Analyses - BEA; Le Bourget Santoro, Phil; Daher; Pompano Beach, FL Ibarguren, Daniel; Daher; Toulouse Melaranta, Hannu ; European Aviation Safety Agency - EASA; Cologne Potvin, Robert; Transportation Safety Board; Gatineau Gates, Eric; Pratt & Whitney Canada; Saint-Hubert
Investigation Class:	Class 3
Note:	