



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	New Century, Kansas	Accident Number:	CEN25LA208
Date & Time:	June 16, 2025, 13:15 Local	Registration:	N1UC
Aircraft:	Beech E90	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and pilot-receiving-instruction were conducting a cross-country flight in the twin-engine turboprop airplane. According to the flight instructor, while in the airport traffic pattern at the destination airport, the pilot-receiving-instruction allowed the airplane to decelerate below a normal airspeed for the turn from base leg to final approach. He told the pilot-receiving-instruction to increase engine power to accelerate, but the airplane began to yaw left after the engine throttles were increased. The flight instructor “suspected that the left engine flamed out due to fuel starvation” and took control of the airplane. He retracted the landing gear and flaps, applied full right rudder, and rolled the airplane to the right into the operating right engine. The flight instructor did not feather the left propeller because he believed the left engine was still producing limited thrust. The airplane continued in the left turn despite the flight instructor’s corrective actions. The flight instructor did not attempt to turn the airplane back toward the runway because he believed the airplane was accelerating and would clear the hangar ahead of them. The airplane impacted the hangar and came to rest on the roof.

The airplane sustained substantial damage to the lower fuselage, both wings, and the right engine separated from the mounts. There was no evidence of a fuel spill in, on, or around the hangar. Examination of the airplane fuel tanks confirmed they were not breached during the accident. When drained, the left- and right-wing fuel tanks contained about 3 fluid ounces and about 30 fluid ounces of fuel, respectively.

Although the flight instructor and pilot-receiving-instruction provided different accounts of how much fuel was present before the flight, both pilots stated that the indicated fuel level was within the yellow caution band on both fuel tank gauges before departure. According to the Beech E90 airplane flight manual, takeoffs are prohibited when the fuel tank gauge indications are within the yellow caution band (0 to 260 lbs). Ultimately, the exact amount of fuel available

before the flight could not be determined with any certainty. The flight instructor estimated that the 16-minute flight required between 135 to 200 lbs of fuel. The flight instructor opined that the fuel tank gauges were inaccurate which resulted in fuel exhaustion to the left engine.

Review of ADS-B flight track data revealed the airplane decelerated below minimum controllable airspeed (V_{MC}) during the turn from base leg to final approach. The airplane continued to decelerate during the go-around. The flight instructor stated that the accident could have been prevented had the airplane's best single-engine rate-of-climb airspeed (V_{YSE}) been maintained until the runway and landing were ensured. Based on the amount of fuel recovered after the accident, there was likely insufficient fuel remaining to perform a go-around and reenter the traffic pattern for landing with one engine operating.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's inadequate fuel planning that resulted in a loss of engine power to the left engine due to fuel exhaustion. Contributing to the accident was the flight instructor's inadequate supervision of the flight that resulted in diminished airplane performance during the go-around.

Findings	
Aircraft	Fuel - Fluid level
Aircraft	Fuel - Related operating info
Aircraft	Airspeed - Not attained/maintained
Aircraft	Engine out capability - Not attained/maintained
Personnel issues	Fuel planning - Instructor/check pilot
Personnel issues	Monitoring equip/instruments - Instructor/check pilot
Personnel issues	Task monitoring/vigilance - Instructor/check pilot

Factual Information

History of Flight

Approach-VFR pattern base	Fuel exhaustion (Defining event)
Approach-VFR go-around	Loss of control in flight
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 13, 2024
Flight Time:	795 hours (Total, all aircraft), 9 hours (Total, this make and model), 711 hours (Pilot In Command, all aircraft), 94.8 hours (Last 90 days, all aircraft), 36.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	73,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 23, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 25, 2025
Flight Time:	(Estimated) 40000 hours (Total, all aircraft), 750 hours (Total, this make and model), 35000 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 25 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1UC
Model/Series:	E90	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LW-140
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:	March 7, 2025 Continuous airworthiness	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	696 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	11437.9 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	C91A installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	L and P Air LLC	Rated Power:	550 Horsepower
Operator:	L and P Air LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIXD, 1055 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	182°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / Unknown
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Butler, MO (KBUM)	Type of Flight Plan Filed:	None
Destination:	New Century, KS (KIXD)	Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	New Century AirCenter Airport KIXD	Runway Surface Type:	Asphalt
Airport Elevation:	1087 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	7339 ft / 150 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	38.83991,-94.889088(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	William J. Brown; Federal Aviation Administration - Kansas City FSDO; Kansas City, MO
Original Publish Date:	July 15, 2026
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=200338

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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](#).