



Aviation Investigation Preliminary Report

Location:	Cambridge, MN	Accident Number:	CEN25FA364
Date & Time:	September 4, 2025, 11:05 Local	Registration:	N6021E
Aircraft:	Beech K35	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On September 4, 2025, about 1105 central daylight time, a Beech K35 airplane, N6021E, sustained substantial damage when it was involved in an accident near Cambridge, Minnesota. The pilot sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

A preliminary review of ADS-B data showed that the pilot, who is also the airplane owner, departed in the airplane at 1052 from the Anoka County/Blaine Airport (ANE), Minneapolis, Minnesota. The airplane flew to the north with the intention to land at the Cambridge Municipal Airport (CBG), Cambridge, Minnesota, which is a non-towered airport. The ADS-B data terminated about 2.38 miles to the south of the approach end of runway 34 at CBG.

The airplane came to rest upright in a grass field just to the north of runway 16 at CBG. The location of the airplane was about 0.37 miles from the approach end of runway 16. The airplane sustained substantial damage to both wings and the fuselage.

Onsite examination of the airframe confirmed flight control cable continuity. The main landing gear and flaps were found retracted. The pitch trim was found at 10°, trim tab down.

The fuel selector valve was found in the auxiliary fuel tank position. About 18 gallons of fuel was recovered from the right wing main fuel tank and about one gallon of fuel was recovered from the right wing auxiliary fuel tank. Due to the impact damage sustained, no fuel was recovered from the left wing main fuel tank and the left wing auxiliary fuel tank. The strainer was removed, and no debris was found in the strainer. About two ounces of fuel were recovered from the strainer. No debris or water contamination was noted in the fuel that was recovered from the airframe.

For the onsite examination of the engine, the engine-driven fuel injection pump was removed, the pump drive coupling was found intact with no noted damage, the flexible fuel lines were

removed from the pump, with the hose supplying fuel from the firewall to the fuel pump fractured at the fuel pump fitting. All hoses were noted to be nearly free of fuel, only trace amounts of fuel were found. The fuel metering valve and finger screen were found intact with the finger screen being free of contamination and a lack of fuel in the entire metering valve. The fuel manifold was disassembled, the screen was found free of contamination, and no fuel was found in the sediment area of the manifold. No fuel leaks were observed on the engine and no loose fuel line b-nuts were found.

The wreckage was recovered from the accident site, and it was transported to a secure location. A J.P. Instruments EDM 830 unit and Sentry ADS-B unit were secured and transported to the NTSB Vehicle Recorders Laboratory.

The airplane was equipped with a Continental Motors IO-470-C reciprocating engine and a Beech 278-100-7 two-blade constant speed aluminum propeller.

According to the Beech K35 Pilot's Operating Handbook and FAA-Approved Airplane Flight Manual, the fuel limitations state in part:

Use auxiliary fuel in level flight only and do not use for takeoff or landing.

Additionally, the fuel selector valve has a required placard, which the accident airplane had installed, for the usage of the auxiliary fuel that states:

Level flight only.

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6021E
Model/Series:	K35 NO SERIES	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:	None		

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KCBG,945 ft msl	Observation Time:	10:55 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	12°C /3°C
Lowest Cloud Condition:	Few / 4200 ft AGL	Wind Speed/Gusts, Direction:	5 knots / None, 260°
Lowest Ceiling:	Broken / 26000 ft AGL	Visibility:	10 miles
Altimeter Setting:	29.75 inches Hg	Type of Flight Plan Filed:	NONE
Departure Point:	Minneapolis, MN (ANE)	Destination:	Cambridge, MN (CBG)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	45.567584,-93.269709 (est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	William Muller; FAA Minneapolis FSDO; Minneapolis, MN Ryan Roth; Textron Aviation; Wichita, KS J Ferrell; Continental Aerospace Technologies; Mobile, AL
Investigation Class:	Class 3
Note:	