**Crash of a Beech Baron in Lafayette Parish, Louisiana on October 22, 2025 Shows Similarities to Crash of Beech Baron in 2019 near Kerrville, Texas**

On October 22, 2025, a Beech G58 Baron aircraft, registration N16PV, crashed in a field near the corner of Gloria Switch Road and Louisiana 93 in Lafayette Parish, Louisiana, killing all three occupants aboard. The occupants of the plane have been reported as Bruce Verduyn, 58 (a licensed pilot holding a commercial pilot certificate), Lydia Laws, 48, and Justin Ramsey, 42, all residents of The Woodlands, Texas.

Information relating to the Louisiana crash is limited at this time, but includes photographs of the aircraft, ADS-B data (information broadcast by aircraft to a satellite-based air traffic surveillance system that includes information about the aircraft's position, altitude, and speed), and media reports regarding what witnesses on the ground observed. The available information reveals similarities with the fatal crash of a Beech Baron (registration N501CE) near Kerrville, Texas on April 22, 2019, which Mithoff Law extensively investigated as part of litigation that ultimately resulted in a jury trial and verdict in excess of $12 million. That Beech Baron was on approach to land at Kerrville Regional Airport when it ran out of fuel, resulting in a loss of engine power and a stall/spin condition, which caused a fatal crash that took the lives of the six occupants aboard.

While the work of the National Transportation Safety Bureau (NTSB) in investigating air crashes is greatly appreciated by those who work in the field of aviation safety, it can take some time for the agency to complete its investigation and issue reports with respect to probable cause of an accident. Mithoff Law and its team of aviation experts often have to commence their work long before the NTSB's findings are made public, relying on both publicly available information regarding a crash, as well as discovery materials obtained during the course of litigation. Although it is far too soon to make any definitive conclusions as to the cause of the October 22, 2025 crash in Louisiana, certain characteristics of the crash appear similar to the 2019 Kerrville crash, and point to areas for further inquiry that may ultimately bear upon causation.

The available photographs of the Beech Baron that crashed in Louisiana show an aircraft that appears to have impacted terrain with a fairly flat trajectory (an apparent impact to the undercarriage of the aircraft from observable impact damage), with no visible evidence of a post-crash fire:

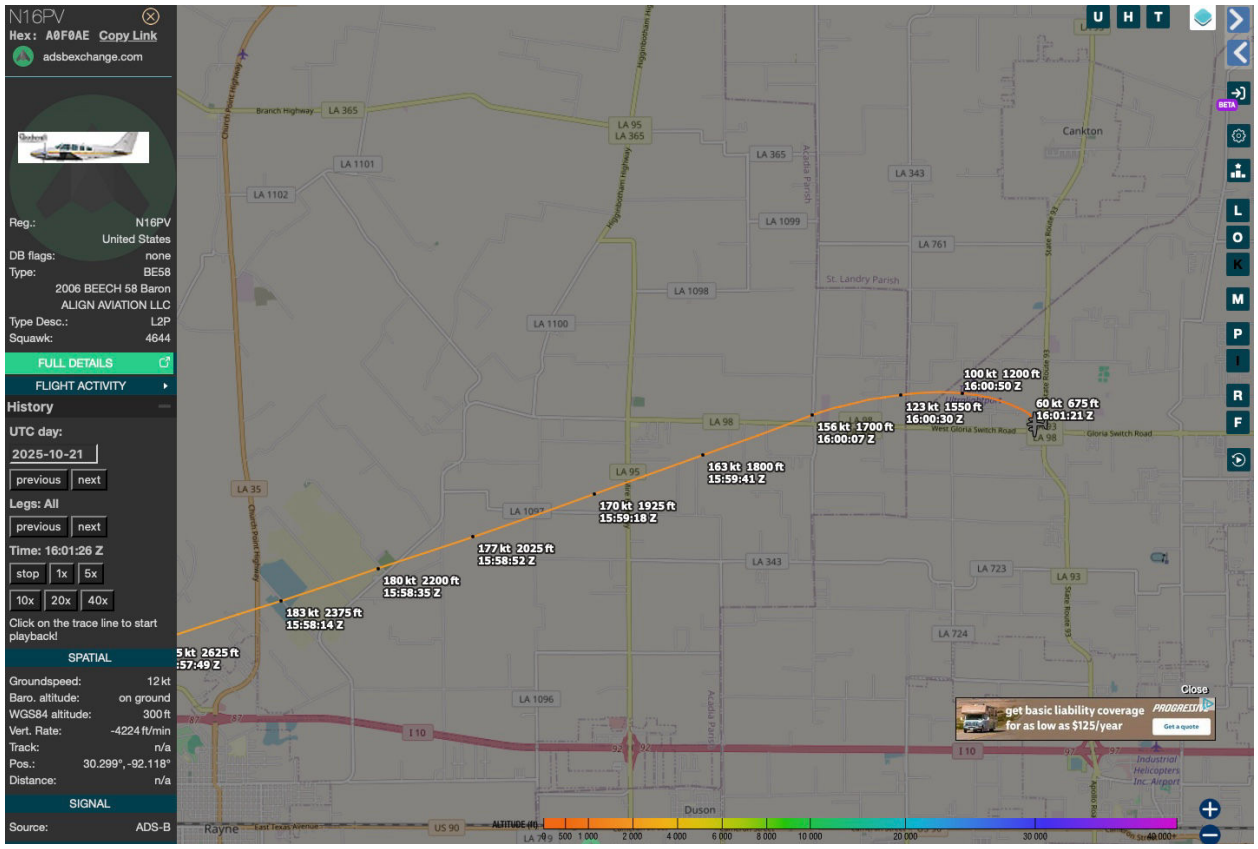
When Beech Barons crash with appreciable amounts of fuel onboard, post-crash fires are common. Moreover, when Beech Barons lose engine power (such as when they run out of fuel), stall/spin conditions can result (sometimes referred to as a flat spin), often resulting in the pilot losing control of the aircraft, with an almost vertical descent profile resulting in a flat impact with terrain. Angled descents into terrain with appreciable forward momentum tend to result in damage to the aircraft and propeller blades that shows dissipation of impact forces along that path of forward travel (such as crush damage to the nose of the aircraft, and characteristic deformation of propeller blades).

The Beech Baron that ran out of fuel on approach to Kerrville, resulting in a flat spin and impact with terrain, showed similarities to the recent Louisiana crash:

Similar to the Louisiana crash, the Kerrville crash did not result in a post-impact fire, and impact damage showed evidence of a mostly vertical descent profile with a flat trajectory having minimal forward momentum.

At the time Mithoff Law was engaged to investigate the Kerrville crash by surviving family members of certain occupants aboard, the NTSB report was not yet available, so its investigation was at first limited to publicly available information, such as photographs, ADS-B data, and media reports identifying witnesses. Mithoff Law's attorneys and group of aviation experts quickly worked to ascertain as much information as they could regarding the cause of that crash. In addition to photographs, ADS-B data broadcast from an aircraft's transponder can often provide valuable information regarding the position, altitude and speed of an aircraft prior to a crash, which can often provide insight into what was happening with the aircraft. With respect to the Kerrville crash, ADS-B data provided valuable insights into how that aircraft was operating prior to its crash. A gradual loss of airspeed and altitude, well short of the intended runway, followed by a curving flight path as the aircraft reached stall speed, were early indications of an aircraft that was not generating power at the time of its crash, consistent with photographs of the wreckage.

ADS-B data is also publicly available with respect to the Beech Baron that crashed in Lafayette Parish, showing a gradual loss of speed and altitude, followed by a curving flight path shortly prior to the crash as the ADS-B data shows speeds that appear below the approximately 71 knot indicated air speed stall threshold for a Beech Baron:




At the outset of its inquiry into the 2019 Kerrville Crash, Mithoff Law and its team of aviation experts utilized the photographs, data, reports, and other information that was available in the immediate aftermath of the crash, to focus their inquiry and development of the case on the loss of engine power and possibly inadequate fuel reserves from an early date. These efforts were invaluable to the development of the case and ultimately the jury's favorable verdict, and were ultimately supported by the findings of the NTSB when it issued its probable cause findings approximately 15 months after the crash, determining that the aircraft had run out of fuel due to the pilot's inadequate preflight fuel planning and fuel management, resulting in a loss of engine power, stall, pilot loss of control of the aircraft, and impact with terrain.

While it is too soon to reach any definitive conclusions regarding the recent crash of the Beech Baron in Lafayette Parish, the publicly available information from photographs, to ADS-B data, to witness accounts of the crash in the media, all provide valuable information that can be used by experienced investigators to focus their inquiry. In light of the presently available information, the causation investigation and determination are likely to involve issues relating to whether the pilot adequately planned for and managed the aircraft's fuel, as well as loss of engine power and its potential causes, whether related to fuel, accuracy of gauge readings, mechanical failures, or other causes.