



U.S. Department
of Transportation
**Federal Aviation
Administration**

Farmingdale Flight Standards District Office

Farmingdale, NY 11735

F-631.694.5516

Damage report Accident Number ERA13LA060

From : MARC CABIBBO ASI FSDO-AEA-11

To: Patrick Murray NTSB, John P. Wilkens FAAICC

Date December 3, 2012

MARC CABIBBO ASI FSDO-AEA-11 Accident November 17, 2012 @00:24 EDT
FAA IIC John P. Wilkens received a call from AEA-RO communications center reporting an aircraft accident in Rye Brook NY, FAA IIC Wilkens responded and was present at the accident site at 0235 hours EDT. The aircraft was moved from the accident site to a secure area within the airport perimeter at approximately 06:00am EST 11/17/2012 hours by Siloskys Wreckers. The secure area was described as the Westchester County Airport Fire Department training location. FAA Inspector Marc H. Cabibbo responded to the secondary site 08:10 EDT the morning of November 17, 2012.

Location of accident site was a paved parking lot located 0.8 NM and slight right of the extended centerline of HPN Runway 34.

**Coordinates of site 41° 02' 58" N, 73° 41' 27" W with Nose of aircraft pointing
In the direction 160°.**

Aircraft was a 1963 Beech 35-B33 Debonair serial # CD-628 aircraft registration # N8519M issued to; Westchester Flying Club
Address: [REDACTED] Purchase NY, 10577-0254
Date of registration issue: July 23, 1986 Expires November 30, 2014
Airworthiness certificate category: Standard-Utility
Airworthiness certificate issued: replacement 05-13-1963

Pilot: Judah J. Holstein

Address: [REDACTED] Eastchester NY 10709-3122

DOB: October 02, 1969

Contact phone given: [REDACTED]

Airman Certificate # [REDACTED]

Ratings held: Private Pilot - Single engine land Instrument Issued February 19, 2010

Passenger: NONE

November 17, 2012 08:10 EDT- Upon arrival at the Westchester County Airport storage site located at the Fire department training area the noted aircraft a Beech 35B33 registration number N8519M was resting in a dirt area after being moved from the accident site by a local wrecker.

The aircraft was right side up laying slightly right wing down attitude. All the major sections were accounted for.

Fuselage

The fuselage was intact with damage to the windshield, creasing at the lower left and right side just aft of the wing trailing edge, engine firewall, and engine cowlings.

Empennage

The Vertical and Horizontal stabilizers, rudder, and left and right elevators are intact with no damage.

Flight control cable continuity

Flight control cable continuity was established from the cockpit controls to all the control surfaces. Flight control cable continuity was observed to be intact from the cockpit control connection point to the empennage flight controls. The aileron flight controls were observed to be intact on the left and right side, the left wing was at some point during the repositioning of the aircraft, moved up and over bringing the left wingtip in contact with the left passenger window, however the aileron cable remained connected.

Landing Gear

The Left and Right Main landing gear fractured due to overload at the struts. The left main was found several feet forward from the left wing, and the right main landing gear was pinned under the right wing. The nose gear assembly was bent to the left at an angle but remained under the fuselage.

Wings

The right wing had ground contact damage to the bottom skin and in the main landing gear area due to the overload fracturing of the right main gear. The right main tank fuel cap was on and properly marked. A visual inspection at the time showed fuel below the tab. Subsequent defueling of the right main tank on November 21st revealed approximately 14 gallons remaining in the right tank.

The left wing had ground contact with trees at wing station 47 and 109. The tree damage to the left wing at station 47 created a large opening into the lead edge of the wing, the opening in the left tank measured approximately 9 inches. Visibly through this opening was approximately one pint of fuel and some debris, the tank finger screen which was submerged in that small amount of fuel and appeared clean. The tree damage to left wing at station 109 was substantial in that it fractured the left wing spar, inspection of the spar shows 45 degree shear lift indicating overload due to the collision with trees. The damage continued to rear false spar however, this may have been a result of the wing being flipped up and over towards the fuselage during the wreckers actions in moving the aircraft. The left main tank fuel cap was on and properly marked, a visual inspection at the filler showed no fuel. The upper and lower skins of the left wing showed rippling as well as ground contact damage possibly due to contact with landing gear components and other ground vegetation.

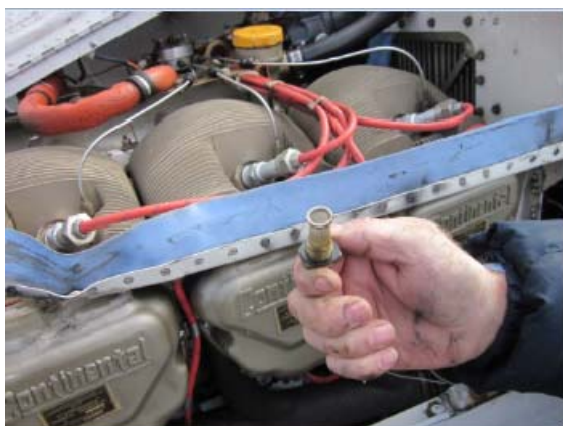
Engine

The engine a, Continental IO-520-BB, 285 horsepower was intact with a 3 bladed McCauley 3A 32C-406C propeller still mounted. This combination engine and propeller is not authorized in the type certificate data sheet for a Beech 35B33. The Supplemental type certificate and related documents authorizing this engine and propeller combination to be installed is still outstanding. Also outstanding is the Flight Manual Supplement for this installation, the documents recovered specifically the pilots operating handbook Beechcraft Debonair 35-A33 and 35 -B33 did not include information on this engine and propeller combination. The engine was at an angle down and to right due to the failure of the firewall supports. The engine and accessories were visually inspected with no anomalies noted with no obvious fuel leakage. The following fuel system checks were conducted with the permission of the NTSB IIC. The checks were conducted by Inspector Marc Cabibbo and Inspector Scott Perry, both ASIs with the Farmingdale FSDO on November 19th.

1467/1478 Removed fuel line from the fuel Control Unit to the Fuel Flow Transducer- removed line- no residual fuel found in line.



1476 Removed Fuel Control Inlet Screen - no residual fuel, Screen was clean.



1480/1483 Removed main fuel screen - normal residual fuel found (fuel was getting to fuel selector valve). Screen was found clean



1488/1490 Removed fuel line from the fuel manifold valve to the Fuel Flow Transducer - removed line- no residual fuel found in the transducer or the fuel line.



1491/1492 removed engine driven fuel pump, removed and inspected drive coupler – intact and serviceable. Turned pump – pump turned free. On November 21st the engine was in a position that the propeller could be turned, the engine turned freely and a check was performed at that time to check that the engine drive for the fuel pump was turning.



1473 Removed fuel line from the firewall connection to the engine driven fuel pump - no residual fuel found in line.



Propeller

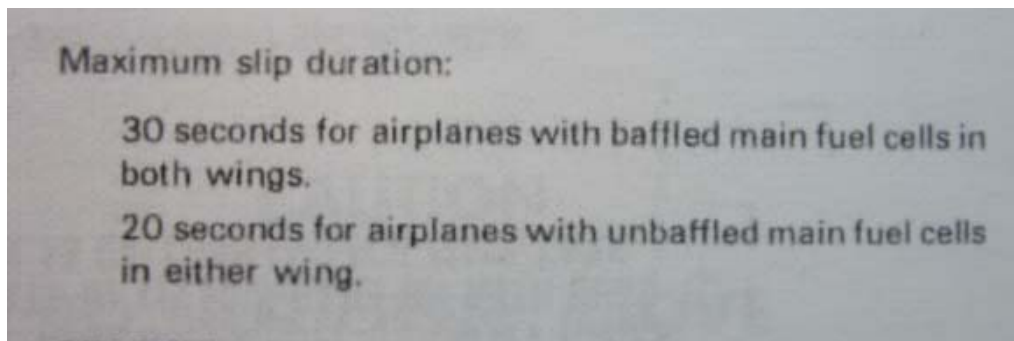
The Propeller is a 3 bladed McCauley 3A 32C-406C propeller was mounted on to the engine, and as previously mentioned not authorized for this model aircraft, the documents authorizing such an alteration have not been discovered or submitted to this office. The propeller was found mounted and free to turn; one of the blades was bent slight forward indicating the engine was not turning during the collision with ground and ground vegetation.

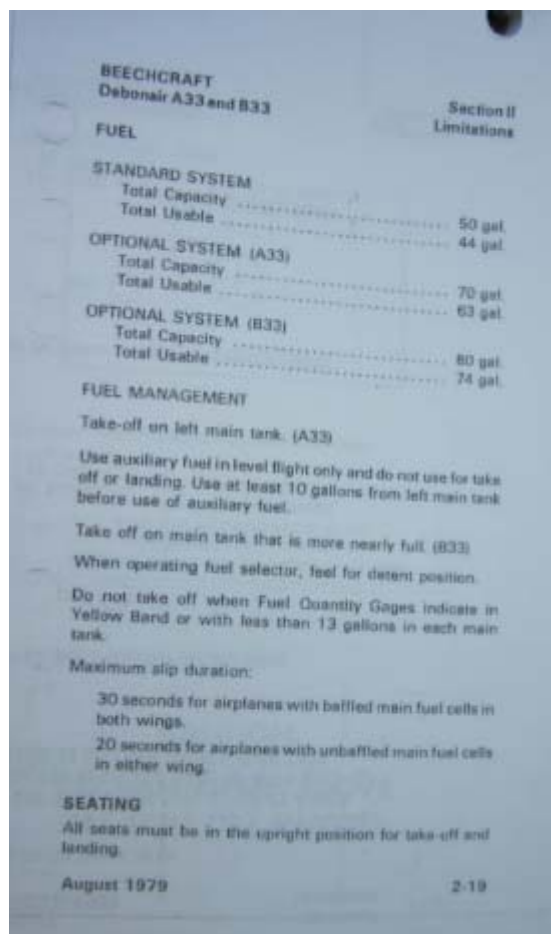
Fuel System

The fuel system consists of two 40 gallon bladder type fuel cells located in the leading edge of both wings. The left wing fuel tank had a large hole in the wing structure and fuel cell bladder, no fuel or evidence of fuel spill was detected by the FAA IIC at the scene of the accident. Both the left and right fuel caps were on and secure at the scene of the accident as attested to by the FAA IIC on the scene. The right fuel tank had fuel however the position of the aircraft and the resources prevented the defueling of the right tank at the time of the initial inspection by the FAA IIC. On November 21st, resources and authorizations from the parties to this investigation made it possible to raise the aircraft and conduct the following tests and inspections. The FAA inspectors present at the time were ASI's Marc Cabibbo, John Wilkens FAAIIC and Scott Perry.

The Right main tank was sumped and a sample was inspected and secured with a seal. The sample appeared normal in clarity and color for 100LL, a small amount of water was evident at the bottom of the jar.

The right and left tank are unbaffled, the second limitation of 20 seconds would coincide with the configuration of this aircraft.





Fuel Tank Baffles

An Internal inspection of the left tank was conducted, no baffle is installed, this brings the maximum slip duration down to 20 seconds vs. 30 seconds for a baffled tank. An inspection of the right tank was not accomplished.



Following the sampling of the right fuel tank, was the defueling of the right tank. The sump drain valve was removed, and total fuel removed from the left tank was approximately 14 gallons. Below are photographs to document the defueling, after the fuel quantity was documented the waste product was returned to Panorama FBO HPN for waste fuel processing.

Below is a set a photograph pertinent to the sampling and defueling of aircraft N8519M





The instrument panel mounted fuel flow gauge installed is not the proper for the IO 520, the gauge only shows indication to 22 gallon per hour, and the fuel flow gauge for the IO-520 would indicate fuel flow up to 26 gallon per hour. The aforementioned data is per D'Shannon STC SA2200SW IO 520 CONVERSION.

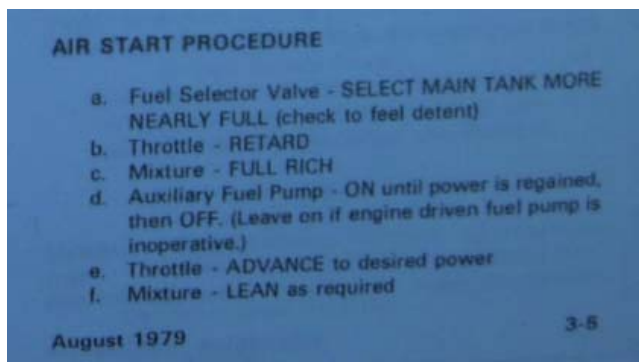


Fuel selector and Pump controls

The picture below shows the position of the Fuel Shutoff Valve. It is in the OFF position. According to the pilot, it was placed OFF post- accident. The placard below the valve requires additional research.



Pictured below is the auxiliary fuel pump, that should be ON for an attempted restart of a failed engine as per the POH.



Engine and propeller controls

The Blue lever is the Prop Controller, this would normally be placed FULL IN for landing. There was continuity to the propeller governor and operable.



S/N 1209167 MFG Date 4/95

The RED handle is pushed full in which is the FULL RICH position. This is the position that it is expected to be in for this phase of flight. This control was severed during impact.



The Throttle has the black control. The current position that it is placed is what would be expected. An attempted restart would show an intermediate position. There was continuity to the Fuel Control Unit and operable.





Date __December 3, 2012__

Marc H. Cabibbo ASI Assisting- JPW FAA IIC AEA-FSDO-11