



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Inspector Statement:

On 21 June 2016 Inspector Doug Daruka and I went to Gwenmor Marina to inspect aircraft N112MB a 1962 Beech P35 S/N D-6945 that had crashed into the ocean near Westerly Airport in RI on June 18 2016 at approximately 1235 local time. The aircraft; by eye witness accounts and pictures taken right after the ditching into the ocean showed that the aircraft ditched on a fairly level attitude and the aircraft was basically intact and nose down in the ocean.

Aircraft N112MB was inspected after it was recovered from the ocean off Weekapaug Beach near Westerly RI. The Aircraft after recovery was barged to Gwenmor Marina in Mystic CT this is where we inspected it. The aircraft was upside down on the shore when we arrived, there was heavy damage throughout the aircraft, and the engine was still in the front of the aircraft with what appeared to be a 45 degree angle from center line. The right part of the V tail was separate from the aircraft and placed under the wing along with other loose pieces of the aircraft.

The left wing had heavy damage to the leading edge while the right wing had less damage. The Main Landing Gear (MLG) was in the wells while the Nose Landing Gear was extended and disconnected from the actuator. Looking at the engine compartment there was external damage to 4 of the 6 cylinder heads. The top of the engine was hard to see at the angle it was at but it appeared to have extensive cracking and separation of the case in and around the fuel distribution manifold. The propeller blades were bent one was worse than the other but the leading edge of both blades did not appear to have significant damage and were at a low blade angle.

The cockpit damage was extensive. There was 2 indicators missing or removed. The ceiling was crushed in and all windscreens were destroyed. The current Tach indicator time appeared to be 2822.91 hours. In a container in the aft section of the aircraft there was a few things to help tie down the aircraft but in that container there was also a "Whiskey" Compass, I am not sure if that was an old one and if there was one on the instrument panel or not.

Overall except for the top of the engine area it was difficult to determine if the damage was from the crash into the ocean or from the recovery process. There was still a large sling around aircraft fuselage in the wing and cabin area and another appeared to have been placed around the engine compartment.

Maintenance log books were sent to the FSDO by A&P Aircraft Maintenance Inc. located at MacArthur Airport Ronkonkoma, NY 11779. The logs were scanned and the copies requested by the NTSB were forwarded to Heidi Moats. The owner of the aircraft has already given a statement to our FSDO Ops inspector. Approximately 60 pictures of the aircraft were taken and available.

Chester J. Antczak  
Aviation Safety Inspector