



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

August 24, 2019

ON SCENE OBSERVATIONS

WPR19FA235

This document contains 19 embedded photos.

A. ACCIDENT

Location: Big Spring, Texas
Date: August 23, 2019
Aircraft: Meyers Midget 0100, Registration N881MM, Serial #3035395
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

Samantha Link
Aviation Accident Investigator
National Transportation Safety Board
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C. SUMMARY

An on scene examination of the airframe and engine was conducted on August 24, 2019. No anomalies were noted during the examination.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site Overview

The airplane came to rest about 5 miles southwest of Big Spring McMahon-Wrinkle Airport (BPG) in desert-like terrain with vegetation. The debris path was about 100 feet long along a heading of about 62-degrees. The first identified point of impact were three ground scars in the dirt which appeared consistent with the landing gear. Within this area were fragments of wheel pant, small fragments of the right wingtip, and an engine intake pipe. Next was a large area of undisturbed dirt with additional fragments of wheel pant, fractured pieces of the wood propeller, and engine exhaust pipes. A second ground scar was noted about 5 feet from the main wreckage which consisted of three slash marks perpendicular in the dirt, engine fragments, and the carburetor. The throttle arm remained attached to the carburetor, but it was bent consistent with impact. The throttle arm moved freely when manipulated by hand and corresponding motion was observed on the butterfly valve. However, damage restricted the arm from moving fully stop to stop.

The last piece of the debris path was the main wreckage. The airplane came to rest mostly whole and on its belly. The front fuselage exhibited heavy impact related damage. The engine was mostly fracture separated from the firewall and came to rest nose down and angled toward the right. The lower cowling was fracture separated and in front of the engine. No obvious anomalies were observed with the engine. The wood propeller blades were fractured at the blade root. When the propeller hub was manipulated by hand the engine rotated freely. The #3 cylinder rocker cover was fractured; the rocker arms were exposed and consistent with normal operation. The fuel cap remained secured to the fuel tank, but the fuel tank was breached. Vegetation below the tank exhibited damage consistent with fuel contamination. The instrument panel was whole and mostly

detached from the airframe. The pilot seat area was mostly intact; the surrounding fuselage exhibited 45-degree upward crushing but was otherwise mostly whole. The mount for the control stick was fracture separated from the airframe, but the controls remained attached. Control continuity was established to both ailerons; there was a fracture in the tubing at the left-wing route consistent with overload. Flight controls to the empennage were also established and remained intact.

The left wing was mostly separated from the fuselage; the wing was wrinkled throughout at about a 45-degree angle from outboard to inboard. The inboard and outboard leading edges were crushed aft. The main landing gear was bent aft and a large dent consistent with the wheel was observed in the underside of the wing. The left landing gear tire was found fracture separated and underneath the right wing. The aft fuselage exhibited crush and wrinkle damage. The forward attachment point of the left horizontal was fracture separated at the wing route, and it was bent aft. The left elevator was crushed back and in towards the rudder. Damage to the left elevator control surface restricted flight control movement by hand, however, control continuity was established visually. The vertical was mostly undamaged; the rudder remained mostly intact and remained secured to its attachment points. When manipulated by hand the rudder moved freely, however, movement was limited due to impact damage. The right horizontal and elevator were mostly intact and undamaged. The tailwheel remained attached to the airframe. The right side of the aft fuselage exhibited a very large dent. The right wing exhibited wrinkle damaged throughout. The inboard wing root was crushed aft and the right wingtip was fracture separated. The right landing gear was bent aft, and the right wheel came to rest against the underwing skin.

1.1 Accident Site Photos



Figure 1: First Identified Point of Contact



Figure 2: Most of Debris Path



Figure 3: Slash Marks in the Dirt



Figure 4: Main Wreckage



Figure 5: Empennage looking Forward



Figure 6: Right Side of Main Wreckage



Figure 7: Front of Main Wreckage



Figure 8: Forward left side of Main Wreckage



Figure 9: Cockpit Area and Control Stick



Figure 10: Underside of Left Wing

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Figure 11: Underside of Right Wing



Figure 12: Fuel Tank



Figure 13: Accessory Section of Engine



Figure 14: Right Side of Engine



Figure 15: #3 Cylinder Valves



Figure 16: Underside of Engine



Figure 17: Underneath Right Side Cylinders



Figure 18: Instrument Panel



Figure 19: Carburetor

END.

Submitted by: Samantha Link