

Alex Lemishko
Investigator-in-Charge
Central Region

Date: August 20, 2021

Subject: Memorandum of Record, CEN21LA309, Titan T-51D Mustang
Accident at Ashtabula, Ohio

Contact: Myron Oleson, Airplane Owner

Mr. Oleson reported that the intent of what became a local flight was to perform fuel flow and fuel indicator checks on the newly built airplane. The pilot was supposed to do these checks on the ground while taxiing, but he took the airplane into the air.

On examining the data taken from the GPS flight director, the airplane's pitch angle during the climb was 18° nose up. The airspeed was barely above stall speed. When the engine stopped, the airplane was near stall speed and sufficient airspeed was never regained. The data showed that after the power loss, the airplane's pitch was aggressively reduced. However just prior to touching down on the runway, the airplane's pitch approached 10° nose up, the airspeed decreased to near stall speed, and the airplane impacted on the runway.

The engine control circuit breaker did what it was supposed to do, it tripped when the ampere draw was in excess of its rating. In hindsight, the engine control unit should have had its own power source and not shared power with other items.