

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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ON SCENE WRECKAGE EXAMINATION REPORT

May 30, 2025

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A. ACCIDENT

Location: Geneva, Ohio
Date: July 21, 2024
Time: 1754 EDT
2154 UTC
Airplane: Experimental Titan T-51 Mustang (Registration: N751TX)

B. ON SCENE WRECKAGE EXAMINATION REPORT

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C. SUMMARY

On July 21, 2024, about 1754 eastern daylight time, an Experimental Titan T-51 Mustang, N751TX, was substantially damaged when it impacted terrain near the Germack Airport (7D9), Geneva, Ohio. The commercial pilot was fatally injured. The airplane was operated by the pilot as a personal flight conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The main wreckage came to rest inverted in a wooded area about 30 ft east of a county road. The initial impact point coincided with elevated tree branches about 250 ft north of the main wreckage. The debris path was oriented on a 155 degree magnetic heading. All portions of the airframe were located in the debris path. The outboard portion of the left wing and aileron were co-located with the initial impact point. The outer portion of the right wing and right aileron were co-located with a

second tree impact closer to the main wreckage. The engine remained attached to the fuselage. There was no evidence of fire.

2.0 Airframe Examination

Flight control continuity was confirmed from the flight controls to breaks consistent with impact related forces for all control surfaces. The right landing gear was found extended and locked and the left landing gear was found partially extended. Evidence of oil spray and oil coating was observed on the belly of the fuselage, left wing, oil cooler area, tailwheel assembly, and elevator.

The throttle and propeller arms remained functional. The landing gear handle was down. The throttle lever was found pulled mostly aft towards idle. The propeller control was found full forward. The emergency gear extension handle was in the normal position. The fuel shut off valve was found off. A Dynon Avionics EFIS-D10A was recovered mostly undamaged. A Garmin 496 was also discovered at the accident site undamaged.

3.0 Engine Examination

The airplane was equipped with an experimental General Motors Corvette LS3, V8, 300-hp engine. It was equipped with a Titan Aircraft Autoflight 1.9 Gearbox. The engine was equipped with a 4-bladed composite propeller, manufactured by Whirl Wind Standard.

Two propeller blades, and portions of the forward cowling and propeller spinner fragments were located on and north of runway 1.

One propeller blade separated at the propeller hub, and a portion of the hub remained attached to the separated propeller. The other propeller blade contained no fragments of propeller hub.

The gearbox had separated from the engine and was located about 10 ft forward of the main wreckage. The gearbox sustained impact damage, but its drive gears rotated normally. Fragments of the propeller hub remained attached to the gearbox. The propeller governor had separated from the engine and was found a few feet forward of the main wreckage.

The engine demonstrated internal continuity when the gearbox attachment area on the forward section of the engine was rotated by hand, and aft engine belts were observed to rotate. The oil dipstick remained installed, and no evidence of oil was identified in the engine via the dipstick. There was no evidence of oil spray observed on the engine casing, gearbox, or propeller governor.