



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: March 1, 2023

Subject: CEN22FA433

Contact: Helen Rehm - Wife of the accident pilot, Kevin Rehm

Helen provided information on the activities on Kevin several days leading up to the accident date.

1. Tuesday, September 27, 2022. Kevin was going to fly the gyroplane that day.
2. From Monday, September 26, 2022, to Saturday, September 24, 2022. Helen was not sure if Kevin was working that day, if he went flying in the gyroplane, or if he was relaxing. If he was working, he would be doing work on the several rental properties that they owned in the area.

The purpose of the flight was to build up flight time, to get 40 flight hours total on the gyroplane. At the time of the accident, the gyroplane was a few flight hours short of the 40 hours. Kevin purchased and built the gyroplane as a hobby. Kevin was a retired firefighter. Kevin was self-employed and he managed and did maintenance work on several rental properties that him and his wife owned. Kevin did not have an aerospace engineering background. Kevin's son and a friend helped build the gyroplane with him. This was Kevin's first time building an aircraft. For building the gyroplane, Kevin self-taught himself about the process.

Kevin did not use illegal drugs. Kevin was using a cholesterol lowering drug at the time of the accident. Kevin socially used alcohol. Kevin did not use tobacco. Kevin would have an occasional cup of coffee in the mornings, but he would not drink coffee throughout the day. Kevin did not have any issues with sleep or fatigue. Kevin had no major medical issues. Kevin did not have any major stress events going on in his life before the accident. Kevin lived a very active lifestyle.

Kevin never reported any concerns about the gyroplane. Kevin did report to Helen that he was a bit frustrated with the gyroplane build process, timeline wise, as it did not go according to the schedule. Kevin reported the gyroplane was supposed to be built in about two weeks, but the process took longer because of parts availability.

Kevin never reported any concerns with flying. Kevin was very conscious about safety and following procedures. Kevin was very excited about building and flying the gyroplane.

Helen will search for photos that Kevin took during the gyroplane build process. If she finds them, she reported that she will submit them to the NTSB.

Nothing Follows



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: March 29, 2023

Subject: CEN22FA433

Contact: Jimmy Hankins

The NTSB IIC spoke with Jimmy Hankins over the telephone. Jimmy is an airframe and powerplant mechanic (with inspection authorization), an air transport pilot, flight instructor, and an experimental repairman. He also flies gyroplanes. He is based in the Paris, Texas, area.

Jimmy participates in a builder's assistance program for experimental aircraft. He provides tools, space, and advice to builders for their aircraft.

The accident pilot/owner/builder for N499AG, Kevin Rehm was at his facility in Texas for about 6 or 7 weeks to build his gyroplane. Kevin was also assisted by his son during the build work. Jimmy classified Kevin as an excellent craftsman, who performed very good work.

Jimmy reported that the top feed banjo bolt was not removed to his knowledge by Kevin or anyone else. He recalls Kevin using a torque wrench to tight and torque that specific bolt.

Jimmy reported that he did not recall any conversations with Kevin or seeing any specific work done by Kevin on the governor plate pad cover. He does not recall seeing any specific documentation on the governor plate pad cover needing to be removed for flight operations.

Jimmy reported that he did not recall Kevin talking about doing any sort of engine conversion work from a model 3 to a model 2.

Jimmy reported that Kevin used torque stripe paint all over the gyroplane when he was doing his build work.

Nothing Follows