



DEPARTMENT OF THE ARMY
HEADQUARTERS, 82ND COMBAT AVIATION BRIGADE
82ND AIRBORNE DIVISION
FORT BRAGG, NORTH CAROLINA 28310

AFVC-E-JA

25 April 2025

MEMORANDUM FOR RECORD

SUBJECT: Synopsis of Facts and Circumstances of Accident CEN25LA132, National Transportation Safety Board (NTSB)

1. On 22 March 2025 around 1025L, a serial of 2 AH-64Es and a UH-60M landed at KRUE to refuel. The aircraft belong to the 82d Combat Aviation Brigade, 82d Airborne Division and are based at Fort Bragg, North Carolina. The aircraft were enroute to Fort Bragg having recently completed a training event in California. The serial, divided into three chawks, landed on Runway 7 and followed the ground personnel to a taxiway adjacent to the hangars southwest of the FBO. Refueling took about 45 minutes. During refuel, the AMC monitored CTAF, listening to the fixed wing traffic in the area. Based on the fixed wings' communications over CTAF, the aircraft were conducting touch-and-go landings. The serial restarted engines around 1115L. Chalk 1 (AH-64E) called on CTAF for a taxi with an eastern departure, parallel to Runway 7. The traffic at KRUE was 1 fixed wing in the pattern and another 1 or 2 planes about 2 miles away making their way to Runway 7. Both pilots of Chalk 2 (AH-64E) acknowledged to be cautious about power applied during taxi due to a small SUV parked close to the second hangar.

2. Then, Chalk 2 observed a fixed wing approach for landing. The fixed wing touched down in the grass and continued east. Chalk 2 continued taxing east and lost sight of the fixed wing. The serial of three helicopters made two 90-degree turns to face east on Alpha taxiway. The Chawks were spaced 30-50 meters apart in a trail formation. Another fixed wing (N96963, Taylorcraft BC-12D) landed on Runway 7 as the serial taxied. The serial was short of the perpendicular taxiway, which N96963 used.

3. Next, Chalk 2 conducted a pre-take off check while waiting for N96963 to clear. Chalk 1 announced on CTAF to N96963 that the serial would remain in place and would defer to its decision on movement. N96963 responded that it would taxi North and give way to the serial's flight. Chalk 1 asked if a present position take off was acceptable. Chalk 2, due to the traffic on Runway 7, responded affirmatively as long as the serial maintained its present heading. N96963 was clear of the taxiway when Chalk 1 announced the CTAF call for take-off. Chalk 1 made a five-second call over internal comms and began applying power five seconds later. When Chalk 1 applied power, the rotor wash caused N96963 to spin left between 90 and 180 degrees. N96963 had made a left turn prior to the hangars and was taxiing westbound almost abeam to Chalk 1. Chalk 2 observed N96963 tilt about 5 degrees during the spin, but did not observe the wings contact the ground. Chalk 3 (UH-60) observed the spin of N96963.

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4. Chalk 2 PI applied power simultaneous to Chalk 2 PIC observing the spin. The PIC alerted the pilot to begin maneuvering right to prevent rotor wash from affecting N96963 further. The pilot complied. Chalk 2 PIC keyed over CTAF that the flight had spun the plane. Chalk 3 PIC replied that the plane had spun due to rotor wash. Chalk 3 acknowledged the spin, maneuvered right, and asked the pilot over CTAF if he was alright. The N96963 pilot responded affirmatively. All three helicopters took off in quick succession from taxiway Alpha just West of Alpha 5. The serial continued to monitor CTAF until it was clear of the airspace. The serial did not hear any other remarks from the N96963 pilot.

5. Over an internal frequency, Chalk 1 PIC remarked that the taxi direction taken by N96963 was unexpected. The serial discussed the need to call the FBO to discuss the incident. Chalk 1 PIC attempted to call the airfield numerous times that day to discuss the incident but received no response.

6. Several days later, the NTSB notified the 82d CAB that the RUE airport manager reported observing another fixed wing affected by the rotor wash. The manager reported that Taylorcraft N39158 flipped upside down in the infield between Alpha 5 and 6 on the east side of the papi lights.

7. The point of contact for this memorandum is the undersigned at [REDACTED] or [REDACTED].

[REDACTED]

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MAJ, JA
Brigade Judge Advocate