



To Whom it may concern,

On Saturday the 22nd, I observed two apache helicopters and one black hawk helicopter take off from taxiway Alpha just West of Alpha 5. Before these military helicopters took off, Taylorcraft 96963 taxied down taxiway Alpha and got off at Alpha 5 to Taxiway Bravo, which runs parallel to Alpha. I am unsure of what communication was taking place between the helicopters and the Taylorcraft at this point. Shortly after the Taylorcraft reaches its destination on taxiway Bravo, all three helicopters take off and begin to violently rock Taylorcraft 96963. There were no injuries and there was no damage done to the aircraft. Moments after Taylorcraft 96963 was rotorwashed, I observed Taylorcraft 39158 flipped upside down in the infield between Alpha 5 and 6 on the east side of the papi lights. I did not see his plane flip as I was watching Taylorcraft 96963 being rotorwashed. As for what was said on the unicom frequency afterwards, I can only say what I was told by those that heard it, which was something to the effect of, "you rotorwashed the heck out of that little plane."

Please contact me if you need any clarification of my statement, or have any other questions regarding this event. My phone is [REDACTED] and my email is [REDACTED].

Thank you,
Patrick Karp

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN25LA132 (N39158, Taylorcraft BC12-D and U.S. Army AH-64Es and UH-60L) - Accident Update
Date: Monday, March 31, 2025 8:57:24 AM

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Good morning,

No sir, there is no recording of the unicom frequency.

Thank you,
Patrick Karp

On Fri, Mar 28, 2025 at 4:10 PM Michael Hodges [REDACTED] wrote:

Hi sir,

Thank you.

I think just those photos should be fine for now.

Does anyone out there record the unicom frequency? Just was curious if all of this radio traffic during the accident was recorded somewhere or not.

Thank you.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

Website: www.nts.gov

Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Central Time

“Don’t let yesterday use up too much of today.” – Will Rogers

From: Patrick Karp [REDACTED]
Sent: Friday, March 28, 2025 4:06 PM
To: Michael Hodges [REDACTED]
Subject: Re: CEN25LA132 (N39158, Taylorcraft BC12-D and U.S. Army AH-64Es and UH-60L) - Accident Update

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Good afternoon Michael,

I did manage to get some pictures from some people that were there at the time of the event. You will see that photo #1 is Bill West's Taylorcraft taxiing by the helicopters as they are taking off. This was just before he began to be rocked by the rotorwash. In Photo #2 you will see Corey's plane flipped over in the infield from a distance. This picture was taken from Bill's Taylorcraft after they had exited the aircraft. Will you want approximate distances from any points? I hope this helps.

Thank you,

Patrick Karp

On Wed, Mar 26, 2025 at 4:02 PM Michael Hodges [REDACTED] wrote:

Thank you sir, I really appreciate it.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

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Facsimile: [REDACTED]

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“Don’t let yesterday use up too much of today.” – Will Rogers

From: Patrick Karp [REDACTED]

Sent: Wednesday, March 26, 2025 3:13 PM

To: Michael Hodges [REDACTED]

Subject: Re: CEN25LA132 (N39158, Taylorcraft BC12-D and U.S. Army AH-64Es and UH-60L) -

Accident Update

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Good afternoon Michael,

I have attached my statement below as well as the tickets of all of the military helicopters that we fueled on the 22nd. Please let me know if you need any kind of clarification or additional information.

Thank you,

Patrick Karp

On Tue, Mar 25, 2025 at 1:09 PM Michael Hodges [REDACTED] wrote:

Good afternoon sir,

Thanks for your time on the phone before.

When able, if you can please type up a detailed statement of what you observed with the accident with N39158 (Taylorcraft BC12-D) and the two U.S. Army AH-64Es and the one UH-60L. If you can include the times and what was said on the unicom frequency afterwards, that would be helpful.

I understand that there wasn't any security camera video footage showing the accident at that angle, however if you come across any other witnesses or security camera or witness video footage, please let me know.

Thank you for the help.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

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