

From: [REDACTED]
To: [REDACTED]
Subject: Re: CE125LA132 (N39158, Taylorcraft BC12-D and U.S. Army AH-64Es and UH-60L) - Accident Update 03/26/2025
Date: Thursday, March 27, 2025 9:32:49 AM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

On the 22nd March approximately 11:30am central time, 3 Taylorcraft Airplanes were returning to KRUE. The lead aircraft piloted by Kevin Hopkins, number 2 aircraft Bill West and number 3 Corey Bauer. Hopkins was making the (party of 3) 07 inbound calls, 5 miles to the northwest of the field.

Patrick Karp the airport manager radioed to inform us that there were 3 helicopters staged in-front of hangar 2 West. Which is my hangar, I acknowledged Patrick's radio call and the 3 planes continued inbound.

The Hopkins plane was a little faster and he began his approach; landing in the grass between A3 and A4. I was the number 2 airplane and started picking up the party of two calls for the inbound. As I was turning short final, I could see the helicopters starting to move from position A (see diagram).

It this time a single helicopter (I am assuming it was the lead ship) called taxiing runway 25. I landed my plane 07 in the grass between A2 and A3(approx 11:42)entered the taxiway at A3 and began the taxi back toward my hangar 2West.

As I turned left on the taxiway the 3rd plane (Corey) called short final runway 07. After that call the helicopter said they were going to wait on the inbound aircraft before departure.

At this point I was taxing toward the helicopter that had stopped approximately 100-200 feet short of A2 which is the taxiway that I had to exit.

I turned left and headed toward my hangar 2West. About the time I got in-front(11:43)of my hangar I saw some dust and straw starting to move across the apron in-front of my hangar. I immediately applied power to try and turn my airplane toward the helicopter which was beginning to lift off and lean forward.

I didn't quite get it tuned toward the departing helicopter before the rotor wash picked up the left wing, tire and tail causing the right wing to almost touch the ground (according to passenger) the tail was also lifting which almost caused the prop to strike the ground (according to witness) more or less spinning on the right tire. The plane came to rest upright on all 3 tires pointing roughly 130° opposite direction (no observable damage to N96963).

Of the two remaining helicopters on the ground one of them radioed "man, you just rotor washed the hell out of that airplane" to which the departing helicopter apologized.

The two remaining helicopters taxied beyond the A2 intersection and departed. At that time I saw Hopkins in his truck and His girlfriend in her car driving toward the approach end of 07.

I asked my passenger what was going on "did Corey crash" and looking out the copilot window and back to the southwest Corey's plane was upside down just off of the runway in the grass.

We ran out to find Corey already out of the plane along with about 8 or 9 people arriving with in a few seconds.

My times are VERY close because I had a friend that was scheduled to me us at the airport at noon and during the entire approach, landing, taxi, and accident my phone was getting calls.

March 22, 2025

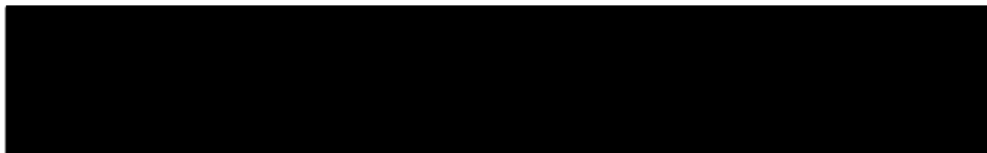
11:45 AM Missed Call 

11:41 AM Missed Call 

11:36 AM Missed Call 

11:35 AM Missed Call 

Calls with a checkmark have been verified by the carrier.



Favorites



Recents



Contacts



Keypad



Voicemail

I will send the airport diagram with illustration shortly.

On Mar 26, 2025, at 4:40 PM, Michael Hodges  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. Also, with what you experienced with your airplane, N96963 (Taylorcraft BC12-D).

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]
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

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN25LA132 (N39158, Taylorcraft BC12-D and U.S. Army AH-64Es and UH-60M) - Accident Update
05/09/2025
Date: Saturday, May 10, 2025 7:07:53 AM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

That is correct, my airplane (N96963) was already on the ground and in the taxi phase. We were still harnessed. Though the airplane was tossed around there were no injuries to occupants or damage to the airplane.

On May 9, 2025, at 9:32 PM, Michael Hodges [REDACTED] wrote:

Hi sir,

I just want to confirm please, that when your airplane (N96963) encountered the wake turbulence from the U.S. Army helicopters:

1. There were no injuries to the occupants onboard your airplane.
2. There was no damage sustained to your airplane.

Thank you.

Mike

Mike J. Hodges, MS
Aviation Accident Investigator, Central Region
National Transportation Safety Board

Clock Tower Square
14291 East 4th Avenue, Suite 7-300
Aurora, Colorado 80011

Cellular: [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

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.