

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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WRECKAGE EXAMINATION SUMMARY

September 3, 2022

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A. ACCIDENT

Location: Arthur, KY
Date: September 3, 2022
Time: 1700 Local

Helicopter: JetEXEC

B. WRECKAGE EXAMINATION SUMMARY

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C. SUMMARY

On September 3, 2022, about 1740 eastern daylight time, an experimental Rotorcraft JetExec, N162NH, was destroyed when it was involved in an accident near Arthur, Kentucky. The pilot was fatally injured. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Several witnesses stated that they were worried about the weather and tried to talk the pilot into waiting a day or two until the weather improved. The pilot did not want to wait and departed for a long cross country flight in stormy weather. See witness statements.

DETAILS OF THE Investigation

1.0 Accident Site

The accident site was located several miles in the woods of the Mammoth Cave National Park. The wreckage was compact and all corners of the helicopter were located at the accident site. The helicopter appeared to have contact trees and drop straight down without a wreckage path. The heading appeared to be a 45 degree magnetic heading and the helicopter came to rest on a 225 degree magnetic heading.

2.0 Airframe Examination

The airframe was resting on its left side. The cabin, instrument panel, seats, and engine compartment were all fractured in several pieces. The tail boom remained attached to the fuselage but was heavy damaged from impact forces. The tail rotor was wedged between two trees and both tail rotor blades were fractured off and

located near the front of the helicopter. The fire department used the jaws of life to separate several braces and cross beams to recover the pilot. Tail rotor continuity was visually confirmed from the gearbox to the tail rotor gearbox through visual inspection. The main rotor and blades remained attached to the airframe and both blades were impact damaged, one blade had a tree impression mark on the trailing edge of the blade.

3.0 Engine Examination

The engine was impact separated from the gearbox. The engine showed signs of torsional twisting. The engine spin freely. The main rotor gearbox rotated freely. A boroscope was used to inspect the combustion and turbine blades. No anomalies noted.

4.0 Summary

No anomalies noted that would have precluded normal operation of the helicopter.

Submitted by:

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Air Safety Investigator