



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Ponderosa Pines, Montana	Accident Number:	WPR25LA239
Date & Time:	August 3, 2025, 17:29 Local	Registration:	N750GT
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was transitioning the helicopter into a 4 ft hover when he encountered a wind gust. The pilot stated that he overreacted with too much right pedal and the helicopter rotated right, the left skid impacted the ground, which resulted in a dynamic rollover and impact with terrain. The helicopter sustained substantial damage to the fuselage and tailboom.

The pilot reported there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper pedal application during an approach to a hover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	Yaw control - Incorrect use/operation

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
-----------------------------------	--

Pilot Information

Certificate:	Private	Age:	42,Female
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	January 31, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 230 hours (Total, all aircraft)		

Pilot-rated passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Left
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N750GT
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11783
Landing Gear Type:	None; Skid	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	DRAGONFLY FLIGHT ADVENTURES LLC	Rated Power:	245 Horsepower
Operator:	Anna Kopp	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBZN, 4431 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	166°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	28°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bozeman, MT (BZN)	Type of Flight Plan Filed:	None
Destination:	Bozeman, MT (BZN)	Type of Clearance:	VFR;None
Departure Time:	16:40 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	46.057328,-111.26057(est)

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew
Additional Participating Persons:	Jeffrey Simmons; FAA-FSDO; Helena, MT
Original Publish Date:	November 6, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=200712

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).