



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Twin Falls, Idaho	Accident Number:	WPR26LA188
Date & Time:	May 14, 2026, 14:30 Local	Registration:	N952SF
Aircraft:	McDonnell Douglas Helicopter 500	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was maneuvering the helicopter around and near the airport property. While practicing hovering, he was evaluating the left lateral cyclic trim control. The helicopter encountered wind and rolled, coming to rest on its left side. During the accident sequence, the main rotor blades severed the tail boom from the airframe.

The pilot stated there were no pre impact mechanical malfunctions or failures with the helicopter that would have precluded normal operation. At the time of the accident, the wind was from 320° at 11 knots, gusting to 17 knots.

Probable Cause and Findings

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

The pilot's failure to maintain control while hovering in gusty wind conditions, resulting in the helicopter rolling onto its side.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Maneuvering-hover	Other weather encounter
Maneuvering-hover	Loss of control in flight
Maneuvering-hover	Dynamic rollover (Defining event)

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	June 5, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 15, 2024
Flight Time:	9700 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas Helicopter	Registration:	N952SF
Model/Series:	500	Aircraft Category:	Helicopter
Year of Manufacture:	1989	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0366E
Landing Gear Type:	None; High skid	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	250C20B
Registered Owner:	INTERPARTS GENERAL BUSINESS INC	Rated Power:	420
Operator:	INTERPARTS GENERAL BUSINESS INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTWF, 4166 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	116°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	19°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Twin Falls, ID (TWF)	Type of Flight Plan Filed:	None
Destination:	Twin Falls, ID	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	JOSLIN FLD/MAGIC VALLEY RGNL TWF	Runway Surface Type:	
Airport Elevation:	4153 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.481809,-114.48773

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Dan Scott; Federal Aviation Administration; Boise, ID
Original Publish Date:	July 30, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=202999

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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](#).