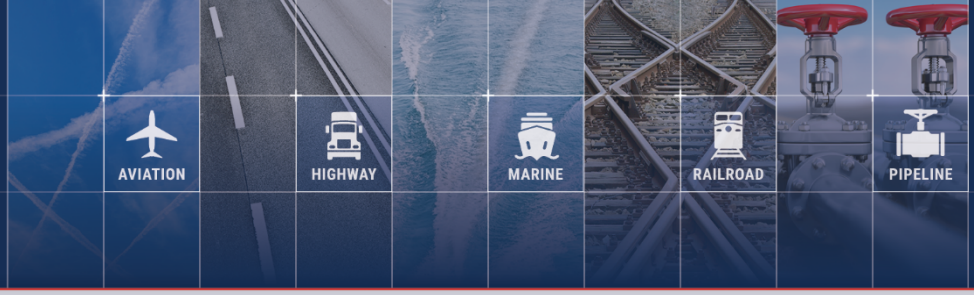

Aviation Investigation Final Report

Location:	ALBUQUERQUE, New Mexico	**Accident Number:**	DEN00LA073
Date & Time:	April 12, 2000, 13:15 Local	**Registration:**	N3MA
Aircraft:	Helio H-295	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructional flight was on takeoff roll when a witness observed the airplane's left main wheel and tail wheel exit the left side of the runway at approximately 50 to 70 yards from roll commencement. The airplane left the ground, and rocked from side to side. It then came back down to the runway, and was on the asphalt for 2 to 3 seconds. The witness said that the engine sound of 'full power' never changed. He said that the airplane then jumped back into the air again, and again rocked from side to side like it was going to stall at any moment. He said then the airplane nosed down and hit the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's failure to maintain aircraft control during takeoff initial climb.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
2. TERRAIN CONDITION - GROUND

Factual Information

On April 12, 2000, approximately 1315 mountain daylight time, a Helio H-295, N3MA, was substantially damaged following impact with terrain during a takeoff at Coronado Airport, Albuquerque, New Mexico. The airline transport flight instructor and the private pilot receiving instruction were not injured. The airplane was being operated by the private pilot student under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country instructional flight that was originating at the time of the accident. No flight plan had been filed, but the instructor pilot said that their intended destination was Mesa, Arizona.

The flight instructor said that they had stopped at Coronado Airport for fuel and rest. He said that hot start procedures were required to start the engine, and that taxi operations to the end of runway 17 were normal. The flight instructor said that takeoff acceleration was "rapid," but that the student rotated the airplane late. The instructor said that he "heard and felt a power reduction, followed by a surge to increase to (full??) power, followed by a second decrease in power of greater magnitude than the first power loss." He then instructed the student to "put it back on the runway." During the ensuing "hard" landing, the right main landing gear collapsed. An FAA inspector examined the airplane and reported that the engine's firewall was wrinkled and the right wing spar was bent.

A witness in an airplane waiting to takeoff behind the accident airplane said the following: "when N3MA release[d] brakes for takeoff, that [the] airplane's left main and tail wheel left the left side of the runway within 50 to 70 yards." He said that the airplane then left the ground and rocked side to side. It then came back down to the runway and was on the asphalt for 2 to 3 seconds. He said the engine sound of "full power" never changed. Next, the airplane "jumped back into the air again, and again rocked from side to side like it was going to stall at any moment." He said the airplane nosed down and hit the runway.

Pilot Information

Certificate:	Airline transport; Commercial	**Age:**	68,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 7, 1998
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	8895 hours (Total, all aircraft), 25 hours (Total, this make and model), 8393 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	**Registration:**	N3MA
Model/Series:	H-295 H-295	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1291
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	April 6, 2000 Annual	**Certified Max Gross Wt.:**	3800 lbs
Time Since Last Inspection:	8 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	GO-480-G1D6
Registered Owner:	GARY H. HOPKINS	**Rated Power:**	295 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ABQ ,5352 ft msl	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	12:56 Local	**Direction from Accident Site:**	360°
Lowest Cloud Condition:	Scattered / 4500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	15°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(4AC)	**Type of Flight Plan Filed:**	None
Destination:	MESA , AZ (FF2)	**Type of Clearance:**	None
Departure Time:	13:15 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	CORONADO AIRPORT 4AC	**Runway Surface Type:**	Asphalt
Airport Elevation:	5280 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	17	**IFR Approach:**	None
Runway Length/Width:	4010 ft / 60 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	35.090011,-106.899368(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	AL WESTBROOK; ALBUQUERQUE , NM
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48943