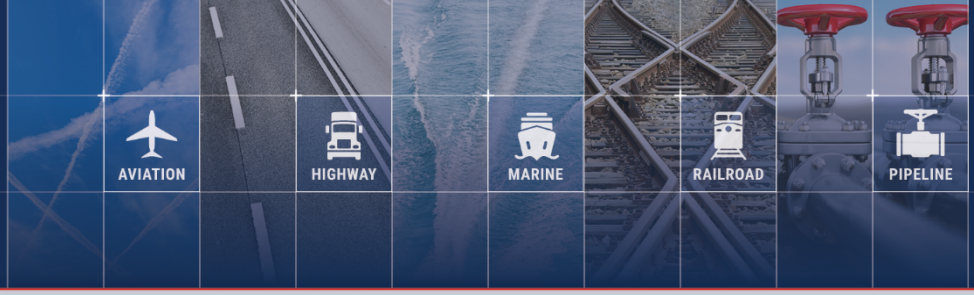

Aviation Investigation Final Report

Location:	Los Alamos, New Mexico	**Accident Number:**	WPR23LA152
Date & Time:	April 5, 2023, 15:00 Local	**Registration:**	N444M
Aircraft:	Grumman G-44A	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

Both pilots reported that during the takeoff roll, the pilot receiving instruction lost directional control of the airplane and it veered off the runway. The airplane subsequently collided with a parked unoccupied airplane. The left horizontal stabilizer and elevator sustained substantial damaged. The flight instructor reported that the airplane was not equipped with brakes at the right seat position. Both pilots reported that there were no preaccident mechanical malfunctions or failures with the airplane 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 receiving instruction's failure to maintain directional control during the takeoff roll, resulting in a runway excursion and ground collision.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Ground collision

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	**Age:**	69,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Airship; Balloon; Glider; Helicopter	**Restraint Used:**	Unknown
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Helicopter; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	June 28, 2022
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	May 4, 2022
Flight Time:	(Estimated) 29296 hours (Total, all aircraft), 2000 hours (Total, this make and model), 22428 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	**Age:**	59,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Unknown
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	March 15, 2023
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	October 10, 2022
Flight Time:	(Estimated) 17600 hours (Total, all aircraft), 8 hours (Total, this make and model), 6100 hours (Pilot In Command, all aircraft), 136 hours (Last 90 days, all aircraft), 78 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	**Registration:**	N444M
Model/Series:	G-44A	**Aircraft Category:**	Airplane
Year of Manufacture:	1945	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1411
Landing Gear Type:	Retractable - Tailwheel; Amphibian; Hull	**Seats:**	5
Date/Type of Last Inspection:	April 3, 2023 Annual	**Certified Max Gross Wt.:**	5500 lbs
Time Since Last Inspection:	11.7 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3381.6 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	C126 installed, not activated	**Engine Model/Series:**	GO-480 B1D
Registered Owner:	On file	**Rated Power:**	270 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KLAM,7171 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	15:15 Local	**Direction from Accident Site:**	286°
Lowest Cloud Condition:	Clear	**Visibility**	8 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.02 inches Hg	**Temperature/Dew Point:**	5°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Alamos, NM (KLAM)	**Type of Flight Plan Filed:**	None
Destination:	Minden, NM (KMEV)	**Type of Clearance:**	None
Departure Time:	15:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Los Alamos Airport KLAM	**Runway Surface Type:**	Asphalt
Airport Elevation:	7171 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	09	**IFR Approach:**	None
Runway Length/Width:	6000 ft / 120 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	35.88,-106.27

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Vernon Rockett; Federal Aviation Administration
Original Publish Date:	August 17, 2023
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=107035