



Aviation Investigation Final Report

Location:	Beaver Cove, Maine	Accident Number:	ERA25LA341
Date & Time:	September 6, 2025, 09:20 Local	Registration:	N402E
Aircraft:	Grumman G-44A	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After performing a flyby of nearby event, the pilot of the vintage amphibious airplane flew the airplane out over a lake near the seabase. While maneuvering, he attempted to contact people on the ground utilizing the common traffic advisory frequency he had heard people using earlier in the week. After failing to reach anyone, the pilot set the flight controls for a slow descent. Then he used his mobile phone to send a text message asking a friend for the radio frequency in use, and upon reply, changed the frequency. After setting the phone down, the pilot looked up as the airplane impacted the surface of the lake. The airplane sustained substantial damage to the front fuselage and hull, left wing, and both sponsons. The pilot 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's distraction and failure to monitor the airplane's flight path, which resulted in controlled flight into a lake.

Findings

Personnel issues	Task monitoring/vigilance - Pilot
Aircraft	Descent rate - Not attained/maintained

Factual Information

History of Flight

Maneuvering	Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	76, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 6, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 12, 2024
Flight Time:	5750 hours (Total, all aircraft), 2070 hours (Total, this make and model), 44 hours (Last 90 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N402E
Model/Series:	G-44A	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1444
Landing Gear Type:	Retractable - Tailwheel; Amphibian	Seats:	5
Date/Type of Last Inspection:	December 30, 2024 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	9298 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	G0-435
Registered Owner:	LOST IN TIME LLC	Rated Power:	260 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:	GNR,1392 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	19°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greenville, ME (3B1)	Type of Flight Plan Filed:	None
Destination:	Greenville, ME (3B1)	Type of Clearance:	Unknown
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREENVILLE MUNI 3B1	Runway Surface Type:	
Airport Elevation:	1401 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.562801,-69.626864(est)

Preventing Similar Accidents

Avoid Non-Operational PED Use During Flight (SA-025)

The Problem

Nonoperational use of PEDs by pilots (including cell phones, smart phones, tablets, and laptop computers) can divert attention from activities necessary for safe operations, both in the air and on the ground. PED-related distraction has played a role, or at least been present, in accidents involving improper fuel management, loss of positional awareness, loss of automation mode awareness, collision with obstacles, and loss of control.

What can you do?

- Recognize the potential for distraction arising from nonoperational use of PEDs.
- Avoid nonoperational use of PEDs during preflight planning and preparation to focus your attention on these critical tasks.
- Turn PEDs off before engine start if they have no operational purpose during the flight. Ensure that PEDs that are used in flight are not used for purposes other than those intended to support the flight.
- Establish your own sterile cockpit procedures to reduce distractions. Avoid the nonoperational use of PEDs when the sterile cockpit applies.

See <https://www.nts.gov/Advocacy/safety-alerts/Documents/SA-025.pdf> for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Winn, Lucas
Additional Participating Persons:	Shawn Michaud; FAA/FSDO; Portland, ME
Original Publish Date:	December 18, 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=200978

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](#).