



Aviation Investigation Final Report

Location:	Charlevoix, Michigan	Accident Number:	CEN21LA321
Date & Time:	July 3, 2021, 19:30 Local	Registration:	N8UU
Aircraft:	SWANN LYNN J SEAWIND 3000	Aircraft Damage:	Destroyed
Defining Event:	Ditching	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was in cruise flight at 5,500 ft in his amphibious airplane with the landing gear down over a lake on the last leg of an 8-day cross-country trip to his home airport, when the engine “sputtered” several times and then stopped operating. The pilot reported that at the same time the engine lost power, a “burnt” smell also entered the cockpit. The pilot conducted a forced landing to the lake. During the landing flare the landing gear caught in the water and the airplane nosed forward into the lake. The airplane came to a stop on the surface upright but began to fill with water. The pilot was rescued before the airplane sank.

The pilot had recently purchased the airplane and was flying it back to his home airport. The pilot reported several issues with the airplane that resulted in several mishaps during the 8-day trip. During the forced landing, the pilot was unable to put down flaps, or retract the landing gear, because the airplane had no hydraulic pressure. In a conversation with the FAA, and because of a previous issue with the landing gear, the pilot agreed to fly with the landing gear down to ensure a good landing at his destination.

The airplane was not recovered; therefore, the engine could not be examined, and the reason for the loss of engine power could not be determined. Additionally, based on the pilot’s flight, it’s likely the airplane was not airworthy before the pilot’s initial departure.

Probable Cause and Findings

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

The loss of engine power for undetermined reasons based on available evidence.

Findings

Aircraft	(general) - Unknown/Not determined
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Factual Information

History of Flight

Unknown	Ditching (Defining event)
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Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	SWANN LYNN J	Registration:	N8UU
Model/Series:	SEAWIND 3000	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	118
Landing Gear Type:	Retractable - Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540
Registered Owner:	On file	Rated Power:	
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:	KCVX,646 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	159°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	25°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manistique, MI (KISQ)	Type of Flight Plan Filed:	None
Destination:	Boyne City, MI (N98)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.388545,-85.320435(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Michael Matthews; FAA FSDO; Grand Rapids, MI
Original Publish Date:	October 20, 2021
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=103484

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](#).