



## MEMORANDUM FOR RECORD

Brake Examination

Date of Examination: February 8, 2021

NTSB Accident Number: ERA21LA100

**Peter Wentz**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Examination was viewed on a Zoom video call

Pilot/Owner: Paul Michel

Pilots representative: Doug Libby

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### **Narrative:**

Mr. Michel stated that on the day of the accident during the preflight inspection he noticed the tire pressure on all 4 tires were low, he serviced each tire and stated that all 4 tires, wheel assemblies and brakes were dry and free of corrosion or leaks. He stated that last time he had flown the airplane was two weeks earlier and at time had no issues with either brake. He stated that during the aborted takeoff, he was “standing on the left brake” to get the airplane to turn in avoidance of a fence pole. At that time, he stated the brake had “little or no” effectiveness on slowing the airplane. After the accident, Mr. Michel towed the airplane back to the hangar and noted the right brake to be sticking which resulted in a track or groove in the grass.

In preparation for the brake examination, Mr. Michel stated that while transitioning the airplane into the hangar the right brake felt tight and was slightly dragging. The airplane placed on stands (figure 1) and the right wheel rotated freely during the examination with slight a resistance from the brake (figure 2). There was no indication of corrosion or fluid leaks on the inboard or outboard section the right wheel or brake assembly (figure 2 & 3).



**Figure 1 – Float assembly housing the right brake.**



**Figure 2 – Right wheel and brake assemble.**



**Figure 3 – Closeup view of the right wheel and brake assemble.**