



## MEMORANDUM FOR RECORD

Pilot Statement

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

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Date: January 13, 2021  
Person Contacted: Paul Michel (Pilot)  
Contact # [REDACTED]  
NTSB Accident Number: ERA21LA101

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Mr. Michel stated he conducted a preflight of the airplane and everything was normal except the tire pressure in all 4 tires. The airplane was on floats and the nosewheel tires each took 45 lbs of air while the main tires took 65lbs of air. He stated that he had about 12 to 15 gallons of fuel and was planning to fly to Lake City Airport (LCQ) to refuel the airplane. He taxi the airplane to runway 020 and conducted a run-up. He stated he had a JPI and noted the engine RPM to be normal at about 2600 RPM. After the run-up he proceeded to take-off, "everything was normal until about mid field" he stated the airplane didn't want to lift off at the normal 60 MPH. He had 1 notch of flaps set for a normal take-off and at mid field he added another notch of the flaps, but the airplane would not fly so he aborted the take-off. The airplane was just under 60 MPH and he applied both brakes, but stated they were "ineffective". The airplane continued off the end of the runway and through a fence, impacting both gullies on each side of a road. Mr. Michel and his passenger egressed the airplane to stomp out a fire under the right float near the main tire. He stated that right brake was stuck and got hot enough to start a fire.

Mr. Michel stated the airplane received propeller damage and that the nosewheel gear broke free from the floats, additionally the fuselage received substantial damage from impacting the gullies.