

## Pilot Statement

I had family visiting and they wanted to fly on my Amphibious Murphy Rebel that I built and fly.

My brother expressed an interest in the process of preflighting the aircraft and accompanied me in the hanger.

Checking fuel quantity I determined the aircraft had insufficient fuel ( 9 gallons) I added 3 gallons to each side to bring total quantity to 15 gallons from my fuel trailer allowing it to settle before sumping and collecting fuel from all 5 points. This brought it pretty close to gross weight so I removed the anchor, ropes, pump and bumpers from the floats.

I sumped all 5 points and collected a sample. We pulled the plane out of the hanger.

I performed a preflight inspection and the only finding was low pressure in the right nose tire. I serviced all 4 tires, with cooler temperatures all needed 5 to 10 psi more air.

With my Ipad and Foreflight I checked AWOS at 24J, Suwannee County Airport, 17 miles north of the field, and LCQ Lake City Gateway Airport, which we would transition to get to Ocean Pond just east of LCQ. 8 knots tailwind and fuel was available at LCQ.

My passenger was briefed using checklist in POH, i.e., Emergency's, exits, seatbelt use, PFD use, eyes out of the cockpit, etc.

Engine start was normal for cool weather. All parameters were normal on the engine display.

The surface winds were calm (limp windsock) so I called taxi to the north to Runwy 20 at Suwannee Belle Airport. The airplane hadn't flown for a couple weeks so I exercised both brakes separately and then together. They felt normal.

At 11:40 AM we turned 180 degrees and centered on the runway, did the runup, magneto and carburetor heat check. Everything was normal.

I called Amphib 6PM on the roll southbound out of Suwannee Belle Airport.

I started the take off on Runway 20. The engine produced good power, turning approximately 2575 rpm at full throttle.

In about 700 ft roll the ASI indicated 52 mph and about 1000 ft 56-57 mph and I attempted to raise the nose wheels. They didn't come off the runway. I added an additional notch of flaps (making 2 notches) but still the plane didn't seem to want to fly.

I realized I was way beyond my normal abort point, pulled the throttle fully off and aborted the takeoff and applied brakes hard.

I could not stop short of fence at south end of runway. The airplane went through the fence and across 198<sup>th</sup> Terrace coming to an abrupt stop just short of the fence on the opposite side of the road. I turned off the magneto switch and pulled mixture fully aft, shut off the fuel valves and yelled get out. I ask the passenger if he was OK and he said we have fire under the floats. I grabbed the fire extinguisher and exited the plane and attempted to extinguish the fire at the right wheelwell. I emptied the Halon fire extinguisher in the wheelwell. The grass was dry and fire spreading quickly but the passenger & I stomped the remaining fire out with our feet.

I double checked that my passenger was OK.

I realized the 406 MHz ELT had gone off and reset it.

I used my cell phone to call NOAA Sarsat to report we were OK.

The airplane appeared pretty beat up with wrinkled skin, broken nose gears, popped rivets and open lap joints in numerous places. The prop leading edge was severely gouged from ripping into the wire fence and fence posts.

A few neighbors showed up and offered assistance. One drove me back to my hanger where I got rope to attach to the front cleats to get the plane away from the road. There are occasional log trucks on the road and I was concerned that they would hit the plane. I towed the plane back to my hanger with my Polaris.

The aircraft is in my hanger and I am waiting to hear from FAA and Insurance company if they will want further pictures of the damage or want to interview me or see the plane.