

This is my recollection of what took place on February 20, 2022. In the morning, I flew to KCEK from KFNB to attend a wrestling tournament and then ate lunch and did some shopping with my family. I received a ride back to KCEK and began going through my preflight checklist. I generally start with the oil level as I did this day as well. It was still at 6.5 quarts. Then, I step back to RH wing to check fuel level and sump that tank. No water was detected. While down there, I check the main gear door, the tire, brake area and wheel bearings. All appeared in good condition. Next, I walked to rear of the wing to check the aileron attaching hardware and the flap hardware. All appeared in good condition there as well. Then, I check the tail area and elevator hardware, grab the entire tail to check for too much slack in the trim and everything was same as it has always been. Next, I checked LH wing flap and aileron hardware and it was good. I walked to the front of the wing to check the fuel in the LH tank and it was nearly full. I should note the RH was down 5-6 gallons from full. Next, I sumped the left tank and check all the main gear again. There was no evidence of water and the gear appeared in good condition. I also sumped the gascolator in the nose gear, no water there either. I looked over nose gear and there were no abnormalities found. Finally, I checked the prop and generator belt and nothing found to be wrong there either.

I made the determination the airplane was airworthy. My wife and I boarded the airplane and started the engine normally. We taxied to the run up area for 17. I turned to my preflight checklist and began; set the flight instruments, DG, and altimeter. Turned boost pump on and noted a slight PSI increase. I double checked we were on the LH tank, ran engine to 1700 and did a mag check, the rpm drop was well within spec. I cycled the constant speed prop twice to put warmer oil in the prop governor. I also checked carb heat operation. Every gauge was in the green so I set trim and flaps for takeoff. I double checked flight controls for free and correct, seatbelts, door, and raised the entry step.

I made radio calls and checked boost pump on mixture rich and propeller full. Taxied onto runway, pushed throttle to full throttle and began rolling down runway. I remember I called out "airspeed alive and rising" as we continued down runway. After viewing the video footage, I understand that the hard left turn I felt is not visible before we left the ground. It appears that the airplane had a nose high attitude and left the ground came back down, drug the tail and left the ground again turned to the left at this point; likely do to the lack of right rudder

and its left turning tendencies. The aircraft stalled again and landed in the soybean field and then ran through the fence.

Everything went wrong so quickly. All I can recall is telling my wife to hold on and I applied brakes as hard as I could. I believe I was pulling up on yoke very hard while applying the brakes. Then I heard fuel leaking from RH tank. This is when I realized the engine was off and not running and I was unable to completely explain that. Still, I quickly shut off master and avionics switches and the key to kill all electrical due to the major fuel leak I could hear. We exited the plane and called the Sherriff's office and FBO manager. This seemed like a normal takeoff and trip home, I felt good. I thought my mind was clear. I don't feel there was any external pressures with my dad dropping me off, he has seen me fly multiple times. I honestly wasn't sure he was still there once we taxied off the ramp. The only thing I can think of is, I have had similar but not as strong of a left turn on landing. I had done much research to what caused that turn and read articles from Mooney service center owner Don Maxwell on the subject he titled "8 second ride". And it talks about landing gear wear points and nose gear alignment according to Mooney SB. M20-202. I had ordered some parts to be proactive in the current parts environment but just figured I would replace once in the shop next oil change or maintenance. I question now if that was in the back of my mind and I only thought I felt a dart to the left so I added backpressure to take weight off nose wheel but stalled the airplane on departure.