

From: Steven C. Dickson, pilot certificate [REDACTED]

To: NTSB Sr. Investigator Adam Gerhardt

SUBJ: N262MK accident at 47N May 6, 2023

I am making this statement as required by regulation or rule and do not waive any rights to which I may be entitled.

On May 6, 2023, I woke up at approximately 0715 (all times Eastern Standard, local) after approximately 8 hours sleep. I made breakfast and had two cups of coffee. I was planning a flight to Donegal Springs in Pennsylvania but changed my plans at the last minute due to a my granddaughter being sick at that location. Upon arrival at Brookhaven airport at 0930-0945 I altered my plans and decided to go to Chesapeake General, KPVG, to visit my daughter. At the airport diner I updated my flight route using Fltplan.com with an intended fuel stop at Central Jersey, 47N.

All weather was forecast to be VFR with clear skies for my entire planned legs.

I pre-flighted my aircraft, a Mooney M20T, N262MNK. I cleaned the aircraft and performed all the checklist items. Satisfied I pulled the aircraft from it'd tiedown and started the aircraft. I taxied over to the VOR checkpoint for Calverton CCC and started a log entry. I did not fully complete the log entry because I did not receive the morse code signal for CCC. I recalled a NOTAM it was out of service, but I decided to make the attempt. The weather was clear with winds about 329 at 7. I taxied to the runup pad for runway 33 and performed all my runup checks. I then departed Runway 33 at approximately 1120 climbing at about 1200 feet per minute and continued along the shoreline towards JFK climbing to my final altitude of 10,500. Near JFK I tuned towards DIXIE intersection and upon crossing the Jersey shore I turned in a general direction towards 47N and began a descent to 3,00 feet with intention of avoiding the EWR class B.

I approached 47N and made a normal landing on Runway 25. Rollout was normal and I taxied to the fuel pumps located on the south end of Runway 25. When I landed my fuel was on the left tank. I completed fueling after taking on 70.61 gallons of 100LL. The timestamp on my receipt was 1221:55. My fuel tanks hold a total of 104 gallons. I then started the engine and move away from the fuel pumps so I could pre-flight for my next departure. After completing that and doing another runup, I waited for an aircraft to depart Runway 25 and then took my place for departure. I announced my intentions to depart to the south.

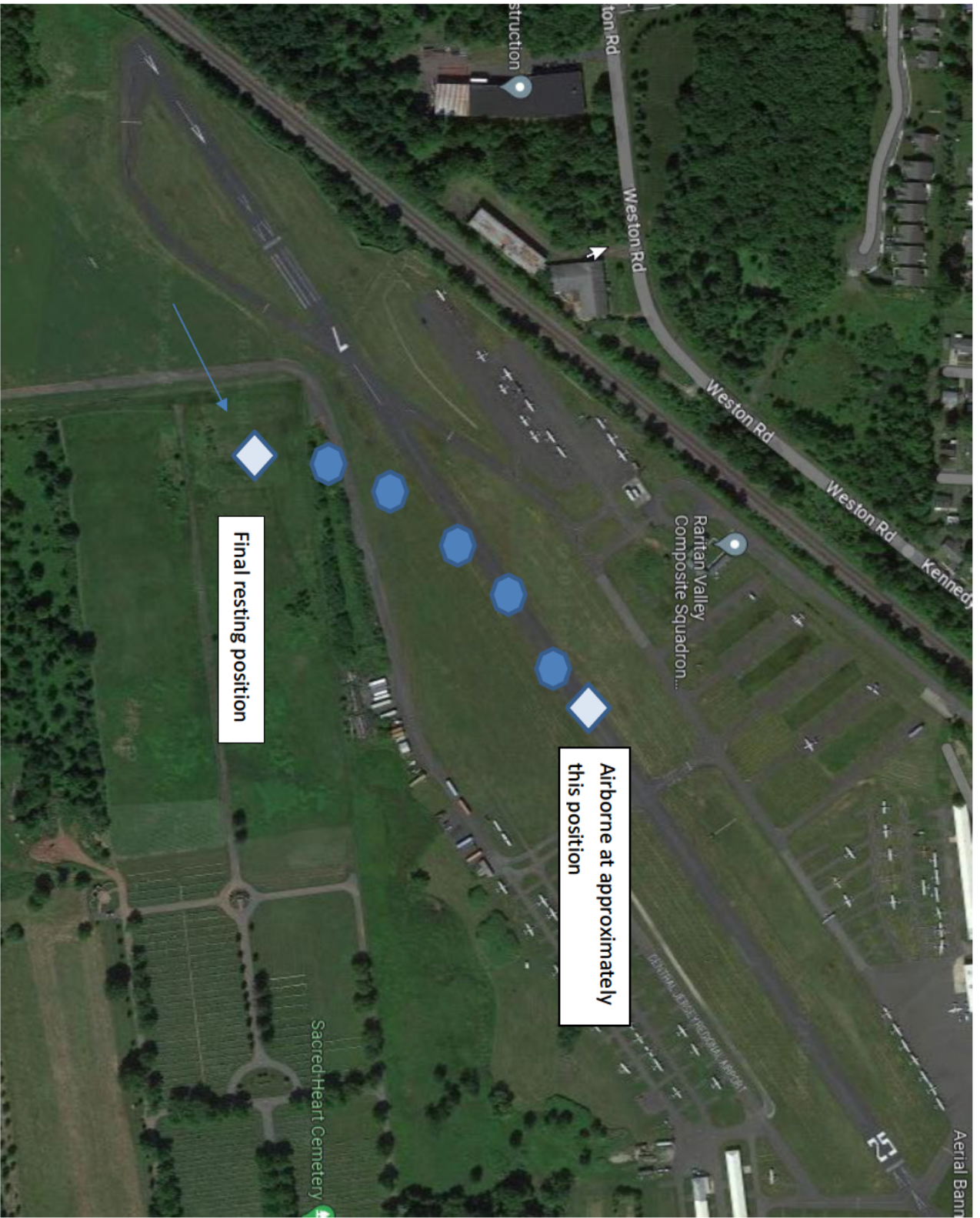
I had the trim and flaps set in the correct take-off position all gauges were in the green. At approximately 1255 I accelerated and began my ground roll. I began to lift off the runway within approximately 1,500 feet and began to climb. Almost immediately I noticed something was not right. I did not have time to look at the gauges but turned my attention to make sure the throttle was set to full, with the vernier turned full right, then checked the constant speed propeller control for proper full forward position and verified the mixture was full rich.

At about 300 to 600 feet I felt the power was slowly bleeding down but I had a proper climb attitude at that point as I could clearly see a normal view towards the end of Runway 25. I liken it to taking your foot off the gas while going down the highway. I was in a position with limited options. The winds were about 270 at 10 and I was drifting to the left. I had not retracted the gear during the climb. The aircraft was sinking and the left wing dropped slightly. I allowed the aircraft to continue to the left and then maintained as level an attitude as possible. I estimate I had about 3 more seconds of flight before I would impact the ground. I recall what appeared to be a steep nose down attitude as I cleared the trees. I leveled off and impacted the ground heading about 150. One of the landing gears and possibly the propeller dug in the ground and I spun to the left coming to a rest approximately in a northerly heading.

I shut off the master and avionics switches and turned the fuel selector to off. The force of the impact caused my cell phone to call 911. I reported what happened and the police shortly arrived.

I had already exited the aircraft and waited for emergency service to arrive.

Attached is my approximate schematic of the flight profile.



Final resting position

Airborne at approximately
this position