



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: June 28, 2022

Person Contacted: Marshall Sherman, airplane co-owner and passenger

NTSB Accident Number: CEN22LA262

Narrative: In a phone conversation with Mr. Sherman, he stated the following:

He is the co-owner of the airplane and his mechanic had installed a turbo normalized IO-550 engine. He bought the airplane in September 2020. Other than a ferry flight from FWS to 50F, the airplane had not been flown since they bought it up until the maintenance test flights. The mechanic used his previous associate to help complete the maintenance test flight. On the previous two flights the engine performed really well. The accident flight was to be the third and final test flight. He was not involved in the planning for the flight and assumed that the pilot in command (PIC), Mark Zimmermann, had completed a weight and balance calculation before the flight. He was just a passenger in the second row, right seat, behind the mechanic. Left side, second row seat had been removed. Mechanics assistant was in the third row, left seat.

John was his mechanic of choice. John used Mark for all of his Cessna 210 maintenance flights so that's why Mark was the PIC. John told him that he had sent a copy of the airplane's POH to Mark and that Mark would be studying the POH for the maintenance test flights. Since Mark had flown this airplane on the two previous maintenance test flights, he was fully aware of the wing tip tanks.

The pilot completed engine runups before takeoff, but did not use a checklist at any time, which concerned him. Mechanic wanted to verify pressure relief valve was operating normally. On the takeoff attempt, the pilot taxied onto runway and pushed the throttle full forward. PRV opened up and power backed off as expected. The pilot aborted at 31" and 2,700 RPM with 34-36 gph fuel flow. Mechanic was confused about why they aborted takeoff. Pilot commented "oh it didn't like that" and the mechanic said

Mechanic told the pilot to keep it at 31" MP and no higher. He was concerned that they didn't utilize a checklist. Didn't expect to takeoff. Power in and accelerated. No call outs from the pilot. PFD indicated 51 kts airspeed, which is just inside the white arc, the airplane came up 6 inches and then settled back down. Pilot rolled in a little nose up trim. Off the ground at 55 kts indicated airspeed. Very slow and climbing. He told the pilot they were really slow the heard stall warning horn. He is confident that the pilot had not been looking at the airspeed indicator during the takeoff. Not sure why he would rotate 20 kts below rotation speed. Pilot made left turn to avoid terrain at the south end of runway and he knew they were not going to make it back around to the runway. He told the pilot to put the airplane down in a field. Mechanic did not know anything was wrong until he heard Marshall talk about landing in a field. For whatever reason, the pilot did not push the nose down and land in the big field on the left. They then aimed for the small field on the right and ended up on the other side of the big field. The airplane mashed into trees then hit the ground quickly after. Left tip tank still in the tree. Fuel was pouring into the cabin. The mechanic pushed button to release door handle, opened the door and they all exited. Mechanics assistant in the back left seat, third row. Marshall reached back into secure airplane. Ran away from the airplane and assessed injuries.

He did not do any preflight planning since he was a passenger. He knew the pilot had 10,000 hours and 2,400 ish hours in the P210 airplane. He didn't even think to double check, and he assumed Mark had completed preflight planning and weight and balance. After the accident he completed a weight and balance calculation and determined the airplane was at least 300 lbs overweight. Full fuel and four occupants put the load at 1,562 lbs, and that did not even include any extraneous items. The airplane's useful load is 1,250 lbs.

He sent to the NTSB IIC a copy of his postaccident loading summary. The takeoff weight would have been 4,359.3 lbs, and the max takeoff weight was only 4,000 lbs. The maximum landing weight is 3,800 lbs which would have put the airplane about 559 lbs over max landing weight.

After the accident he reviewed the MVP-50 engine monitor data and did not find any abnormalities. The engine was producing full power at 31" MP, 2,700 RPM, and 34-35 gph fuel flow the entire time. There was nothing wrong with the airplane or engine during the accident flight.

End of conversation.



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Person Contacted: Mark Zimmermann, accident pilot-in-command (PIC)

NTSB Accident Number: CEN22LA262

Narrative: In a phone conversation with Mr. Zimmermann, he stated the following:

This was a maintenance test flight after the new engine was installed. He worked with the mechanic a lot in the past, which is how he got linked up with this test flight.

He had flown the airplane two times before the accident flight. The second flight was about a week before with only three people on board and the airplane performed okay. Airplane had tip tanks which were full and carried extra fuel than his personal 210. The airplane had 89 gallons useable in the main tanks and 32 gallons in the tip tanks for a total of 121 gallons. The airplane had already been fueled before he arrived that day.

They completed one test run down the runway for the mechanic to monitor the engine parameters at certain power settings. They taxied backed and then setup for takeoff. After takeoff he wasn't gaining altitude as expected. At the end of the runway, he made a left turn toward the safest area in case he needed to make an emergency landing. As he continued left he found a field to land in. The airplane hit trees on short final to the field. The airplane came to rest upright in the field. He sustained a fracture to his leg/ankle (serious injury).

He confirmed that there was too much load, not enough power, and was more than just a little bit overweight. After the accident he thought they were about 100 lbs overweight. He did not complete a weight and balance calculation for the accident flight.

End of conversation.