



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 12/17/2019
Person Contacted: Don Zimmerman (Pilot)
NTSB Accident Number: WPR20LA038

Narrative:

During a telephone conversation, Mr. Zimmerman reported that he departed Payson, AZ, about 0715, and flew to Sedona, about a 20 minute flight, to pick someone up before flying to Glendale, AZ. Upon his arrival to Sedona, his passenger notified him that they had to pick someone up at Deer Valley Airport in Phoenix, Az., prior to heading to Glendale. Mr. Zimmerman stated that they departed Sedona about 0740, and had initially headed direct for Glendale, prior to diverting to Deer Valley. As he was about 30 miles north of Phoenix, he contacted air traffic control for flight following. Mr. Zimmerman said that he had the engines leaned to get about 8 gallons an hour per side. He recalled that the left tank had 22 gallons of fuel while the right tank had 20 gallons of fuel. Mr. Zimmerman said that he decided to correct the fuel imbalance by doing a "right tank cross feed from the left to right" and thought he had put it back to normal. As they continued to Deer Valley Airport, they were cleared initially for runway 7L, however, was switched to runway 7R. While getting initial vectors, they ended up "wide for 7R" and was following traffic. Mr. Zimmerman said that while on final for the runway, he had 40 degrees of flaps selected, felt like he was low, and added extra power. At this point, his pilot rated passenger said "I think we have a failure." Mr. Zimmerman advanced both mixtures to rich, propellers forward, throttle forward, and got no response or identification on power. He thought about the crossfeed that he had selected previously, however, attempted to restart the engines once before initiating a landing in an open area in front of their position. Shortly after, the airplane impacted a power line and unoccupied vehicles before coming to rest upright in a road.

Mr. Zimmerman stated that the bottom sump on the left fuel tank had sediment in it the day prior. Additionally, he could not recall looking at the manifold pressure or engine rpm for either engine when he thought they had lost engine power. He estimated that the fuel crossfeed was done for about 10 to 15 minutes, however, could not recall if he had actually switched it off. Additionally, Mr. Zimmerman stated that he instinctually grabbed the fuel selectors and didn't visually look at them following the loss of engine power, and did not look at them to verify their position. He added that prior to departure from Payson, Az., he had just under 30 gallons of fuel per side.



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 12/19/2019
Person Contacted: Don Zimmerman (Pilot)
NTSB Accident Number: WPR20LA038

Narrative:

During a telephone conversation, Mr. Zimmerman reported that they had flown the airplane the day prior and the day of the accident as follows:

December 10, 2019:

KGEU - 6-7 touch an go takeoff and landings – Estimated about 0.6 hours of flight time.

KGEU – KSEZ - .7

KSEZ – KPAN - .4

December 11, 2019:

KPAN – KSEZ - .4

KSEZ – KDVT - .7

Mr. Zimmerman stated that the passenger paid for the gas, and that during the flight, he leaned to peak EGT, fuel flow sensor indicated about 8 gallons per hour per side in cruise flight, and that he had planned for 10 gallons an hour. Mr. Zimmerman said that he initially did not run the heater, however, the day of the accident, he had the heater operating form KPAN to KSEZ, to KDVT.

Mr. Zimmerman stated that he used the fuel gauges to determine level, no fuel sticks, for refueling the airplane. He additionally estimated that prior to doing touch and go landings at GEU, he had refueled the airplane with 15 gallons of fuel per side, and according to the fuel gauges, he had 40-gallons of fuel per side. Additionally, he noted nothing was abnormal with the airplane.