

- Donn Zimmerman, CFI, CFII, MEI
 - Logged PIC 3775 hrs, (1280hrs multi engine)
 - 3,361 hours of dual given (2204 single engine, 1157 hours multi engine in PA34-200T)
 - All multi engine time in a Piper Seneca, Piper Seminole)
 - Last 90 days 3 hours, last 12 months 5 hours (checkout flight with CFI in Diamond)
 - Checklists were utilized during all legs and run ups were performed before each take off.
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- On December 10th, 2019, I prepared for a flight of a Piper Seneca II N2822F to KSEZ. Total flight time for the trip was 2.8 hours, which included a currency flight before departure on the first leg.
 - After the preflight inspection, James Snider and I washed the aircraft and added enough fuel to bring the indicated fuel level to 40 gallons per side.
 - After some solo touch and gos/full stop landings at KGEU for currency, I picked up James at the ramp and we departed on a direct flight to KSEZ.
 - I dropped off James at KSEZ and flew direct to KPAN and left the aircraft there overnight.
 - December 11th I flew direct from KPAN to KSEZ, picked up James on the ramp and departed for KGEU. The engines were not shut down during the pickup, but a runup check was still performed before departure.
 - Shortly after departure, we decided to head to KDVT instead and picked up flight following north of Back Canyon City.
 - Around the time we picked up flight following, I noticed that the fuel in the left tank was indicating 22 gallons and the right tank was indicating 20. I used it as an opportunity to show James, who had inquired about fuel controls the previous day, how to crossfeed by switching the right engine fuel selector to draw from the left tank. I held my hand on the right engine fuel selector for a few minutes with the intention of moving it back to the full forward position, but do not have a specific memory of doing so.
 - On approach to Deer Valley, we were cleared for the north runway, but, after letting them know that we would be going to the south ramp, we were told to expect the south runway. For spacing, we were asked to widen our base leg.
 - My passenger noted on the base to final turn that we were on glideslope, but when established on final with 40 degrees of flaps, I noticed that we were below the PAPI's with a 600fpm descent rate. I made a power adjustment at that time to shallow the descent and get back on glideslope.
 - I noticed the descent rate had increased significantly despite the previous power increase and immediately heard my passenger say that he thought we had lost an engine. I followed the procedure for engine failure and applied full power to verify that there was a failure and to identify which engine had failed. There was no noticeable yaw to confirm which engine had failed and my immediate thought was dual failure -fuel starvation, assuming that the right engine fuel selector was still on crossfeed and that the indicated fuel for the left tank had not been accurate. While looking for a landing area, I reached down and made sure that both fuel selectors were in full forward position before attempting a restart. I do not have a memory of whether the right engine fuel selector was still in the crossfeed position at that time.
 - Seeing that there was no clear area to land, I spent a few seconds trying to restart the engines, but, moments later, a forced landing was clearly unavoidable due to obstacles and powerlines beyond the area our glidepath was holding.
 - After landing, I secured the aircraft before exiting.