

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:05 PM	DATE 12/18/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Don Zimmerman (Pilot involved)		ROUTING	
		SYMBOL	INITIALS
Kevin Whitlock (AFG-SDL-FSDO-07 Ops ASI)			KAW
Roch Renaudot (AFG-SDL-FSDO-07 Ops ASI)			RLR
SUBJECT Pilot interview concerning N2822F accident on 12/11/19.			
DIGEST Mr. Zimmerman and both inspectors met at GEU's (Glendale Airport) terminal as agreed. After introductions, Mr. Zimmerman started explaining what happened from 12/10 to the crash site on 12/11. Mr. Zimmerman stated that on the 10th, the airplane was washed at GEU (it was dirty from seating for a period of time), then a pre-flight was performed (with passenger Mr. Snider who is a pilot but not rated in Multi-Engine airplanes). Mr. Zimmerman sumped the tanks and noticed sediment from the left tank. He was not sure if it was sediment from inside the tank or dirt that had collected from washing the airplane. He said he sumped the fuel again and did not notice any contaminants the second time. Mr. Zimmerman stated that they taxied to the self-serve fuel pumps to refuel. The fuel gauges read 30 USG/side and the pilot added 10 USG/side (this did not top off the tanks). Mr. Zimmerman stated that there was fuel available at Sedona (SEZ) and Payson (PAN; destinations) in case they needed more. He stated he did not want to top off the fuel tanks due to the forward CG limit being exceeded if he did. Mr. Zimmerman then went around the traffic pattern multiple times to accomplish the required landings per 14 CFR Section 61.57. He stated that the plan over 2 days was to fly between 2.8 and 3.0 hours. After the landings (3 day, 4 night on the 10th), Mr. Snider boarded and the airplane flew to SEZ where Mr. Snider stayed.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Radar data request to be sent.			
Airman will perform a flight review and inform inspector once completed.			
Review of PA34 POH and its systems description.			
DATE 12/30/2019	TITLE AFG-SDL-FSDO-07 ASI	SIGNATURE 	Digitally signed by Roch Louis Renaudot Date: 2019.12.30 12:21:52 -07'00'

Then Mr. Zimmerman flew to PAN where the airplane spent the night. The flight from SEZ to PAN took approximately 20-25 min.

The next morning, Mr. Zimmerman took off from PAN at 0715 LCL. He did pre-flight prior to T/O and removed frost from the wings. He turned on the Janitrol combustion heater during the flight (a discussion ensued stating the heater burned 0.5 USG/hr from the left tank). Once arrived at SEZ, Mr. Snider was picked up (engines were not turned off). A run-up was performed prior to T/O and the pilot noticed that the fuel gauges were reading more than 20 USG/side.

During the flight from SEZ to DVT (Deer Valley), Mr. Zimmerman demonstrated the leaning procedures to Mr. Snider. He said they leaned just rich of peak EGT (given them approximately a 8 USG/hr fuel burn per side). They did get flight following when they approached the metropolitan area. 15 min after T/O, Mr. Zimmerman observed the fuel gauges reading 22 on the left tank, and 20 on the right tank. The right fuel selector was switched to x-feed.

Approaching DVT, they were initially cleared for runway 7R then were switched to runway 7L. Mr. Zimmerman flew a wider base as directed by tower. The gear was selected down on the base with flaps 25 then 40 when turning final. On final, Mr. Zimmerman stated they were slightly below the PAPIs descending at approximately 600 FPM and flying at 79 KIAS. Mr. Snider was "following" on the controls and a power setting of 17" MP was selected.

During the loss of power (less than 30 seconds from ground impact), Mr. Zimmerman did not notice any yaw and did not feel anything in his feet. He noticed some sputtering and remembers being really surprised. He stated that Mr. Snider told him "I think we lost an engine". He switched the fuel selectors to on. Both engines were windmilling and descent rate was increasing. He saw power lines and didn't want to feather in order to maintain his aim point. Mr. Zimmerman tried restarting the engines unsuccessfully. He retracted the flaps prior to impact to "sink" and maintain his touchdown point. Mr. Zimmerman remembers making a mayday call at some point prior to impact. Mr. Zimmerman recollected doing a quick engine securing procedure prior to exiting the airplane after impact.

Mr. Zimmerman stated that he had 1200 hrs of dual given. Replaying the event in his head, he stated that the only way for "2 engines to go is fuel starvation". He went through "what if" scenarios such as incorrect fuel indications, sump problems/contamination, sediment breaking loose and entering the x-feed lines. During this conversation, some emotions came out as Mr. Zimmerman talked about his family and his kids.

A PBR Brochure was provided to Mr. Zimmerman. The Compliance Action of Counseling was performed as Mr. Zimmerman did not have a current flight review. Mr. Zimmerman misinterpreted 14 CFR Section 61.56 thinking that his CFI renewal via an online FIRC was sufficient to cover the requirements of a flight review. Inspectors explained the regulation and how to regain compliance.

Mr. Zimmerman also stated that Mr. Calhoon (owner of the airplane) had the maintenance records and Mr. Zimmerman was not aware of any maintenance actions being taken on the airplane in the last 48-72 hours.

The inspectors thanked Mr. Zimmerman for his time and cooperation and concluded the interview.