

Statement by: James Snider
Regarding: N2822F Piper Seneca
Date of Incident: December 11th, 2019

After the incident on December 11th at approximately 8:20 AM, I have re-played the events over in my head hundreds of times in an effort to remember any details that might help solve the mystery as to why we needed to make an emergency landing. Per your request here are my recollections.

The purpose of the flight was to check-out the plane that was for sale by John Calhoun (Fresh Aircraft Sales). The aircraft was in need of reconditioning to include a new avionics package that our business, Aerosecure Avionics, would perform post purchase. The plan was to fly from Glendale to Sedona, drop me off for the night, then Donn would fly to Payson to spend the night and then work the plan backwards the next morning.

On Tuesday, December 10th I met Donn Zimmerman at the "F" row of overhead hangers where he was doing a preflight inspection of Seneca N2822F. I recall him checking lights and checking the fuel sumps at three locations but I don't recall anything else that stood out to me during his pre-flight. The plane was then towed over to the wash rack on the south side of the ramp and was given a quick rinse with a primary focus on cleaning the cockpit windows. It was 15 minutes or less. The aircraft was then towed over to the self-serve fuel pumps at KGEU (north side of ramp). I do not recall looking at the gauges before adding fuel, but I do recall Donn mentioning that we had 40 gallons on each side after we added 15 gallons each of 100LL to the left and right tanks.

From the fuel pumps, Donn started the engines and taxied the aircraft to the run up area. I then returned to the hangers to pack my gear and waited for him by my car at the end of the row of hangars on the north side. I observed him perform multiple takeoff and landings while he stayed in the pattern. I was not paying attention to the total number of touch and go's and full stops, but I recall him doing several of both. He then taxied over to the hangers where I loaded the plane with my bags and then we headed to Sedona. The flight to Sedona was smooth and there are no indications of any problems. We landed in Sedona where I was greeted by my father and introduce him to Donn. Within 10 or 15 minutes Donn departed to Payson. Donn contacted me when he was on the ground to let me know he had arrived. The following morning Donn contacted me on his way to the airport to give me an ETA of when he would be arriving in Sedona. I believe he arrived in Sedona around 7:30 AM where I put in my luggage and enter the aircraft. He taxied to the runway, completed a run up, nothing eventful during the run up and we departed towards Glendale. Either during taxiing or a couple minutes after departure, I let Donn know that our intern (for Aerosecure Avionics) had just contacted me needing a ride to Glendale at which point I told him to get an Uber to Deer Valley (very close to his house) and we would pick him up at the restaurant at the terminal. The flight was smooth and uneventful. I don't recall exactly how far north we were at Deer Valley when Donn contacted approach to get flight following. I would estimate about 30 miles to the north of Deer Valley. It was also somewhere

around that time that Donn was explaining to me how the cross feed system works on the fuel system and he moved the right fuel tank selector all the way down to the cross over position because there was a small difference between left and right fuel tanks. I do not recall if he moved the selector back to the forward position. When Approach handed him off to the Deer Valley Tower I recall looking at the fuel levels and they were at the 20 gallon mark on each side. Deer Valley Tower cleared him to land 7 Left. Donn then let them know that we would be parking in the terminal on the southside and tower then handed him off to the other tower frequency for 7 Right. The controller for 7 right requested that Donn push out his base a little to the west to accommodate traffic landing on 7 Left. Donn came a little bit to the southwest and then was on the left base for 7 Right and at some point I recall him being cleared to land. Upon turning left on Final for 7 Right, I clearly recall seeing the aircraft lined up for a straight in for 7 Right and the PAPI was red and white. I do not recall how long we were on final before Donn started his emergency procedures. I recall watching him try to add power to both engines as I noticed we were starting to get below the PAPI's on the glideslope. Donn remain calm as he quickly began trying to access the situation. My focus was mainly outside of the cockpit as I saw that the runway was getting higher in the horizon and it was clear that we were not going to make the runway. A couple of times I glanced down and to my left to see what Donn was doing. I recall seeing him attempting to start the engines and boosting fuel. I then looked down to see if the fuel selectors were both full forward. I did not see him actually move the selector forward, it was already in that position when I looked down. I could hear the engines sputtering but I do not recall ever hearing them go completely silent. When we were about 100 feet off the deck, I saw a lot of cars, a couple trees and buildings. I did not even see the alleyway. I felt impact and heard a lot of crunching and when I opened my eyes I looked to the left and saw that Donn was conscience and appeared to be injury free, so I unbuckled and said, "let's get out of here". I made sure Donn was right behind me, as we scrambled out of the plane. I noticed fuel everywhere on the ground and we got to a place that was dry ground about 50 feet from the plane. There were already some bystanders circling and I think a couple people asked if the pilot was OK as they didn't see us get out. I remember a man yelling at another guy who was smoking as he was taking video of the plane with a cigarette hanging out of his mouth. The man yelling was shouting that there is av fuel everywhere and you are going to cause an explosion. Then I remember the first police officer approaching us and asking if we were OK. I contacted Deer Valley Tower to report that we had an emergency landing and they acknowledged. I contacted the intern waiting for us and told him where we were located and to come to us. Then the rest of my recollection was speaking with several police officers, firefighters and then eventually the team from the FAA.