



RECORD OF CONVERSATION

Josh Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 04/25/2021

Person Contacted: Kyle Zimmerman (Pilot)

email: [REDACTED]

NTSB Accident Number: WPR21LA177

Narrative:

During a telephone conversation with Mr. Zimmerman, he reported that everything was normal during the flight. He obtained weather information from the AWOS about 10 miles south of the airport, noting the wind was 140 degrees at 5 knots. He stated that communication on CTAF was interesting, as there were people landing on runway 3, but taking off on runway 21. He stated that he got clarification what people were doing and performed a midfield teardrop entry to the airport traffic pattern for runway 3. Mr. Zimmerman stated that everything was normal, and while on final approach to runway 3, he had a slight crab with right aileron input; however, just prior to touchdown at the 1,000 ft marker, the right wing lifted, and the airplane landed hard with a sideload on to the left main landing gear. The airplane veered left, went into the dirt area between the runway and taxiway, or what he described as a "gulch." Mr. Zimmerman stated that he applied full throttle to abort the landing and attempted to turn the airplane to the right; however, the airplane had no performance and would not climb. Mr. Zimmerman stated that he could not recall what his airspeed was during this time but would have expected the airplane to "jump off the ground at 60." When asked about his flap setting, Mr. Zimmerman stated he had 10 degrees selected as he was concerned about the crosswind during landing. He added that he attempted to go-around as he was concerned the airplane might get stuck in the "gulch" and flip over.

When asked multiple times, Mr. Zimmerman stated there were no mechanical issues with the airplane. Additionally, when he was asked why the right wing lifted, he stated it was probably due to a wind gust.

Mr. Zimmerman estimated that he had about 125 hours total flight time, of which 40+ hours were in the accident airplane and has been to Sedona previously in the accident airplane.

When asked about weight and balance, he stated that prior to departure, the airplane weighed 2,638 lbs.; he did not recall the maximum gross weight and did not have access to the pilot operating handbook.