

Timothy W. Monville
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OAS-Eastern Region Aviation

Date: January 4, 2024

Subject: ERA24LA081, Record of Conversation/Interview

Contact: Mark Allen Fisher

Mr. Mark Allen Fisher was contacted by phone on January 3, 2024 at 1742 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a date of birth of [REDACTED]. His home address is [REDACTED] Leola, Pennsylvania [REDACTED]. He holds a private pilot certificate with airplane single engine land and instrument airplane ratings. His certificate number is [REDACTED]. He was issued a 3rd class medical certificate with no limitations on December 22, 2022. He has about 1,300 to 1,400 hours total flight time and about 650 hours total time in make and model. He indicated that he has been flying for 23 years, and he has owned the accident airplane (N722RM) about 8 years¹. The fuel selector has 5 positions which are off, left tip, left main, right main, then right tip (Figure 1). The airplane is based in a heated hangar at Smoketown Airport (S37), Smoketown, Pennsylvania.

He explained that the purpose of the flights that day (January 1, 2024) were personal and his brother, Daniel Fisher, who is not a pilot was on-board for both.

¹ According to the FAA Registration File, the Bill of Sale to Mark A. Fisher was dated August 14, 2015.

NTSB Questions –

He was asked to explain the flight that day from Smoketown Airport (S37), Smoketown, Pennsylvania to Tangier Island Airport (TGI), Tangier, Virginia-

Prior to departure he filled each main fuel tank and added 2 gallons into the left tip tank and 2 gallons into the right tip tank, bringing the tip tank capacity in the left and right sides to 7 gallons and 8 gallons, respectively. He departed with the fuel selector positioned to the left main fuel tank where it remained for the entire flight to TGI, landing uneventfully about 1 hour later². He reported no engine or airframe issues during the flight. No fuel was purchased at TGI.

He was asked to explain the return flight that day from TGI to S37-

He did not have any flight plan or flight following. He departed TGI about 1315 EST³ with the fuel selector still positioned to the left main fuel tank, and knowing he had fuel in the tip tanks switched to the right tip tank and used about 4 gallons of fuel, then switched to the left tip tank. He then intended to move the fuel selector to the right main tank but moved it to the left main fuel tank. He flew about 10 minutes and the engine began sputtering, quit, restarted, and then quit. He turned the auxiliary fuel pump on, and pumped the throttle control. When the flight was about 1,000 ft above ground level, the engine sputtered and quit. He moved the fuel selector to the right main fuel tank but could not restart the engine. He added it was, “pilot error.”

Was there anything mechanically wrong that caused the total loss of engine power?
“Negative.”

Please clarify the fuel selector positioning on the TGI to S37 flight?

He departed TGI with the fuel selector on the left main fuel tank which indicated 8 gallons of fuel remaining. About 15 minutes later, he moved the fuel selector to the right tip tank and flew about 20 minutes. At that time, or about 35 minutes into the flight he moved the fuel selector to the left tip tank and flew about 15 minutes. He then intended to move the fuel selector to the right main fuel tank⁴, but he only moved the selector 1 place to the right to the left main fuel tank, which only had about 2 gallons remaining. After the engine lost power he did move the fuel selector to the right main fuel tank, but could not get the engine restarted. He added that it happened so quick. At touchdown the fuel selector was on the right main tank position, and after coming to rest he moved the fuel selector to the off position⁵.

Do you have a picture of the fuel selector?
Yes

² According to FAA ADS-B Data, the first target just past the departure end of runway 28 at S37 was at 1608:36 UTC, and the last target on short final approach to runway 2 at TGI was at 1711:27 UTC.

³ According to FAA ADS-B Data, the first target just past the departure end of runway 2 at TGI was at 1809:07 UTC.

⁴ This would have required him to move it 2 positions to the right.

⁵ The on-scene investigation by the FAA found the fuel selector in the off position.

Did it dawn on you after the total loss of engine power that the fuel selector was on the left main position?

It did not.

Who was seated where?

He was in the left seat and his brother was in the right front seat.

What restraint in the airplane were you both wearing?

Both were wearing the lapbelt and shoulder harness.

The phone call ended at 1816 EST.



Figure 1: Digital Photograph From Anglin Air personnel. View of the Fuel Selector.

The digest was e-mailed to him for review on January 4, 2024. He replied the same day at 1956 EST with, “Hi, Tim, received the email and attachment. Read over it thoroughly and everything looks good. Thanks, Mark Fisher.” The FINAL digest was e-mailed to him on January 5, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 22, 2024

Subject: ERA24LA081, Record of Conversation/Interview

Contact: Josh Daniels

Mr. Josh Daniels of Anglin Air contacted NTSB by phone on January 4, 2024, at 1022 EST. He called from [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that he was in the process of recovering the airplane and as requested by NTSB, he had drained each fuel tank segregating the fuel. He drained 8 ounces from the left main fuel tank, 5 gallons from the left tip tank, was in the process of draining the right main fuel tank, and 3 gallons from the right tip tank. He was asked if he could, as an airframe and powerplant mechanic, check the fuel selector to make sure it moves freely. He indicated that he would text me the final value from the right main fuel tank and the fuel selector test.

He texted at 1041 EST the following, "Selector valve is functional in all positions, indicator aligns properly in detents. Selecting right tip is slightly tighter and more difficult than other positions." At 1107 EST, he texted 2 pictures with glass jars and hand writing on each lid with the tank (Figure 1), and quantity. For the right tank it depicted, "25 [gallons]. He also drained the airframe fuel strainer or "center sump" and drained 2 ounces. No contaminants were noted in any fuel samples taken from the tanks.

The phone call ended at 1031 EST.



Figure 1: Digital Photograph From Anglin Air. Documents an Initial Sample of Fuel and/or the Complete Amount Drained From each Tank, and the Quantity Drained From Each Fuel Tank.

The digest was e-mailed to him for review on January 22, 2024. He replied on January 25, 2024, at 1050 EST with, “Tim, Sorry for the delay in responding. I reviewed the draft. All of the information is correct as printed.” The FINAL digest was e-mailed to him on January 25, 2024.