



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
NTSB - Eastern Region

Date: February 26, 2022
Subject: Rebecca Spencer – Flight Instructor
NTSB Accident Number: ERA22LA144 Savannah, GA

Narrative:

Ms. Spencer was a flight instructor for Fly Corps Aviation, LLC and was the flight instructor for the accident pilot. Ms. Spencer holds a commercial pilot certificate with ratings for airplane single engine land, and instrument airplane. She holds a flight instructor certificate for airplane single engine and instrument airplane. Ms. Spencer has accrued approximately 1,000 hours of flight experience of which 775 was in the accident airplane make and model.

Ms. Spencer briefed Mr. Ymbras prior to his scheduled solo instructional flight. They discussed the route of flight and operations in and out of Class C airspace. His scheduled block time was from 0900 to 1130. She double checked his endorsements and specifically that the cross-country within 50 miles was repeated. Mr. Ymbras was to “find Statesboro,” get out of class C and do one or two touch and go landings or, full-stop taxi back. I checked fuel and oil level but stood by the tail and watched him do the preflight. I checked the fuel before we started the preflight to see if we needed to call for fuel. The left tank contained fuel to the “tab” which equated to about 18 gallons. The right tank was filled to a point “just below the filler neck” which she estimated was 16 gallons of fuel.

According to surveillance video at Sheltair captured the student pilot performing the preflight but it did not capture him removing the fuel cap and visually inspecting the fuel. The video did capture him inspecting the fuel gauges and taking fuel samples.

According to Ms. Spencer, the normal convention was not to refuel the airplanes when one returned from a flight, but rather before one takes off so that allowances can be made for the planned flight upcoming (spins vs cross-country). When asked, she said the nominal fuel consumption rate for the PA-28-150 was about 8.5 gallons per hour.

The airplane (N5208W) had its own calibrated “fuel stick” but it was broken, and unusable. According to Ms. Spencer, the normal convention was not to use the fuel stick if the fuel level was full or “at the tabs.” However, “everyone stuck the tanks on the Cessnas in the fleet.”