



MEMORANDUM FOR RECORD

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

Date: February 26, 2022
Subject: Joshua Ymbras – Student Pilot
NTSB Accident Number: ERA22LA144 Savannah, GA

Narrative:

Mr. Ymbras was the student pilot taking flight instruction at Fly Corps Aviation, LLC and was the solo student pilot on board the accident airplane at the time of the accident. He held a student pilot certificate and had accrued 24 hours of flight experience, all of which was in the accident airplane make and model.

Mr. Ymbras was interviewed by telephone and his recounting of events was consistent with the written statement he had previously provided. He said that while this was not his first solo flight, it was his first solo flight “outside the [traffic] pattern” at Savannah, Georgia (SAV).

Mr. Ymbras was asked about his preflight routine, and he said he discussed the planned route of flight and “one or two” touch-and-go landings at Statesboro, Georgia (TBR) with his instructor. He said they proceeded out to the airplane where he performed the preflight inspection under the instructor’s supervision. When asked when and how he checked the fuel quantity on board he said, “Visually, and by the gauges” which he said showed about $\frac{3}{4}$ of a tank each. Mr. Ymbras estimated there was about 18 gallons of fuel in each of the fuel tanks. When asked if he had used a calibrated “stick” to dip the tanks and measure the fuel, he said no.

Mr. Ymbras added that he sumped the fuel tanks and that the samples taken were clear and contained neither debris nor water.

Mr. Ymbras was asked about the fuel selector, and its position(s) throughout the flight. He confirmed that there was a “Left,” “Right,” and “Off” positions. Mr. Ymbras said he wasn’t certain, but believes he departed on the “Left” tank position, switched to the “Right” tank position and that the selector remained in that position throughout the remainder of the flight. He said he never touched it again. “Wherever you found it, that’s where I left it.”

When asked about the loss of engine power, Mr. Ymbas confirmed that it was after he had performed a 360° right turn for spacing, and then a left base turn. He said the engine “sputtered” and the engine rpm “dropped, then came back up” before the rpm reduced to 300 rpm. Engine rpm was never restored and he chose the Savannah River for his forced landing.

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.