



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19LA049
Aircraft Registration & Make/Model: N46147; Taylorcraft
Accident Location: Walla Walla, Washington
Accident Date: December 21, 2018

Note: The following interviews were documented by the Investigator-In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Forrest Barber

Former Taylorcraft Test Pilot and Licensed Airframe and Powerplant Mechanic with Inspection Authorization

Interview Date and Time: April 10, 2019; 1140 PT

Mr. Barber stated that the fuel consumption rate for a Taylorcraft L-2M equipped with an O-200 is 5-6 gph or more. Additionally, he stated that the header tank for this airplane make/model is 2 gallons.



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Interview #1 Summary

Alexander Kennerly
Accident Pilot

Interview Date and Time: April 10, 2019; 0940 PT

Mr. Kennerly reported that he departed Sandpoint, Idaho about 1130 local time, from an airport elevator of about 1,500 ft. He climbed the airplane about 500-600 fpm for 4-5 minutes until he reached his cruise altitude of 3,500 ft mean sea level (msl). During takeoff and climbout, he applied full power and had the fuel/air mixture knob set to the FULL RICH position, but reduced power to about 50% for cruise flight and leaned the mixture out. He stated that his leaning practice is comprised of retarding the fuel/air mixture control until he observes engine roughness and then advances the mixture knob by twisting it forward three revolutions.

Approximately 30 minutes into the flight, he decided to climb to 6,500 ft to find smoother air. He climbed the airplane at the same climb rate as before, which took about 5 minutes. The pilot initially leveled the airplane out at 6,100 ft and then slowly climbed to 6,500 ft. He then exercised the same leaning practice as before. The pilot reported that he wasn't used to the fuel quantity indicators for this airplane. When he about 30 minutes from Walla Walla, Washington

airport, the fuel indicators showed low fuel, but the pilot thought he had enough fuel to make the airport.

Mr. Kennerly reported that he found the seller for N46147 through Barnstormers and chose this particular seller because the airplane was reasonably priced and the engine was a descent size. When he arrived in Sandpoint, Idaho, he had the airplane inspected by a nearby mechanic and performed a 30 minute test flight in the airplane the day before the accident to understand it's flight characteristics. During this time, the seller informed the pilot that the airplane's fuel consumption was about 4 gph and its total fuel capacity was derived from two 6-gallon wing tanks and a 4-gallon header tank. The pilot later learned that the header tank was actually 2 gallons.

The pilot further remarked that based on the flight time of 2 hrs and 15 minutes and revised fuel consumption of 6 gph and the airplane's actual fuel capacity of 14 gallons, he believes that he encountered fuel exhaustion. He added that he was excited to own his first airplane and entrusted the previous owner (seller) who had experience rebuilding airplanes. The pilot also had the previous owner remove the 11-gallon backup tank powered by a car charger that was attached to a fuel pump, which directed fuel to the left wing.