



Record of FAA inspector's report

Date: July 10, 2017

Time: 7:08 am (MDT)

FAA inspector: Patrick Darling – Boise Flight Standards District Office

Subject: WPR17LA147 inspector's onsite examination and pilot interview

On July 9, 2017, the day of the accident, FAA operations inspector Patrick Darling, travelled to the site of the accident to inspect the airplane and interview the pilot. The follow information per the inspection and the interview was provided to the NTSB investigator-in-charge:

I showed up yesterday and the airman to admit he ran out of fuel after asking him if I could obtain the data card form the Garmin 530. Mr. Taylor was very cooperative.

Last Friday he departed Red Bluff California for the Johnson Creek airport, in Yellow Pine, Idaho. Departing Red Bluff, he had full tanks. He made a stop in Oregon to pick up a friend, then landed in McCall, Idaho and refueled, topping off. He then flew to Johnson Creek and spent the night.

Saturday morning, he departed Johnson Creek and flew throughout the Idaho backcountry landing at the different airports; Sulpher Creek, Upper and Lower Loon, Taylor ranch, Sulpher Creek, and back to Johnson Creek. Then early Sunday morning departed Johnson Creek back to Red Bluff. Of course, he now realizes his fuel stop on Sunday should have been McCall. He kept mentioning his fuel totalizer to me that he uses through his GPS. Based on our conversation and the final outcome, it was obvious he hasn't been using the old reliable watch to monitor fuel burn after topping off. He mentioned he failed to notice the tachometer time after refueling. He stated he's been using this method for over two years.

When asked what the CE-180 fuel gauges were reading just before engine failure, he indicated the right was in the red, the left had 3/8. At some time past the halfway point I believe he became aware of his situation.

He informed me he was attempting to stretch the glide to the airport but was too short and attempted to land in the field 400 yards East of the airport off the approach end of runway 26. The aircraft came to rest on a Southeasterly heading. His words were he should not have attempted to stretch the glide and taken a road earlier. Upon touch down, he encountered a ditch/rough ground, which caused substantial damage to the aircraft fuselage at the pilot station.

In a follow-up telephone interview with the inspector, when asked whether or not there were any fuel streaking stains on the top of either wing next to the fuel filler ports, the inspector said no.

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