

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 12:45 PM	DATE 01/08/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION William Gancar		ROUTING	
		SYMBOL	INITIALS RDK
SUBJECT Accident concerning N118CV Mt Sterling, KY on 01/06/2020 at approx 1743L			
DIGEST I arrived in Mr. Gancar's room he was very groggy from medication he was receiving from his spinal injury and broken ribs. It was apparent he was in a great deal of pain. I know Mr. Gancar personally so I did not have to introduce myself. I did tell him I was there for a dual purpose (as his friend and as a representative from the FAA). He knows what I do for a living. After the usual how are you doing and what injuries do your have I started asking him questions concerning what happened. I asked him about his flight. Touch and goes at Mt Sterling KIOB for several landing then to Morehead KSYM for a landing. He returned to Mt Sterling KIOB for a full stop taxi back for takeoff. On departure there was a twin Cessna in the pattern so he elected to turn out Northwest off of runway 03 to get out of the way. This is when this flight takes a turn for the worse. His engine stopped producing power but continued to windmill. He switched tanks and turned on the boost pump this provided no result. He then made a radio call that his engine had quit. The twin Cessna (Mike Miller) helped navigate him to IH-64. He struck trees and then trees again. After the second set of trees he blacked out. I then asked him what tank he was feeding the engine from when the engine quit. He said the Main tank and he switched to header to try and restart the engine.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 01/09/2020	TITLE Principal Operations Inspector	SIGNATURE	

DIGEST (CONT)

I let him talk more about the accident and the fuel selector. I then asked him what position the fuel selector was last in before the accident. He said header and was adamant about it. He said when he went from main to header he had to raise the gate to move the fuel selector to header. I t(I drew him a picture of the fuel selector and all of the positions)hen told him the fuel selector was in the off position and could not move it out of the off position while the airplane was on it's belly. He said I might have screwed up then. He said this account from talking to me was the most he had learned about the accident. We had small talk I wished Bill well and prayers that his surgery went well I gave him my business card and left.

In the initial part of the meeting I did discuss the Pilot's Bill of Rights and left a copy with him. I did not get his signature due to all of the pain he was in. I also requested his maintenance records and left that letter with him as well. I scratched out 10 days and wrote 15 days since he has no next of kin and lives alone. He said he had done his condition inspection but had not affixed the sticker in the logbook yet. I also saw him working on his condition inspection several times as my "T" hangar touches his toward the back and I hear his music when in my hangar and have to drive by his hangar as I come and go. I frequently check on Bill to see how he is at the airport. I believe as meticulous he is about his airplane his records should be the same.