



RECORD OF CONVERSATION

March 20, 2016

NTSB Accident Number: ERA16FA133, Tampa, Florida

On this date, I spoke in person with an FBO employee, Mr. David Gagliano. I advised Mr. Gagliano that I was in possession of his written statement, but was seeking some additional information.

Mr. Gagliano stated that he was standing behind the FBO desk – there was only himself and one other person in the FBO – when he heard the first radio call, “100% heard, definitely the [Cessna] 340, definitely said taking off from runway 4.” He was talking to the other person when he thought he heard another transmission 10 to 15 seconds later. “It wasn’t clear and direct,” but the transmission indicated that the airplane was taking off from runway 1, then the pilot corrected it to runway 36. Mr. Gagliano also noted that the pilot he heard speaking had earlier been conducting landings to runway 18 for a check ride.

Mr. Gagliano asked his friend if he heard the second call, “Was that a second call at Peter O Knight?” and his friend said that he didn’t think so, that he didn’t hear it. “Only seconds after that,” Mr. Gagliano “watched the rollout of the 340 since they were taking off with tailwinds and topped off with all five tanks – heavy as well – takeoff roll probably $\frac{3}{4}$ of runway 4.” As the Cessna 340 got airborne, “the 172 was airborne too – he had a long takeoff roll with tailwind too; I couldn’t see the entire rollout of the 172.” As the Cessna 340 climbed to about 50-100 feet, the 172 came into view. Mr. Gagliano saw the Cessna 340 “pull back hard, sharp left, power on stall, knifed into the ground, huge explosion.”

Mr. Gagliano noted that the Cessna was going to make an IFR departure.

Mr. Gagliano further noted that he had a private pilot certificate, about 200 hours, 90% at this airport, and never had any problems with radios.

Paul R Cox
Investigator in Charge



RECORD OF CONVERSATION

March 21, 2016

NTSB Accident Number: ERA16FA133, Tampa, Florida

On this date at 0800, I spoke with Mr. Paul Hoffman via telephone [REDACTED] who advised he was in a boat in the channel at the time of the accident. According to Mr. Hoffman, he, his wife and another couple were in the channel, heading toward Tampa General Hospital. They were abeam of the accident, about 1/3 of the way across the channel. Mr. Hoffman heard the engines of the twin engine plane “screaming” and turned to look in its direction. He then saw that the twin engine airplane was behind and below the single engine airplane. The twin engine airplane was banking to the left when the left wingtip caught, and the airplane “slammed” into the ground. The ensuing explosion and heat were instantaneous.

Mr. Hoffman also reiterated that the single engine airplane was above and in front of the twin engine airplane. The airplanes were so close that he thought they would collide.

Paul R Cox
Investigator in Charge



Record of Conversation

March 28, 2016

NTSB Accident Number: ERA16FA133, N6239X, Tampa, Florida

On this date, I spoke with Mr. Paul Gallizzi, who was a pilot-rated passenger in a Cessna 172M, N61801, which took off from runway 36 about the same time as the accident airplane took off from runway 4. Mr. Gallizzi had previously provided a written statement; the following supplemental information was provided during this conversation:

- Immediately before this flight, the pilot in command of the Cessna 172M, Mr. David Lopez, had successfully completed his private pilot check ride at PDF. The check airman was Mr. Dave Gardner and the runway used was 18.
- For the subsequent departure back to the airplane's home base, Tampa Executive Airport (VDF), and because of the TFR, takeoffs were required from either runway 4 or runway 36, both of which involved downwind takeoffs. Mr. Gallizzi and Mr. Lopez felt that runway 36 had a little better wind. Mr. Gallizzi also noted that they were particularly vigilant because they could not see the approach end of runway 4 from where their takeoff began. They didn't hear anyone else on the radios.
- Mr Lopez was in the left seat and Mr. Gallizzi was in the right seat.
- Mr. Lopez made the takeoff radio call at the hold short position, facing the shipping panel, for a full length takeoff from runway 36. He stated, "Peter O Knight traffic, Skyhawk six one eight zero one departing runway three six." The transmission was made 5-6 seconds before takeoff.
- Mr. Lopez used the short field takeoff procedure: End of the runway, 10 degrees flaps, 68 mph climb.
- With the airplanes reaching the same approximate point about the same time, Mr. Gallizzi figured the Cessna 172M began its takeoff about 10 seconds before the Cessna 340.
- When Mr. Gallizzi saw the Cessna 340, it was out the right window, and from his perspective, he was looking straight down at it.

- There were no problems with the Cessna 172's radios. The previous November there had been static over the intercom, but the audio panel had been replaced. At the time of the accident, the pilots were using the #3 radio, which was a Garmin GPS-comm. (430?)
- There were no hand-held GPS units aboard the Cessna 172. There was an iPad, but it was turned off, as were the pilots' cell phones.
- Mr. Gallizzi noted no communications difficulties among airplanes at TPF.

The digest was e-mailed to Mr. Gallizzi for review and comment on March 28, 2016; he did not reply.

Paul R. Cox
Senior Air Safety Investigator



RECORD OF CONVERSATION

April 6, 2016

NTSB Accident Number: ERA16FA133, Tampa, Florida

On this date, I spoke by telephone with the pilot of the Cessna 172, Mr. David Lopez. I advised Mr. Lopez that I was in possession of his written statement, but had been trying to reach him for a clarification. Mr. Lopez stated that he had been out of the country, and just recently returned. Upon questioning, Mr. Lopez further stated that during his radio call prior to takeoff, he transmitted that he was taking off from "runway 1, my mistake" before clarifying that he was taking off from runway 36.

Paul R Cox
Investigator in Charge



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 9, 2017
Person Contacted: Paul Gallizzi
NTSB Accident Number: ERA16FA133

Narrative:

Mr. Gallizzi was contacted by phone on December 1, 2017 at 1715 EST. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He indicated that he is an engineer, and gives safety seminars for the FAA. He was driving, and because of distracted driving, the NTSB did not want to continue the call. He indicated he would call me back when he arrived at his destination. He did state that postaccident, his insurance company "hired Steven J. Myers to do a full accident investigation, which he did, which included, in part, the radios." All 3 transceivers were checked and there were no issues noted.

He called back the same day at 1745 EST, from the same phone number.

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that no flight plan had been filed for the flight of the 172. He indicated that his initial statements were based on his 1st hand observations, but since making those statements, he has seen the accident video. He indicated that at the time of the accident, he looked out the window and noted the airplane was inverted. He offered an aerodynamics course in speed vs bank angle.

The Cessna 340A was departing with a tailwind, and rotated "way too soon, at too much angle, and while at excessive angle of attack", the left wing stalled and the airplane rolled inverted.

He indicated that he and the pilot-in-command (PIC) of the Cessna 172 were being very careful during takeoff, and they did not hear the Cessna 340A announce their takeoff intentions. He also indicated they were “crazy diligent” about the radios. The PIC was making the radio calls.

After flying to VDF, he called the designated pilot examiner (DPE) who had given the PIC his private pilot checkride earlier that day, and informed him that he had given his number to the police department. While at VDF within about 1.5 hours of the accident, 2 FAA inspectors showed up. They looked at the aircraft, but did not examine the maintenance records.

Mr. Gallizzi indicated that an attorney named Omar Medina who represents the Cessna 340A went to TPF very soon after the accident to investigate.

Mr. Gallizzi indicated that he was not being sued, but his insurance company settled claims against his policy, that caused his premiums to double.

His airplane was equipped with 3 radios. Since the airplane was manufactured but before he owned the airplane, 2 radios had been replaced.

The digest was e-mailed to him for review on December 6, 2017, at 1412 EST. He replied by text message on December 9, 2017, at 1417 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on December 9, 2017, at 1452 EST.