



RECORD OF CONVERSATION

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Eastern Region

Date: December 17, 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 1453 EST.