

STATEMENT

I, David M. Gagliano on the 18 day of MARCH, 20 16 A.D., at (time) 1318 at Tampa, Hillsborough County, Florida, freely and voluntarily make the following statement. I have been advised that I have the constitutional right to remain absolutely silent, that I need not make any statement that may tend to incriminate me, and if I do that it may be used in a court of law against me. I have been advised that I have the right to a lawyer and the right to have the lawyer present before and during any questioning. I have also been told that if I cannot afford a lawyer, then one will be appointed without cost to represent me. No force has been used nor promises or threats made in obtaining this statement.

I was standing behind front desk at Atlas Aviation. I heard two radio calls but could not hear what was said. I watched the Cessna 340 going down the runway 4 and becoming airborne. Seconds after around the the Runway 4-22 and 36-18 cross I saw a Cessna 172 taking off. They were on a collision course. Cessna 340 pulled back hard and to the left and clearly stalled and fell sideways ~~at~~ next to runway 18-36. Burst into flames instantly. Ran outside with co-worker Alan, grabbed purple-K, got on a golf kart and attempted to assist in putting out the flames.

David Michael Gagliano
Print Name

The foregoing instrument was sworn to (or affirmed) and subscribed before me this 18TH day of MARCH, 20 16, by DAVID GAGLIANO who is personally known or who has produced identification. Type of ID produced: FLORIDA DRIVER LICENSE

Seal:

MPO W. Cason
Notary Public/Law Enforcement Officer Signature

STATEMENT

I, Alan Lee Joyner on the 3/18 day of MARCH, 20 16 A.D., at (time) 1:10 pm at Tampa, Hillsborough County, Florida, freely and voluntarily make the following statement. I have been advised that I have the constitutional right to remain absolutely silent, that I need not make any statement that may tend to incriminate me, and if I do that it may be used in a court of law against me. I have been advised that I have the right to a lawyer and the right to have the lawyer present before and during any questioning. I have also been told that if I cannot afford a lawyer, then one will be appointed without cost to represent me. No force has been used nor promises or threats made in obtaining this statement.

Arrived back after getting lunch at 11:27 Saw black smoke Then looked down runway and saw huge ball of flame. Ran inside ran out to the golf cart grabbed the purple K drove as fast to the wreckage stopped a few feet before the crash and unloaded the purple K it didn't stop anything.

Signature

Print Name

The foregoing instrument was sworn to (or affirmed) and subscribed before me this 18th day of MARCH, 20 16, by ALAN Lee Joyner who is personally known or who has produced identification. Type of ID produced: FLC

Seal:

Notary Public/Law Enforcement Officer Signature



TAMPA PORT AUTHORITY

TAMPA PORT AUTHORITY
CONFIDENTIAL INCIDENT REPORT

TPA REPORT NO.:

PAGE 1 of 1

DATE: 03-18-16	TIME: 1135	OFFICER: William Murphy S13	POLICE REPORT #: -
INCIDENT LOCATION: Peter O' Knight	START TIME: 1135	END TIME: 1200	AGENCY: TPA
WRITER: PRIMARY OFFICER ☒	SECONDARY OFFICER ☐	SHIFT SUPERVISOR ☐	SEE SUPPLEMENT ☐

SUBJECT INFORMATION

NAME: -	DOB:	DL NO.:				
ADDRESS:	CITY:	ST:	PHONE:			
REPORT TYPE: SECURITY BREACH ☐	CRIMINAL ☐	CIVIL ☐	FIRE ☐	WARRANT ☐	SAFETY ☐	ACCIDENT ☐

VEHICLE INFORMATION

YEAR: -	MAKE:	MODEL:	COLOR:	TAG:	STATE:
VIN:	DAMAGE (IF ANY):				

INCIDENT NARRATIVE

On March 18, 2016 at approximately 1135hrs Port Security Officer William Murphy was near berth (222) and assigned to patrol at the TPF facility. Because of Officer Murphy's interest in general aviation, he took note of a small, beige looking low wing aircraft taking off from Peter O Knight Airport. This aircraft was taking off to the East with a moderate wind coming from the West. Officer Murphy noticed the plane's engine(s) sounded very strong and the takeoff angle and air speed seemed to be correct when compared to other aircraft that have taken off at this airport and direction. The plane was approximately 100ft in altitude and climbing. Officer Murphy then observed the left wing suddenly dip very hard to the left placing the plane's wings at 180 degrees and vertical to the ground. The plane continued to roll to left while descending rapidly. The plane made impact on Davis Island just North of the end of the runway and exploded in violent fireball approximately 75" feet in height. Officer Murphy immediately notified Port Captain Bingler via radio for Fire Rescue and any HCSO Marine assistance. No further information at this time.

USE SUPPLEMENT FORM IF MORE SPACE IS NEEDED

I CERTIFY THAT THE INFORMATION CONTAINED IN THIS REPORT IS TRUE TO THE BEST OF MY KNOWLEDGE.	
OFFICER SIGNATURE: [REDACTED]	DATE: 3-18-16
SUPERVISOR SIGNATURE:	DATE: