



National Transportation Safety Board

Office of Aviation Safety – Central Region

Interview Summary: David Carrizo – CEN15FA090

Location: Key Lime Air – Denver, Colorado

Interviewers: Jennifer Rodi NTSB, Denver, Colorado

Interviewee: David Carrizo – Director of Operations

The following is a summary of pertinent portions of the interview:

Mr. Carrizo started with Key Lime Air in 2005 as a line pilot. He started instructing and accepted the position as the director of operations in 2011 and had been in that position ever since. In this role he was responsible for overseeing flight operations including pilots, flight attendants, and training. Prior to working for Key Lime Air he was a first officer with Continental Express. He held an ATP with single and multiengine privileges and had logged about 7,000 hours. He also held a CFI, CFII, MEI, and AGI.

Key Lime Air operated Part 135 cargo flights, Part 135 on demand charter flights, and Part 121 flights between BJC and Grand Junction. They operated in varying terrain and weather conditions. They had about 35 pilots, 2 of which would have been current to fly the Cessna 404. The accident airplane was not being used for line work and that was why it was positioned at APA. It was being moved to DEN to replace a Navajo that was unavailable.

With regard to deicing policies and procedures, in general the pilots would physically remove any contaminants from the airplane. Deice fluids were used for heavier ice or larger jets. Denver Jet Center was available to provide deicing fluid at APA. Ultimately, the method for removal was left to the pilot's discretion. If the engines could not be plugged in the pilots could use a preheater before starting the engines. The accident airplane was plugged in by maintenance personnel the night prior to the accident.

Dan had been with Key Lime Air since 2000 as a check airman, CFI, and pilot. He filled the Director of Safety position in 2011. His normal schedule was Monday through Friday, 0900 to 1700. If he was flying he would adjust his hours accordingly. Mr. Carrizo had not flown recently with Dan but had no concerns about his ability to fly safely or make good decisions. He was not aware of any safety concerns involving either the airplane or Dan.



National Transportation Safety Board

Office of Aviation Safety – Central Region

Interview Summary: Jeff Taylor – CEN15FA090

Location: Key Lime Air – Denver, Colorado

Interviewers: Jennifer Rodi NTSB, Denver, Colorado

Interviewee: Jeff Taylor – Chief Pilot

The following is a summary of pertinent portions of the interview:

Mr. Taylor had been with Key Lime Air since May of 2013 and was hired as the Chief Pilot. He was responsible for the administration of the training program, standard operating procedures, and the day to day management of the pilots. He held an ATP with multiengine privileges and a commercial certificate with single engine privileges and had logged over 10,000 hours.

He stated that pilots will mechanically remove what ice that they could using brooms, brushes, and scrapers. If they could not remove everything they would use a deice chemical. They also had the option in some locations to place the airplane in a hangar to allow the ice and snow to melt. There was no record that Dan had the airplane chemically deiced at APA prior to the flight.

He stated that pilots had the ability to preheat the engines. The piston engine airplane would run an hour prior to their flights at DEN. He stated that no one else would have run the accident airplane's engines on the morning of the accident. Pilots also have the ability to plug the airplanes in – he was not sure if the accident airplane was plugged in or not.

Mr. Taylor had not recently flown with Dan but did not have any concerns about his abilities. He stated that he was a good instructor and would not cut anyone any slack. He stated that he was very good at his job being the director of safety and had the respect of the other pilots and management.