

Mike Fekete  
Aviation Safety Inspector  
Denver FSDO  
[REDACTED]

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### Summary of Events for December 5, 2016.

I arrived in Panama City, FL around 1430. My assignment was to conduct surveillance over Key Lime Air (KY7A). I was to perform a custom DCT, looking at fueling, cargo handling and airworthiness release/log book entries. Later that evening, at 16:12, I left Mr. Lance McCaw a message on his cell phone, inquiring as to the schedule he was running with the aircraft and informed him as to what I was looking to accomplish while in Panama City. Additionally, I was requesting the number of the mechanics that performed mx on the aircraft as well as the fueling company he used.

At 18:06, he returned my phone call and we talked for about 13 minutes. He answered all of the questions that I had left on his phone. While on the phone with Mr. McCaw, I did not ask about the weather conditions at the airport. Although my experience with the weather while en-routing into ECP was rough (the aircraft broke through the clouds with a 500 ft ceiling), I did not inquire as to the weather at the airport at the time of his call. He seemed in good spirits, had a pleasant tone in his voice. I felt as if this was a routine night for him. His schedule was to arrive at the aircraft with enough time to look over the aircraft and await the delivery driver from UPS. When our phone call ended, I was provided enough information to plan my work day for the 6<sup>th</sup> of December.

At 22:49 that same evening, I received a phone call from Harvey Haynes, POI for Key Lime Air. He informed me that the Key Lime aircraft that left ECP had gone down and the pilot perished. Also, his call was to verify that I was not on the aircraft in question as I had discussed with my PAI about me conducting an en-route while I was in Panama City, FL. Ultimately, there were no plans for me to en-route to Albany, GA. That decision was made before I departed the Denver FSDO.

I was provided IIC contact information from Mr. Haynes. I called, Mr. James Herrington at around 23:26 where I gave assistance to Mr. Herrington from that point forward.

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Michael L. Fekete