



NTSB INTERVIEW RECORD

Adam Gerhardt
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: 12/19/2016
Person Contacted: Chris Oldenburg (Check Airman & Pilot, Key Lime Air)
NTSB Accident Number: ERA17FA066

The following is a record of interview between Adam Gerhardt, National Transportation Safety Board (NTSB) Air Safety Investigator, and Chris Oldenburg, a flight instructor, check airman, and pilot with Key Lime Air. Mr. Oldenburg gave Part 135 proficiency checks to the accident pilot, Mr. Lance McCaw, in 2015 and 2016. Brian Kilburn, Key Lime Air technical programs manager attended the teleconference as well as Mr. Arthur Mosley, who was legal representation for Mr. Oldenburg.

RECORD OF INTERVIEW

Mr. Oldenburg was asked if he was ok with the NTSB recording the interview, and he stated "yes."

Mr. Oldenburg stated that he was a flight instructor and check airman on the "Metroliner" and he was also a pilot for Key Lime Air. He stated he has worked for Key Lime Air for four years.

Mr. Oldenburg was asked if he remembered anything in particular about the proficiency checks completed in 2016 and 2015 with Mr. Lance McCaw. Mr. Oldenburg stated that they were "to standard" and that is about all that he can remember.

Mr. Oldenburg stated that the proficiency check performed would not be a part of a revenue flight and it would be a flight on its own as a training flight. Mr. Oldenburg explained that there was an oral exam component to the check as well.

Mr. Oldenburg was asked about KECP (Panama City), the departure airport, and whether or not there was a computer terminal for preflight planning. He stated that KECP has a fixed based operations (FBO) facility with a weather briefing room. There was no specific area for Key Lime pilots. Mr. Oldenburg further stated he was unsure of how Mr. McCaw got his weather briefings on a routine basis.



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Mr. Oldenburg was asked what he would expect a Key Lime Air pilot to do, when flying in the Metroliner, in moderate or greater turbulence. He stated that as part of the oral exam, we cover what you should do if you encounter those conditions. He further stated that what's taught is what is taught at all levels of aviation, which is to slow down to your "maneuvering speed" and try to maintain an attitude rather than an altitude.

Mr. Oldenburg was asked if he would question pilots about the use of the onboard weather radar during the oral exam, or during the proficiency check flight. Mr. Oldenburg stated that it's something that you need to use in real world conditions to learn how to use it.