



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Alaska Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 12/21/2017**

**Person Contacted: Edwin Kalilikane (FAA ASI – AW, Honolulu FSDO)**

**NTSB Case Number: ANC18FA012**

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### **Narrative:**

The following is a synopsis of the information provided by Edwin Kalilikane to the NTSB IIC, via email.

- Kimball Millikan (a pilot in a Cessna 182 – N3187U) provided the following email statement, who was about 20 minutes behind the accident pilot in the flight sequence:

Re: my flight. Prior to takeoff, i notice the doc's airplane being fueled by the fuel truck. I did not see the pilot and passenger. Following an earlier weather briefing, I checked the NW service radar and could see precipitation on the North side of Molokai. MKK AWOS was still VFR. With the current weather, my intentions were to approach MKK from south of MKK VOR. I requested flight advisories to MKK for 1500ft at punchbowl. After just departing Class B airspace, approach notified me, N3187U, that Molokai has just gone IMC and asked what my intentions are....would i like to file? or return HNL? I replied return HNL (i am not instrument rated).

The weather was overcast at about 6000ft if i recall correctly but clear along my route. Some darker clouds towards the North side of Molokai. I could not see the West end of Molokai at 1500ft when i turned around and began to climb to 2000ft. I want to thank the controller for advising me of the IMC conditions that morning.