

To whom it may concern,

This statement is in regards to the accident that occurred at Kapalua, West Maui Airport on the 18th of August 2019 at approximately 10:45 AM HST.

My name is Joshua Michael Parker and I was the acting SIC, as well as the Pilot Flying on flight 504 from HNL to JHM. This Sunday we were flying N879MA. We were on our second leg of the day and hadn't noticed any problems with the aircraft on the first leg to HNL. We departed from HNL at approximately 10:00 AM and proceeded to Kapalua along our standard VFR route along the North Shore of Molokai. Everything was normal throughout the en-route portion of the flight. As we came up on Halawa, we got on with Kaplaua Unicom and they gave us the winds and told us to report over the shoreline. The winds at the time were 040 at 11 gusting 19 so I briefed my approach to use approach flaps rather than full flaps to avoid being ballooned up on the flare. At the shoreline we were fully configured at 1500ft MSL and ready for our approach to runway 2. At 500ft AGL everything was stabilized and the sight picture looked good. We were on short final and had a slight tailwind but that is typical for Kapalua and it usually shifts to a headwind near the runway. As we crossed the numbers I had already pulled the power back to idle and we were dissipating speed. As we entered ground effect the aircraft floated a little more than I would have liked, but we were still well within what would be considered a safe landing zone. I knew that when we touched down I would need to go into beta to help slow us down. So I did just that. However, when I threw the aircraft into Beta we got NO response. No typical sound like the one you usually get with beta, as well as zero help in slowing down. At that point I decided we should use reverse, so I continued to shift further down into reverse and still we weren't getting any response or reverse thrust. At this point both my captain and myself realized something was wrong and liberally applied brakes. We had the airplane in full reverse, with max brakes and we still were not slowing down AT ALL. It was almost like the airplane was still producing forward thrust... and a lot of it! By the time we realized that we were not going to be able to stop, it was too late for a go around. Around 500 ft left at the departure end of runway 2 we still weren't slowing nearly enough to stop and my captain took controls and once we hit the grassy area at the end of the runway we started to do a sweeping turn from the right to the left in hopes that the speed would bleed off in the grass and we would be able to stop turn around and stop somewhere in the grass. However, we still could not slow down in the grass even with full reverse and brakes. At this point we had turned 90 degrees to the left of runway heading and were heading straight for the fence line with nowhere else to go so we braced for impact and ended up down a slight embankment in the tree line. Once we came to a stop, we deplaned the passengers and made sure everyone was all right. Luckily everyone walked away without any injuries.