

Statement of Timothy J. Sprowls concerning Mokulele flight 504 on 18 August 2019

My name is Timothy Jay Sprowls, Commercial pilot certificate [REDACTED]; Mokulele Airlines employee number [REDACTED].

My understanding of the schedule is that Richard Morgan was assigned as the PIC of the flight and Joshua Parker was the SIC. By a strange combination of factors, I was a paying customer on flight 504, my ticket number was [REDACTED] 1. I was seated in row 5 (the last row) during the flight.

I was in the employee lounge at Terminal 3 at HNL waiting for the flight to Kapalua. Between 0920 and 0930, Josh first and then Richard entered the employee lounge to await the boarding of flight 504. I did not observe any unusual behavior from either Josh or Richard during our time in the lounge. It was discussed that Josh would be the pilot flying during flight 504.

The boarding and preflight were routine with Josh conducting the passenger safety brief which, in my opinion, contained all the required elements. The curtain between the cockpit and the passengers was left open during the flight and remained open through the runway overrun. Engine start seemed to be routine. After leaving the parking spot at HNL, I observed Josh take over the controls of the aircraft for taxi; the taxi was routine. I do want to point out that I specifically remember at least 2 occasions during the taxi that Josh went into Beta and the engine and propeller systems appeared to me to be functioning properly.

I will skip ahead to the terminal portion of the flight. We departed Cape Halawa crossing the channel headed for Kapalua; the crossing was uneventful and it became apparent to me that we were going to use the "Shoreline" approach for Kapalua runway 2. As we approached shore I observed another aircraft, I believe it was a Cessna Caravan, taking off from runway 2. From a distance the takeoff seemed routine with the aircraft getting airborne well before the end of the runway.

We crossed the shoreline at the "Shoreline" designated area and all appeared normal. We went inland for a bit before turning back to the north for the final approach. At one point, early in the approach, I observed a white and red on the runway 2 PAPI (routine based on the profile), I do not specifically remember noting the PAPI any later in the approach. I recall seeing the aircraft align with the runway for the final approach and the approach seemed normal; I could not read the altitude or airspeed indicators during the approach. The aircraft did not appear to be high and the airspeed did not feel excessive. I remember that the aircraft did seem to float quite a bit before touchdown; this is subjective but I am certain we did not touchdown before taxiway A and it felt like we were closer to taxiway B prior to touchdown.

After touchdown I do recall that it felt like we were going relatively fast. I do not remember looking at the cockpit and I cannot say when Josh or Richard went into Beta or Reverse on the throttle. I do not remember hearing the engine sound change associated with Beta/Reverse. I do recall feeling braking but it felt like the brakes were "pulsing"; more braking/less braking in short intervals. I did not hear or smell the brakes lock up. As we approached the end of the runway it was apparent that we were not going to be able to stop on the runway. I remember the aircraft veering toward the right side of the runway as we approached the end. After we went over the end of the runway, the aircraft was turned to the left in what seemed to be an attempt to reverse course. After approximately 90 degrees of turn,

the turning seemed to stop and the aircraft went straight off the airport area through a fence and came to rest in a shallow gulley just past the fence. The aircraft was upright and the right rear access door was clear so I opened the door. I did not observe any flames although I did smell smoldering grass from what I believe was the exhaust touching the grass/weeds. I exited the aircraft and led other passengers out and back up the incline to the airport area. I do not recall any announcements from the terminal phase of the flight through the time I exited the aircraft.

I observed the tire tracks of the aircraft on the grass in the overrun area; the grass was pressed down but there were no "skid marks" or exposed dirt in the tracks. On my ride back to the terminal I observed the runway specifically looking for tire skid marks and I did not see any skid marks back to taxiway B.

These comments are true to the best of my ability to remember the situation.

r/

Tim Sprowls