

To whom it may concern:

I am writing this amendment to my original Accident Report for the following reasons:

The original report was written soon after the accident. Joshua Parker and I were still employed by the company and were anticipating working with the company to uncover the mechanical abnormalities leading to the accident. The company made no effort to communicate with us. Instead, they developed a narrative of “good company, good airplane, pilot error” and terminated our employment.

Joshua Parker and I have asserted, from the beginning, that we experienced a serious aircraft malfunction.

Joshua Parker is a young and very solid pilot. He was selected to work in the company office and was also working in the Training Department. He has a reputation for well above average aircraft control.

My flight time is approaching 10,000 hours, of which a vast majority are in turboprop aircraft: SA-227 Metroliner, Beechcraft 1900 and C-208 Cessna Caravan. In addition, I was previously a simulator instructor and line check airman at a part 121, scheduled passenger, airline. I also believe I have a reputation for above average aircraft control. In 10,000 hours, I have never taken an aircraft past the end of a runway, off the side of a runway or damaged an aircraft in any way.

Joshua Parker and I do not make the claim of serious aircraft malfunction lightly. Aircraft N879MA seriously malfunctioned.

During the after landing ground roll in Kapalua, the aircraft was commanded to go in to Beta mode and then Reverse mode. The aircraft did not go in to Beta or Reverse and actually felt as if it were developing Forward Thrust.

At this point, describing, for me, what is a “routine” approach and landing in a Cessna Caravan would be informative:

Airspeed may be requested by ATC going into larger congested airports: HNL, KOA, OGG.

The Caravan has no trouble slowing and descending.

The Before Landing Checklist is accomplished with the final landing configuration: typically Flaps Approach in an EX or Flaps 20 in a Legacy. 95 knots over the threshold is a typically briefed airspeed.

Sufficient altitude and glide path to make the runway in case of engine failure is maintained.

When the landing surface is ensured, the Power Lever is brought to the Flight Idle Gate which is associated with a propeller pitch change that can be heard and felt. Decreasing airspeed and an increased sink rate are expected. The Power Lever is often advanced slightly to maintain airspeed and to lessen the sink rate. With the Power Lever at, or close to, the Flight Idle Gate and with landing flaps, the Caravan is definitely slowing.

Adequate elevator authority is maintained and used to arrest the sink rate and raise the nose. The aircraft touches the main tires around 75 knots.

The aircraft can be taxied to the gate with minimal use of Beta and Brakes.

If Beta is used, you experience an increased propeller pitch toward reverse, that can be heard and felt, and pronounced slowing.

If the Power Lever is brought back into the Reverse range, you experience loud and increasing engine spool up, airframe shaking, a cloud of dust ahead of the aircraft and radical slowing.

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- Enroute to Kapalua, the Stand-by (vacuum driven) Attitude Indicator failed. The Stand-by Attitude Indicator was spinning and tumbling slowly.
 - This instrument is driven by P3 Air regulated to vacuum pressure. P3 Air is also regulated to Px and Py for the Fuel Control Unit.
 - Did we experience a P3 Fuel Control Unit problem?
 - Did we experience a hang-up in the Propeller Reversing Cam (linkage between the Fuel Control Unit and Propeller System)?

On the visual approach to Kapalua, I saw typical airspeeds; 126 coming over the shoreline, 115 turning an extended final (we were asked to extend the pattern for a departing ATR). On short final I saw 105 with the Power Lever at the Flight Idle Gate and with Flaps Approach. In a typical Caravan there would be a continuous decrease in airspeed. I had no concerns at this point. I did not hear or feel the propeller pitch flattening out, but have experienced this before on certain EX Caravans (aircraft are rigged differently). With Exs rigged like this, you would expect a longer float before touching down.

Over the threshold and in ground effect, I had the thoughts, "Why aren't we hearing the prop pitch flattening out?" and, "Is this aircraft slowing normally?" We were still in what I considered a routine situation, but, with a little concern.

I told Josh, "Land the airplane and go right to Beta." He said, "You got it." Josh landed the aircraft and I said, "Give me Beta." Josh said, "I am." There was no propeller pitch change heard or felt, No Beta whatsoever. I said, "Give me Reverse." Josh said, "I am." There was no propeller pitch change, no engine spool up, No Reverse whatsoever.

At this point it was obvious we were out of a routine situation. I placed my hand over Josh's on the Power Lever to ensure we were in full reverse. Josh said, "Give me some help on the brakes." I said, "I am."

It felt like the aircraft was still developing Forward Thrust.

We were on the ground commanding full reverse and aggressively braking. Energy would normally be dissipating. I had no desire to add more energy and airspeed and attempt to take a malfunctioning airplane back into the air.

Why didn't the propeller pitch flatten and reverse? Why didn't the engine spool up? Airframe shake? Why wasn't there a cloud of dust ahead of the aircraft?

There was no Beta or Reverse. It felt like Forward Thrust. In fact, we may have had increased forward thrust from the time the Power Lever came back to Flight Idle on final.

The malfunctioning aircraft was finally brought to a stop. The aircraft sustained some damage, but no passengers were hurt. I feel good about the outcome as far as the passengers were concerned.

I'll continue this report with various concerns we have and comments from company pilots that have emerged post accident. The company is not communicating with us and are committed to a narrative constructed by them that serves them. I think it is important to get these claims noted and I believe, in due course, these claims will be substantiated.

ECTM Engine Parameter Data

- Data that would corroborate our malfunction claims have not been shared with us.
- A written report from Tim Sprawls, a company pilot who was onboard, does corroborate our claims of a Beta and Reverse mode malfunction in Kapalua.

Airspeed Data

- I have questions regarding the airspeeds mentioned by the company.
- 117 knots at touchdown was mentioned. Both Joshua Parker and I saw and noted 105 knots on short final.
- 70 knots as we left the runway surface onto the grass overrun was mentioned. I find the mentioned 70 knot speed difficult to believe. A typical Caravan rotation speed is 70 knots. How could we have gotten the airplane turned 90 degrees from the runway centerline in a very short distance and the airplane stopped in a similarly short distance at rotation speed? It is not possible.

Post Accident Aircraft Security and Movement

- The aircraft was visited a number of times after we secured and left it.
- The company president visited the aircraft to remove the logbooks.
- A former, disgruntled, employee visited the aircraft on his motorcycle and FaceBook Live'd the scene.
- The aircraft was moved to another location on the airport property.
- The Aircraft N numbers, logo and distinguishing marks were painted out.
- I remember seeing a propeller blade on the ground ahead of the propeller hub. It must have sheared during the accident. One of our pilots observed the propeller hub being inspected by maintenance at the moved location and heard that the sheared blade had not been recovered.
- As far as we know, the aircraft has not yet been inspected by the NTSB or FAA.
- We believe the security of the aircraft and its components have not been maintained. This is a concern.

Continuing Problems, Write-ups on Aircraft Propeller System, Fuel Control Unit and Brakes

- The aircraft was in maintenance for an extended period prior to the accident. The last time I flew 79 prior to the 8/18 accident was 4/25.
- We understand, after the extended maintenance, the aircraft was returned to service with an operational test flight. We have heard the pilot who preformed this test flight, when asked by other pilots, "How does 79 fly?", replied, "79 flies good. There is no reverse."
- We have also heard that the aircraft was complained about to maintenance or written-up a number of times for lack of Beta and Reverse and was returned to service each time.

- We have heard that four days before the accident the propeller system was completely re-rigged.
 - We have heard that the brakes were worked on each week for the four weeks proceeding accident.
 - Of interest, a similar Ex Caravan, N825MA, has had Beta and Reverse anomalies. In aircraft 25, I have, personally, had the aircraft propeller system come out of Reverse and “leap” forward with positive blade angles. These anomalies have been experienced other pilots. In fact, two videos showing this exist.
 - We have heard that aircraft 56 has exhibited similar problems.
 - We have heard that after our accident, both 25 and 56 were brought in to maintenance for work. We were told that after attempts to re-rig 25’s propeller system, the entire propeller system was removed and replaced with a propeller system from another aircraft. We were told that the propeller system anomalies persisted and it was determined the anomalies stemmed from 25’s Fuel Control Unit.
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The company has shown little interest or concern with discovering and sharing mechanical deficiencies / malfunctions that led to the overrun of N879MA at Kapalua. Joshua Parker and Richard Morgan feel they did their best to stop a malfunctioning airplane with no injuries to passengers or crew.