

I was pilot in command for N865MA - Caravan, 9 passengers.
I was flying the passenger flight from PHNL - PHLL.
Flight was very calm. When I was released from
Molokai Tower in transition to Kalaupapa airport,
I switched to frequency for Kalaupapa radio traffic.
I heard an airplane in pattern and told Kalaupapa
radio that I was on 7 mile final for Runway 5.
Other pilot in pattern told me that he was
in pattern and would report "clear of runway".
I asked him if he wanted me to execute a
360 to give him more time. Pilot of other aircraft
Pilot said "ok". I executed a 360^{7 miles out} to give more
time for ~~some~~ other aircraft to either do
touch and go or back taxi of runway.
I then decided after 360, to set up on
a base to final instead of final, again to give
more time for pilot in other aircraft to clear
runway for my landing. Pilot in other aircraft
told me he was clear of runway. I ask
him, "So you are clear of runway and I can
land." He said he was clear of runway.
As I came to final (3 mile final), I was
getting configured to land. As I ~~came~~^{came} to runway
numbers, I was configured to land.

~~I was landing~~

I was prepared to land "long" and back taxi to parking. As I was preparing to transition to land, I noticed an airplane at the end of the runway. I did not understand what airplane was trying to do. I tried to initiate a go around but was ~~was~~ worried about going straight ahead, as I did not know what other pilots intentions were. I tried to initiate left turn out, so as to not run into airplane at end of runway. I initiated a turn and power but could not get enough lift. ~~I~~ I wanted to avoid a runway incursion. I could not tell what the pilot ~~was~~ at the end of the runway intentions were.

Statement from
Bettina Von Brentano
(3/5/17) given to
Richard Schuman.