



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division May 22nd 2017

NTSB Accident Number: GAA17CA191

Aircraft Registration & Make/Model: N865MA, Cessna, 208B

Accident Location: Kalaupapa, HI

Accident Date: 11MAR2017 @ 0830 (HST)

Subject: Memorandum of Statement provided by the pilot in command (PIC)

In support of the NTSB Air Safety Accident Investigation involving accident airplane N865MA, the NTSB Investigator-in-charge (IIC) copied the entire statement of Mrs. von Brentano due to the truncated nature of the NTSB Form 6120.1.

PIC:

March 12, 2017

On March 11, 2017, I was the Pilot In Command of a Cessna Caravan (N865MA) during a morning commercial flight from Honolulu to Kalaupapa airport, located on the island Molokai. I was carrying eight passengers, with one seated in front next to me. Winds were relatively light and overall weather conditions were VFR in spite of a persistent haze, with scattered cloud layers reported at 2,500 and 4,500 feet.

When approximately 7 miles from my destination, along the "north shore arrival" for a straight in approach to runway five, I overheard a radio transmission indicating that there was an aircraft in the pattern at Kalaupapa. A male voice stated that he was "base for runway five at Kalaupapa".

I advised that I was a Cessna Caravan on a 7 mile final for runway five. A male voice responded to my transmission and in broken English, stated that he would "land and clear the runway".

I advised him that I would conduct a "360" degree turn from my present position and do an extended left base to final to give him time to back taxi and clear the runway (due to the lack of taxiways at the destination airfield). He responded "okay, okay".

After conducting the above maneuvers, I radioed the other Cessna pilot that I was "base to final" and requested confirmation that he was "clear of the runway".

The other pilot then stated he was "clear off runway".

Thanking him, I proceeded with my approach. Having completed my pre-landing checklists, I proceeded with the final descent for landing. Passing through 250 feet agl, the aircraft experienced a left rolling tendency which I immediately corrected for with proper control inputs and a slight addition of power. Descending through 150 feet agl, it again rolled slightly and, once again, I corrected with appropriate control response

Approaching the transition to landing, I detected motion at the opposite end of runway five and immediately observed what appeared to be a rotating propeller pointed down the runway in our direction.

I immediately added power to "go around". My aircraft yawed left and I attempted to correct while maintaining a climb attitude. The aircraft refused to climb and immediately dropped, impacting the runway midway on the bottom of the airframe. After bouncing once, it continued its travel in contact with the runway.

I applied left rudder pedal to steer the aircraft off the runway and out of the way from the other aircraft's possible flight path. The Caravan exited the runway surface and I continued to apply left rudder, which I believe induced a left ground loop.

After coming to a stop, I proceeded to shut down the engine. Exiting my seat, I walked into the passenger compartment, opened the main cabin door and was assisted in doing so. I then assisted a wheelchair-bound passenger in exiting the airframe at the rear of the aircraft.

Upon establishing that my passengers were all uninjured, I was approached by the airport manager. The manager stated that he had been confused by the pilot of the

other aircraft's actions and had tried to call out to him on the radio to also confirm his location and that he was, in fact, clear of the runway.

In brief, the manager stated that he had been looking for the other aircraft after he did not see it in the ramp area or the airport flight pattern.

Only a few minutes thereafter, I observed the other aircraft, identified as a Cessna 172 with registration N243SP, attempting to taxi past the accident scene for the purpose of taking off from runway five.

The airport manager then stopped the 172. The 172 pilot asked how long the runway was prior to the accident scene, indicating a desire to attempt to take off. The manager advised him that the runway was closed and no takeoff would be permitted. The Cessna 172 pilot then proceeded to park his aircraft on the grass area near the ramp. After a short time, the other pilot, accompanied by his two male companions elected to "hike out" of this isolated area, leaving their aircraft behind. I believe that the Park Ranger had inferred that this individual was a flight instructor who was accompanied by students.

After speaking to a Park Ranger who had responded to the accident scene, the 172 pilot spoke with me. When I asked why he had been at the end of runway five, he stated in broken English that he "does this all the time"(apparently waiting for other aircraft to land).

I was then briefly interviewed by the park ranger and provided appropriate identification to him.

A post accident view of the Caravan appeared to indicate that the propeller was feathered and heavily bent.

Bettina von Brentano

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