

10 February 2015

To whom it may concern:

This statement is in reference to the aircraft accident involving my family as a request by the National Transportation Safety Board and the Federal Aviation Administration.

On January 25th 2015, at approximately 1700 hrs, I SPC Collazo, Arnaldo was traveling from the island of Kauai departing from Port Allen Airport and headed to Kalaeloa Airport on the island of Oahu, Hawaii. I was traveling as a passenger with my wife, Geraldine of 22 years old and my daughter Ariana 23 months old. Upon arrival to Port Allen, SFC Manzano, Jose (PILOT in command) was already at the airport. As I was loading our luggage I remembered SFC Manzano told me that he was finalizing his pre-flight checks or as we say in the Army PMCS (Preventative Maintenance Checks and Services). As soon all the luggage was loaded into the plane I placed our daughter's car seat on the rear passenger (right) side of the plane and my wife climb into the plane sitting in the rear left side of the plane. I then verified the car seat before placing our daughter on the car seat. I adjusted my seat and said good bye to my brother who resides on Kauai. SFC Manzano proceeded to perform a safety brief which included being quiet during radio transmissions, the use of seat belts and life vest and what to do in case of an emergency. He also explained to me the cockpit and showed me what to do in case of an emergency on my side of the cockpit. The take off was very smooth and the plane felt strong. SFC Manzano had told me that our cruising altitude was 4,500 feet above sea level and the plane climb with no issues. My daughter had fallen asleep as well as my wife. At approximately 40 minutes into the flight SFC Manzano pointed with his hand to Kalaeloa Airport Aerodrome beacon and asked me if I had visual contact and I acknowledge. A couple minutes later SFC Manzano started to descend altitude. I recall that the RPM gauge was at 2,500 and the altitude was at or around 3,900 ft. SFC Manzano had his right hand on the throttle and his left hand on the plane's yoke when I heard the engine decrease speed. I recall that the RPM gauge went from 2,500 to 1,500 and stayed there. SFC Manzano started to push on the mixture and throttle and pulled the carburetor heater. I kept looking at the RPM and voltage gauge as well as the propeller, while SFC Manzano was trouble shooting the

issue he declared an emergency with ATC and I recall that the RPM gauge was sitting at 1,500 rpm's and the volts were at 14.0-14.1 the propeller never stopped it kept rotating to the same direction. ATC asked how many souls and how much fuel the plane had and I immediately tried to look at the fuel gauges but I couldn't see them but SFC Manzano advised the quantity of fuel was over a quarter in each wing and four souls aboard. I then realized that we were going hit the water, SFC Manzano instructed me to get the life vest. I continued to keep my wife calm and told her listen to me. My wife got the life vests and I had put her life vest on. I removed my headset and put on my life vest then placed back on my head set. I opened SFC Manzano's life vest and handed to him. At which point he was talking on the frequency. He grabbed his life vest but wasn't able to put it on. I recall SFC Manzano saying 500 ft I looked at the voltage gauge and was still on 14.0 we then impacted the water. We all kept calm and I made sure my daughter and my wife were okay. We all exited the plane safely and kept each other's motivation up until a US Coast Guard helicopter arrived and rescue us. We were then transported to Barber's Point Coast Guard Station for further treatment and evaluation. My wife Geraldine does not wish to make any comments about this accident. I have nothing else to add to this statement. ///END OF STATEMENT///

Sincerely,



ARNALDO S. COLLAZO
SPC, USA
Military Police