

This statement is for the events that took place on 12/30/2016 from the POV of Corey Wollard.

I arrived to the office at approximately 10:30a.m. Natalie Smith (further known as Natalie) had informed me that Michael Childers (further known as Michael) canceled his morning flight. The day continued on as normal. Later that day, Natalie notified me that Michael might be coming in for a flight that afternoon. I am unsure of what time this information was shared.

I was inputting flight data when Michael and Whitney Thomas (further known as Whitney) arrived. However, I am not aware of the exact time that they walked into the office. I continued to input data until John Mizuno (further known as John) arrived. Michael decided to go do the pre-flight while Whitney and John went to get food. When Whitney and John returned from getting food they went outside to join Michael at approximately 4:15p.m. They did not re-enter Lani Lea's building after that. At approximately 6:10p.m., Natalie asked me to look outside to check if the plane was there. It was not back. I got into my car at approximately 6:20p.m. to go home.

On Thursday, December 29th at about 3:30pm, Michael Childers asked me if there was a plane available to rent on Friday, December 30th for a flight to Molokai. I told him there was a slot for early morning or later in the afternoon. He said he would like to book the plane early morning and asked if there were any special instructions regarding the TFR. He also asked if he could use 2 life vests. I told him that everything he read on the TFR provided adequate instructions regarding how to fly during it.

I told him he was booked for 8am, and since Moore Air had not set up a schedule master account for him yet, I booked it to help him out and prevent the time slot from being taken. Friday Morning I received a text from him asking which plane was reserved--N174LL or N173LL. When I woke up, I told him he was set up in 4LL. At 8:30am I received a message from Michael saying that he was cancelling his reservation due to weather conditions and that if things cleared up he would let me know about the later time slot.

Later Friday, December 30th at 1:40pm, Michael Childers contacted me asking if he could go out at 5pm and again asked if he could use the life vests. At about 2:50pm I told him he could head down at that time for an earlier flight and that I would leave the life vests in the plane for him. He responded that he would head down right then.

At about 3:15pm, December 30th Michael Childers and Whitney Thomas arrived at Lani Lea. Again, Michael asked me about TFR procedures for a Molokai trip. I explained the basic requirements of the TFR that are contained in the NOTAMS: flight plan, radio contact, and always squawking. He then asked me what I thought about the weather on Molokai. I told him I was unfamiliar with the weather in MKK because I had not looked at it.

Michael then went on to file a flight plan over the phone with a weather briefer, but I did not hear the actual discussion. When it appeared that he had finished filing, a third passenger (John Mizuno) walked in. As I was unaware there would be a third passenger I then retrieved another life vest for him. In addition to the life vest I gave him my headset, my personal locator beacon, and a coast guard approved laser pointer.

At about 3:45pm Michael went out to the airplane to start his preflight while Whitney Thomas and John Mizuno went down to Wendy's to get some food for all of them. After the other two returned from retrieving food, they also went to the airplane to meet Michael and that was the last time Corey and I saw them. To my best recollection, that was about 4:15pm.

At 6:10pm, Michael texted to inform me that he had landed about 15 minutes prior. Since Corey and I were just leaving the office, I asked her to peak outside to see if they needed help pushing the plane back to its regular parking spot. However, when she looked outside, she noticed that the plane was not even back yet. The reservation was made for 4pm-6pm, which is why when he indicated that he had landed, I figured he meant 'back at HNL'. I then texted Michael inquiring as to where he had landed, since he was initially deciding between MKK and LNY. At that time, he responded 'MKK'.

I told him to fly safe, then it immediately occurred to me once again that it was after 6pm, so I called him to let him know I was concerned about it getting late

and advised him that if he was not night current to contact a friend and former student of mine who lives on Molokai to see if they could meet up with him and perhaps stay the night in Molokai. Michael stated that he would think about it. He obviously took off but never told me that he did.

The next thing I knew, a friend of mine that was flying on the same frequency at that time asked me who was in 4LL and that HCF was looking for it. Soon after that, I called radar and they confirmed that 4LL was indeed missing.

I was not, at any time during the events I describe above, acting as Michael Childers' mentor or flight instructor. I knew he was a licensed private pilot and provided him with the basic information that I would provide to any rental costumer, with the exception of my concern about his night currency, which I felt was in the interest of safety for him and his passengers.

The above is true and correct to the best of my knowledge.

Natalie Smith

