



Federal Aviation Administration

Memorandum

Date: December 20, 2012

To: Ronald G. Beckerdite
Service Center Director, Western Service Area

From: [REDACTED]
Linda Pellegrini
Manager, Honolulu Control Facility CCF

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N3554Y
Kahului, Maui, HI, December 2, 2012 UTC

I certify that Air Traffic Aircraft Accident Package, HCF-CCF-0060, has been reviewed and is complete.

AIRCRAFT ACCIDENT PACKAGE

HCF-CCF-0060

N3554Y, C172

December 2, 2012, 0459 UTC

Destroy: June 2, 2015 UTC

Section 2.

**FAA Form 8020-6, Report of Aircraft Accident,
and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)**



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Report Date:

December 7, 2012

Report Number:

HCF-CCF-0060

REPORT OF AIRCRAFT ACCIDENT

Name of Reporting Facility:

Honolulu Control Facility CCF

1. Aircraft Identification and Type:

N3554Y, C172

2. Date/Time of Accident (Gmt):

December 2, 2012: 0459 UTC

3. Location of Accident:

Kahului, Maui, HI, 7 NM north northwest of
Kahului Airport

4. Nature Of Accident:

Aircraft crashed in ocean.

5. Type of Flight:

VFR

6. FLIGHT CREW	Name	Position	Address (City And State)	Uninjured	Injured	Fatality	Unknown
	Jose Krall	Pilot	Wailuku, Maui, HI			X	

7. Passenger Data:

(if available, list names, addresses, extent of injuries and other information on continuation sheet)

Number Aboard

0

Number Uninjured

Number Injured

Number Fatalities

8. Aircraft Damage:

Unknown

9. Property Damage:

None

10. Operating Status of Navigational Aids/Lights/Communications:

Normal

11. WEATHER DATA

Conditions in Accident Area at Time of Accident:

Kahului METAR Automated - 1854 HAST: wind two five zero at zero seven knots, visibility ten statute miles, scattered clouds two thousand five hundred, temperature two four, dew point one nine, altimeter three zero zero three.

Report Just Prior to Accident:

Kahului METAR Automated - 1854 HAST: wind two five zero at zero seven knots, visibility ten statute miles, scattered clouds two thousand five hundred, temperature two four, dew point one nine, altimeter three zero zero three.

Date
12/2/2012

Time
0454 UTC

First Report Subsequent to Accident:

Kahului METAR Automated - 1954 HAST: wind two two zero at zero three knots, visibility ten statute miles, scattered clouds two thousand five hundred, temperature two four, dew point one nine, altimeter three zero zero six.

Date
12/2/2012

Time
0554 UTC

12. ATIS PERSONNEL INVOLVED

Name	Facility	Operating Position	Check If Eyewitness
Daniel W. N. Jeremiah *(WN)	HCF CCF	R10 AP	


*Operating Initials

13. Signature Of Facility Manager

Linda Pellegrini

FAA Form 8020-6 (12-10) Supersedes Previous Edition

HCF-CCF-0060
N3554Y

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 6, 2012	REPORT NO HCF-CCF-0060
	NAME OF REPORTING FACILITY Maui ATCT (OGG)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
December 2, 2012

**ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

0449 N3554Y contacted Maui Clearance Delivery for departure instructions to the northwest. Clearance Delivery issued VFR departure instructions. N3554Y read back the clearance correctly.

0450 N3554Y contacted Maui Tower from the east ramp for taxi and was instructed to hold short of runway 02 at taxiway echo or foxtrot for wake turbulence delay. N3554Y read back hold short instructions at foxtrot.

0452 N3554Y was cleared for takeoff from runway 2 at foxtrot. N3554Y acknowledged takeoff clearance and asked for the runway lights to be turned up. Maui Tower complied and N3554Y began takeoff roll.

0454 Maui Tower instructed N3554Y to contact HCF departure control; N3554Y acknowledged that he was changing frequencies.

0500 HCF Approach asks Maui Tower if N3554Y was on Tower frequency. Maui Tower replied negative. The HCF controller advised Maui Tower N3554Y was observed going northeast bound instead of northwest bound, and when asked to verify direction of flight. N3554Y replied that he was enroute to Molokai. N3554Y then advised that he was making a right 360 turn at which time the HCF controller lost radar and radio contact with N3554Y.

0501 Maui Tower attempts to contact N3554Y on Tower frequencies with no response.

0502 Maui Tower attempts to contact N3554Y on Tower frequencies with no response.

0503 HCF Approach is heard on guard frequency attempting to contact N3554Y with no response.

0506 HCF Approach calls Maui Tower and asks if there have been any updates or sightings on N3554Y. Maui Tower replies negative.

0508 HCF Watch Desk requests local search and rescue information. Tower advised him to call 911.

0512 HCF OMIC makes notifications to Coast Guard and 911. Upward reporting begins.

0531 HCF Watch Desk requests information on local search and rescue helicopters. Tower provides phone number.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

December 7, 2012

REPORT NO

HCF-CCF-0060

NAME OF REPORTING FACILITY

Honolulu Control Facility CCF

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 2, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED


- 0454 N3554Y contacts the R10 HCF Departure controller and is told to ident, resume his own navigation, and altitude his discretion.
- 0455 R10 radar identifies N3554Y two miles north northwest of the Kahului Airport at 1,100 feet proceeding towards Molokai.
- 0457 R10 advises N3554Y that he is proceeding northeast bound and asks if he is still going to Molokai. N3554Y then asks for radar vectors to Molokai. R10 asks N3554Y if he can receive Molokai VORTAC and later N3554Y says he's got it.
- 0458 R10 tells N3554Y that he is still proceeding northeast bound and that a 295 or 300 heading would place him to the north side of Molokai.
- 0459 N3554Y says he gets to do a 360 to the right and R10 asks N3554Y if he is doing the 360 to get northbound or the 360 for Maui airport. N3554Y does not reply and R10 advises him that radar contact is lost.
- 0500 R10 attempts to contact N3554Y with no success.
- 0501 R10 contacts Maui Tower and asks if N3554Y checked in with them. Maui Tower replied in the negative. R10 advises Maui Tower that he will attempt to contact N3554Y on Guard frequency.
- 0503 R10 attempts to reestablish contact with N3554Y with no success.

No More Follows

Section 4.

FAA Form 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 2
				DATE Dec 1, 2012
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY [Signature]
Honolulu, HI	HCF	TRACON	OSIC	AIR [Signature] egrini
UTC TIME	REMARKS			
1000	R. FUJITA ON. BRIEFED. TWR/OPS MSAW ALARM CHECK COMPLETE. UHF/VHF EMERGENCY FREQUENCY CHECK COMPLETE. WCLC. CFPL: RWYS 4 AND 8 IN USE; FACSAC CLSD; NGF CLSD; SECON LEVEL YELLOW. -- RY			
1035	CPC RBDR REVIEW COMPLETE. -- RY			
1630	SIGMET WHISKEY 10 VALID 011630/012030 WDSR TS WI N3000 W15845 - N2945 W15445 - N2415 W15800 - N1815 W16345 - N1830 W16745 - N3000 W15845. CB TOPS TO FL480. MOV ENE 20KT. NC. BASED ON SAT AND LTG OBS. -- RY			
M 1729	HCF-M-2012/12/01-0001 -- HAL122 -- UF			
1800	B. WHALEN ON. BRIEFED. TWR OPS MSAW ALARM VOLUME CHECKS COMPLETE. VHF / UHF EMERGENCY FREQ CHECKS COMPLETE. WCLC. NGF OPEN 025 AND BLO. -- RY			
1830	FACSAC OPEN. SOC NOTIFIED. -- BP			
2010	KZAK SIGMET WHISKEY 11 VALID 012010/020010 PHFO- OAKLAND OCEANIC FIR WDSR TS WI N3000 W15745 - N2945 W15400 - N2430 W15800 - N1700 W16515 - N1515 W17130 - N3000 W15745. CB TOPS TO FL480. MOV E 20KT. NC. BASED ON SAT AND LTG OBS. -- BP			
2150	W. HANNAN ON. BRIEFED. -- BP			
2256	B. WHALEN ON. BRIEFED. -- BP			
0000	NGF TOWER CLSD. SOC ADVISED. -- BP			
0010	KZAK SIGMET VICTOR 1 VALID 020010/020410 PHFO- OAKLAND OCEANIC FIR SQL TS WI N3000 W15345 - N2730 W15515 - N2630 W16015 - N2930 W15830 - N3000 W15345. CB TOPS TO FL460. MOV NE 25KT. NC. BASED ON SAT AND LTG OBS. -- BP			
0010	KZAK SIGMET WHISKEY 12 VALID 020010/020410 PHFO- OAKLAND OCEANIC FIR WDSR TS WI N2315 W15900 - N1515 W16615 - N1800 W16845 - N2315 W16330 - N2315 W15900. CB TOPS TO FL480. MOV E 20KT. NC. BASED ON SAT AND LTG OBS. SEE SIGMET VICTOR SERIES ISSUED BY PHFO FOR SEPARATE TS AREA PREVIOUSLY COVERED BY WHISKEY SERIES. -- BP			
0150	T. SHIBATA ON. BRIEFED. -- BP			
0200	FACSAC CLSD. SOC ADVISED. -- BP			
0200	TWR OPS MSAW ALARM VOLUME CHECKS COMPLETE. VHF / UHF EMERGENCY FREQ CHECKS COMPLETE. WCLC. -- BP			
0250	KZAK SIGMET VICTOR 2 VALID 020250/020650 PHFO- OAKLAND OCEANIC FIR EMBD TS WI N3000 W15345 - N2730 W15600 - N2715 W15845 - N2945 W15730 - N3000 W15345. CB TOPS TO FL420. MOV NE 20KT. WKN. BASED ON SAT AND LTG OBS. -- SI			
0255	KZAK SIGMET WHISKEY 13 VALID 200255/200655 PHFO- OAKLAND OCEANIC FIR EMBD TS WI N2430 W16130 - N2345 W15845 - N1500 W16530 - N1530 W16815 - N2045 W16515 - N2430 W16130. CB TOPS TO FL480. MOV E 20KT. NC. BASED ON SAT AND LTG OBS. -- SI			
M 0445	HCF-M-2012/12/01-0002 -- ASH7 -- SI			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.				
SIGNATURE(S) OF WATCH SUPERVISOR(S) [Signature]				

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 2 of 2
				DATE Dec 1, 2012
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Honolulu, HI	HCF	TRACON	OSIC	AIR TRAFFIC MANAGER Linda Pellegrini
UTC TIME	REMARKS			
M 0500	HCF-M-2012/12/01-0003 -- N3554Y -- SI			
0637	KZAK SIGMET WHISKEY 14 VALID 020637/020655 PHFO- OAKLAND OCEANIC FIR. CNI. SIGMET WHISKEY 13 VALID 020255/020655. TS HAVE DECREASED. -- SI			
0640	KZAK SIGMET VICTOR 3 VALID 020640/021040 PHFO- OAKLAND OCEANIC FIR EMBD TS WI N3007 W15340 - N2240 W16122 - N2340 W16441 - N2958 W15731 - N3007 W15340. CB TOPS TO FL440. MOV NE 15KT. NC. BASED ON SAT AND LTG OBS. -- SI			
0935	KZAK SIGMET VICTOR 4 VALID 020935/021335 PHFO- OAKLAND OCEANIC FIR EMBD TS WI N2958 W15731 - N2958 W15342 - N2656 W15705 - N2723 W16028 - N2958 W15731. CB TOPS TO FL440. MOV NE 15KT. NC. BASED ON SAT AND LTG OBS. -- SI			
0959	COB. -- SI			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) 		

FAA Form 7230-4

HCF-CCF-0060
N3554Y

Section 8.

Flight Progress Strip

HCF-CCF-0060
N3554Y

Honolulu Control Facility CCF

20/5/28
5-6 N # OGG
X
X
0500Z
N3554Y
1771
0500Z
OGG - MKK
C172

Section 9.

Transcriptions of Voice Recordings

HCF-CCF-0060
N3554Y



Federal Aviation Administration

Memorandum

Date: December 21, 2012
To: Aircraft Accident File HCF-CCF-0060
From: Honolulu Control Facility CCF
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N3554Y
Kahului, Maui, HI, December 2, 2012 UTC

This transcription covers the Honolulu Control Facility CCF R10 AP position for the time period from December 2, 2012, 0449 UTC, to December 2, 2012, 0517 UTC.

Agencies Making Transmissions

C172, N3554Y
Honolulu Control Facility, Approach Control
C208, BUG14
Maui ATCT, Cab Coordinator

Abbreviations

N54Y
R10
BUG14
OGG

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N3554Y.


Richard E. Fiske
Support Specialist
Honolulu Control Facility (HCF) CCF

0449
(0550-0553)
0554

0554:21	N54Y	h c f departure cessna three five five four yankee with you seven hundred feet going for one thousand
0554:28	R10	november three five five four yankee h c f approach ident resume own navigation altitude your discretion
0554:34	N54Y	thank you ident resume own navigation altitude my own discretion
0454:41	BUG14	h c f speed buggy one four about five miles west of nakalele with lima inbound for kahului
0454:48	R10	speed buggy one four h c f approach squawk one seven seven three
0454:54	BUG14	one seven seven three speed buggy one four

0455:00	R10	november five four yankee radar contact two miles north northwest of the kahului airport say altitude
0455:06	N54Y	altitude one thousand one hundred feet five four yankee
0455:10	R10	five four yankee roger resume own navigation altitude your discretion and what's your destination and type
0455:15	N54Y	destination molokai five four yankee
0455:22	R10	*(and) five four yankee roger
0456		
0456:10	R10	speed buggy one four radar contact one five miles northwest of ah kahului airport say altitude
0456:15	BUG14	descending out of three thousand four hundred speed buggy one four
0456:17	R10	speed buggy one four roger uh traffic about three miles north of ah kahului airport northwest bound enroute to molokai fixed wing one thousand nine hundred climbing v f r
0456:27	BUG14	*(okay we'll be) looking *(buggy) one four
0456:30	R10	november five four yankee traffic um approaching nakalele from the west side inbound for runway five at maui say your type aircraft
0456:38	N54Y	(unintelligible)
0456:40	R10	*(um) five four yankee say type aircraft
0456:43	N54Y	a cessna one (unintelligible) five four yankee
0456:46	R10	*(a) skyhawk or skylane
0456:49	N54Y	five four yankee
0456:52	R10	*(you're) a cessna skyhawk or skylane
0456:55	N54Y	skyhawk five four yankee
0456:57	R10	speed buggy one four ah traffic is a cessna one seventy two skyhawk
0457:02	BUG14	okay we'll be looking buggy one four
0457:04	R10	attention all aircraft information mike current at the kahului airport runway two and five in use wind two four zero at five altimeter three zero zero four
0457:21	R10	and uh november five four yankee i show you northeast bound now
0457:25	N54Y	uh (unintelligible)
0457:28	R10	*(you're) still gonna go to molokai november five four yankee

0457:38	N54Y	*(five) four yankee can you vector me uh--- please
0457:44	R10	*(alright) november five four yankee you want radar vectors to where
0457:47	N54Y	uh to molokai please
0457:53	R10	november five four yankee roger and uh you want an i f r clearance
0458:00	N54Y	five four yankee say again
0458:02	R10	november five four yankee would you like an i f r clearance into molokai airport
0458:07	N54Y	negative five four yankee i flying uh uh (unintelligible) v f r *(um um) i *(no) very (unintelligible) v f r
0458:17	R10	november five four yankee roger can you ah tune in molokai vortac
0458:23	N54Y	(unintelligible) one six point one
0458:28	R10	one sixteen point one
0458:30	N54Y	thank you
0458:41	N54Y	(unintelligible) thank you i got it
0458:44	R10	november five four yankee roger let me know when you're going on course um to molokai *(cuz) right now i show you going northeast bound um a heading to the north side of molokai would be about ah two ninety five or three hundred heading
0459:00	N54Y	(unintelligible) i get to do a three sixty to the right five four yankee
0459:06	R10	(unintelligible) do a three sixty just to get north bound or you're doing a three sixty for the airport for maui airport what are you doing
0459:32	R10	cessna five four yankee
0459:41	R10	cessna three five five four yankee radar contact lost---acknowledge
0500		
0500:02	R10	speed buggy one four
0500:04	BUG14	(unintelligible) one four
0500:08	R10	um---how's the weather out to the north northwest
0500:12	BUG14	uh a little hazy but uh i i didn't go through no clouds around i can see (unintelligible)
0500:21	R10	speed buggy one four roger contact maui tower one one eight point seven and enter a left base to runway five
0500:26	BUG14	eighteen seven left base five buggy fourteen
0500:29	R10	cessna three five five four yankee h c f approach radio check

0500:52	R10	tower approach
0501		
0501:01	OGG	tower
0501:02	R10	hey uh did november five four yankee check in with you
0501:04	OGG	negative
0501:05	R10	alright cause he was going *(west bound) enroute to molokai
0501:08	OGG	yeah
0501:09	R10	and then he started turning to the northeast so i asked him like where you going he said molokai again *(then he) tuned in to one one six point one the molokai vortac then he said he was going to make a right three sixty
0501:21	OGG	(unintelligible)
0501:22	R10	*(and a) right three sixty and then he he dropped off from my scope so uh i don't know where he is the last i observed him he was about six north (unintelligible) of the field
0501:30	OGG	okay
0501:31	R10	making a right turn but (unintelligible) what altitude he was at
0501:35	OGG	yeah the last i *(saw it) i think it was at five hundred and it dropped out then it came back up at seven hundred then it dropped back out again
0501:40	R10	*(yeah and i)
0501:41	OGG	and i'm not showing him on my scope either i'm looking but i don't show anything out there right now
0501:46	R10	*(alright) just keep an eye out for the plane and
0501:47	OGG	yeah wilco
0501:48	R10	i'll try to raise him on guard and everything (unintelligible)
0501:51	OGG	yeah i'll check my frequencies if i get a hold of him i'll let you know
0501:53	R10	alright thank you w n
0501:54	OGG	a a
0502		
0503		
0503:45	R10	november three five five four yankee h c f approach radio check
0503:57	R10	november three five five four yankee h c f approach *(if you) hear this transmission contact h c f approach on one two one point two or one one niner point five---cessna three five five four yankee

0505

0506

0506:51 OGG maui

0506:52 R10 ah sector nine ten um anything yet

0506:56 OGG no nothing i've been looking out there and i haven't seen anything either

0506:58 R10 uh---you know why the last time *(i observed) him was maybe north northeast about five six miles

0507:05 OGG yeah---that's the last time i saw him too on our scope

0507:08 R10 (unintelligible) did you notice if he was coming back to the south or *(just cause) he told me he was gonna do a right three sixty

0507:15 OGG yeah i it looked like he started making *(a ah) he was making *(the) right turn and it looked like he started swinging back to the left and that was when it dropped off

0507:21 R10 shucks---uhm---all right thanks

0507:25 OGG *(all right)

0507:26 R10 w n

0508

0508:03 R10 november three-five five four yankee h c f approach radio check how do you hear

0508:29 R10 november three five five four yankee h c f approach radio check how do you hear

0508:47 R10 (unintelligible) yeah---okay so---this is the relief brief for ah sector nine and ten combined you have the s i a's---yeah---okay information information mike is current---uhm---i never broadcasted it so make sure you get a broadcast on that---uhm winds are from the west at two thirty---uhm---v f r to the north but you got some haze and stuff like that so they might not be calling the field from the south side *(set em) up for the approach because of the haze---uhm (unintelligible) light winds and haze and mist---*(anyways) normal flow---um i'm not talking to anybody at the moment november three five five four yankee was the last guy i talked to about maybe ten minutes ago ten twelve minutes ago---he was enroute to molokai *(i gave him) own navigation (own altitude radar identified) uhm---i issued traffic *(there was a) speed buggy coming in---so---*(at around) like ah maybe around here five miles northwest---he started a turn to the he started turning this way to the northeast (unintelligible) you know---*(from) what i saw him doing *(it was like) uhm---yeah uhm (unintelligible) to molokai (unintelligible) uhm i gave him the frequency for molokai vortac he said he tuned it in---and then *(he's) requesting radar vectors and i asked him like well do you want an i f r clearance he said no he wants to stay v f r and uhm---he asked for a heading *(like radar vectors) so i told him a two ninety five or three hundred heading *(which was from bout here) would take him north of cape halawa---(unintelligible) do a right three sixty for that instead of turning right and then he just dropped off my scope i'm not talking to him *(or ah) talked to tower and i'm like so what we can do *(to a) like raise this guy because (unintelligible) called the tower *(they don't know) uhm---ah when did it drop off there---about ten minutes ago ah at zero five hundred---

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N3554Y

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and took the lat longs uhm (unintelligible) from the vortac when to the last place
observed i observed him about seven hundred feet of the last altitude that I have
observed (unintelligible) seventeen hundred feet north like north bound---v fr
conditions so---ah---all rightie (unintelligible) that's all i got w n a r

0512
0513-0516
0517



End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation under the
circumstances.

Section 11.

FAA Form 8020-26, Personnel Statements

HCF-CCF-0060
N3554Y

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Honolulu Control Facility CCF	2. Report Number: HCF-CCF-0060
4. Location of Accident/Incident: Kahului, HI, 7 NM north of Kahului Airport		3. Aircraft Identification and Type: N3554Y / C172	
6. Name and (Operating Initials): Daniel W.N. Jeremiah (WN)		7. Title: ATCS	5. Date, Time of Accident/Incident (UTC): December 2, 2012; 0459 UTC 8. Position and Time (UTC): R10 AP 0436-0509 UTC
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. Text of Statement: <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </div>			
<div style="text-align: center;"> <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT </div> <p>N3554Y, A CESSNA 172, DEPARTED VFR FROM KAHULUI AIRPORT TO MOLOKAI AIRPORT. THE AIRCRAFT WAS RADAR IDENTIFIED AND INSTRUCTED TO RESUME OWN NAVIGATION AND ALTITUDE. 4 MILES NORTHWEST OF KAHULUI AIRPORT I OBSERVED THE AIRCRAFT TURNING NORTHEAST BOUND GOING AWAY FROM HIS DESTINATION. I ASKED THE PILOT TO VERIFY HIS DESTINATION AIRPORT. HE REPLIED REQUESTING RADAR VECTORS. I ASKED THE PILOT WHERE HE WANTED RADAR VECTORS TO. HE SAID MOLOKAI. I ASKED IF HE WANTED AN IFR CLEARANCE TO MOLOKAI AIRPORT. PILOT SAID NEGATIVE. I ASKED IF HE WAS TUNED IN TO THE MOLOKAI VORTAC. HE ASKED IF THE FREQUENCY WAS 116.1. I ISSUED THE CORRECT FREQUENCY OF 116.1. HE SAID THAT HE GOT IT. I THEN REQUESTED THE PILOT TO REPORT ON COURSE TO MOLOKAI. I ADVISED THE PILOT THAT I STILL OBSERVED HIS TRACK NORTHEAST BOUND AND THAT A 295 OR 300 HEADING WOULD TAKE HIM TO THE NORTH SIDE OF MOLOKAI. THE PILOT STATED THAT HE WAS GOING TO DO A 360 TO THE RIGHT. I FOLLOWED UP WITH QUESTIONS TO VERIFY HIS INTENTIONS. THE PILOT DID NOT RESPOND. RADAR CONTACT WAS LOST. I ATTEMPTED TO CONTACT THE PILOT ON BACKUP FREQUENCIES AND GUARD FREQUENCIES WITH NO RESPONSE. I CALLED THE MAUI TOWER BUT THEY WERE NOT IN COMMUNICATION WITH THE AIRCRAFT. I NOTIFIED THE SUPERVISOR.</p>			
11. Signature of Witness: 		12. Date of Signature: 12.03.12	

Section 12.

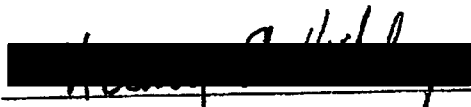
Weather Products

HCF-CCF-0060
N3554Y

RM CD-64
(REVISED)
Prescribed By
D.A.O. 201-17

U. S. DEPARTMENT OF COMMERCE
Asheville, N.C.


**I CERTIFY that the attached are authentic and true copies of
meteorological records on file in the NATIONAL CLIMATIC DATA
CENTER, ASHEVILLE, NORTH CAROLINA.**


NANCY A. RITCHEY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

.....
**I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS
CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of
signing, DATA ADMINISTRATOR, NATIONAL CLIMATIC DATA
CENTER, and that full faith and credit should be given his certificate as such. I
further state that I am the person to whom the said custodian reports.**

**IN WITNESS WHEREOF, I have hereunto
subscribed my name and caused the
seal of the Department of Commerce
to be affixed
on this date: DEC 05 2012**

For the SECRETARY OF COMMERCE:


THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER
(Certifying Officer)

HCF-CCF-0060
N3554Y

U.S. Department of Commerce
National Oceanic & Atmospheric Administration

**QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA**
(may be updated)
HOURLY OBSERVATIONS TABLE
KAHULUI AIRPORT (22516)
KAHULUI, HI
(12/2012)

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

Elevation: 51 ft. above sea level
Latitude: 20.899
Longitude: -156.428
Data Version: VER2

Date	Time (LST)	Station Type	Sky Conditions	Visibility (SM)	Weather Type	Dry Bulb Temp		Wet Bulb Temp		Dew Point Temp		Rel Humd %	Wind Speed (MPH)	Wind Dir	Wind Gusts (MPH)	Station Pressure (in. hg)	Press Tend	Net 3-hr Chg (mb)	Sea Level Pressure (in. hg)	Report Type	Precip. Total (in)	Alt. meter (in. hg)
						(F)	(C)	(F)	(C)	(F)	(C)											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
01	0054	11	CLR	10.00		63	17.2	60	15.6	58	14.4	84	6	150		30.03			30.09	AA		30.08
01	0154	11	CLR	10.00		82	16.7	80	15.3	58	14.4	87	6	150		30.00	8	008	30.06	AA		30.05
01	0254	11	CLR	10.00		82	16.7	59	15.0	57	13.9	84	5	160		29.98			30.05	AA		30.03
01	0354	11	CLR	10.00		61	16.1	59	14.8	57	13.9	87	5	170		29.98			30.04	AA		30.03
01	0454	11	CLR	10.00		62	16.7	59	14.7	56	13.3	81	7	140		29.98	6	008	30.04	AA		30.03
01	0554	11	CLR	10.00		60	15.6	57	13.9	55	12.8	84	0	000		29.98			30.04	AA		30.03
01	0654	11	CLR	10.00		61	16.1	58	14.5	56	13.3	84	5	140		30.00			30.06	AA		30.05
01	0854	11	CLR	10.00		85	18.3	61	16.3	59	15.0	81	0	000		30.01	3	011	30.07	AA		30.08
01	0754	11	CLR	10.00		75	23.9	66	19.0	61	16.1	62	0	000		30.00			30.06	AA	T	30.05
01	0854	11	CLR	10.00		78	25.6	67	19.6	61	16.1	56	3	350		30.00			30.06	AA		30.05
01	0954	11	CLR	10.00		79	26.1	68	20.1	62	16.7	56	6	340		29.99	8	004	30.06	AA		30.04
01	1054	11	FEW050	10.00		81	27.2	69	20.8	63	17.2	54	5	320		29.98			30.04	AA		30.03
01	1154	11	FEW045	10.00		81	27.2	69	20.4	62	16.7	53	6	350		29.95			30.01	AA		30.00
01	1254	11	FEW045 SCT065	10.00		82	27.8	70	21.2	64	17.8	55	8	020		29.93	7	021	30.00	AA		29.98
01	1354	11	FEW045	10.00		81	27.2	70	21.1	64	17.8	56	7	VR		29.93			29.99	AA		29.98
01	1454	11	FEW040	10.00		80	26.7	70	21.2	65	18.3	60	6	VR		29.93			29.99	AA		29.98
01	1554	11	FEW040	10.00		79	26.1	70	21.0	65	18.3	62	5	310		29.93	5	000	30.00	AA		29.98
01	1654	11	FEW040	10.00		76	24.4	70	20.8	66	18.9	71	5	350		29.96			30.02	AA		30.01
01	1754	11	FEW050	10.00		76	24.4	70	21.1	67	19.4	74	7	250		29.96			30.05	AA		30.03
01	1854	11	SCT025	10.00		75	23.9	69	20.6	66	18.9	74	3	220		30.01	3	027	30.07	AA		30.06
01	1954	11	SCT025	10.00		73	22.8	69	20.2	66	18.9	79	0	000		30.02			30.09	AA		30.07
01	2054	11	FEW039	10.00		71	21.7	68	19.9	66	18.9	84	0	000		30.02			30.09	AA		30.07
01	2154	11	CLR	10.00		70	21.1	67	19.3	65	18.3	84	5	150		30.02	1	004	30.09	AA		30.07
01	2254	11	CLR	10.00		69	20.6	66	18.8	64	17.8	84	3	170		30.01			30.07	AA		30.06
01	2354	11	CLR	10.00																		

Dynamically generated Wed Dec 05 09:18:54 EST 2012 via [REDACTED]

HCF-CCF-0060
N3554Y

12/5/2012

U.S. Department of Commerce
National Oceanic & Atmospheric Administration

**QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA**
(may be updated)
HOURLY REMARKS OBSERVATIONS TABLE
KAHULUI AIRPORT (22516)
KAHULUI, HI
(12/2012)

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

Elevation: 51 ft. above sea level
Latitude: 20.899
Longitude: -156.428
Data Version: VER2

Date	Time	Remarks
01	0054	AO2 SLP190 T01720144 TSNO
01	0154	AO2 SLP180 T01670144 10228 20167 58008 TSNO
01	0254	AO2 SLP175 T01670139 TSNO
01	0354	AO2 SLP174 T01610139 TSNO
01	0454	AO2 SLP172 T01670133 56008 TSNO
01	0554	AO2 SLP174 T01580128 (FY)
01	0654	AO2 SLP181 T01610133 (FY)
01	0754	AO2 SLP183 T01830150 10183 20139 53011 (FY)
01	0854	AO2 RAB39E53 SLP181 P0000 T02390161 (FY)
01	0954	AO2 SLP181 T02560161 (EZ)
01	1054	AO2 SLP179 80000 T02610167 58004 (EZ)
01	1154	AO2 SLP173 T02720172 (JN)
01	1254	AO2 SLP164 T02720167 (TM)
01	1354	AO2 SLP158 60000 T02780178 10289 20183 57021 (TM)
01	1454	AO2 SLP156 T02720178
01	1554	AO2 SLP157 T02670183
01	1654	AO2 SLP158 T02610183 55000
01	1754	AO2 SLP167 T02440189
01	1854	AO2 SLP175 T02440184
01	1954	AO2 SLP184 T02390189 10283 20239 53027
01	2054	AO2 SLP188 T02280189
01	2154	AO2 SLP188 T02170189
01	2254	AO2 SLP188 T02110183 51004
01	2354	AO2 SLP184 T02080178 402890139

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HCF-CCF-0060
N3554Y

12/5/2012

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
Data Version: VER2

QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA
(may be updated)
HOURLY PRECIPITATION TABLE
KAHULUI AIRPORT (22516)
KAHULUI, HI
(12/2012)

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

A.M. HOUR(L.S.T) ENDING AT													P.M. HOUR(L.S.T) ENDING AT													
DT	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	-9-	-10-	-11-	-12-	-DT-	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	-9-	-10-	-11-	-12-	-DT-
01									T				01													01

HCF-CCF-0060
N3554Y

12/5/2012

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QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

(may be updated)

NOAA, National Climatic Data Center

Month: 12/2012

Station Location: KAHULUI AIRPORT (22516)

KAHULUI, HI

Lat. 20.899 Lon. -156.428

Elevation(Ground): 51 ft. above sea level

Month: 12/2012											Significant Weather	Snow/Ice on Ground(In)		Precipitation (In)		Pressure(inches of Hg)		Wind: Speed=mph Dir=tens of degrees								Date
Date	Temperature (Fahrenheit)						Degree Days Base 65 Degrees		Sun			1200 UTC	1800 UTC	2400 LST	2400 LST	Avg. Station	Avg. Sea Level	Resultant Speed	Res Dir	Avg. Speed	max 5-second		max 2-minute			
	Max.	Min.	Avg.	Dep From Normal	Avg. Dew pt.	Avg Wet Bulb	Heating	Cooling	Sunrise LST	Sunset LST		Depth	Water Equiv	Snow Fall	Water Equiv						Speed	Dir	Speed	Dir		
	1	2	3	4	5	6	7	8	9	10		11	13	14	15						16	17	18	19	20	
01	84	57*	71*	-4	62	65	0	6	0646	1744		0	M	0.0	T	29.98	30.05	0.3	17	4.2	15	360	13	330	01	

12/5/2012

 HCF-CCF-0060
N3554Y

441

WSPA10 PHFO 010235
SIGPAW

KZAK SIGMET WHISKEY 6 VALID 010235/010635 PHFO-
OAKLAND OCEANIC FIR WDSR TS WI N3415 W16530 - N3215 W15815 - N2245
W16615 - N2145 W17115 - N3415 W16530. CB TOPS TO FL460. MOV NE 30KT.
NC.

712

WSPA10 PHFO 010630
SIGPAW

KZAK SIGMET WHISKEY 7 VALID 010635/011035 PHFO-
OAKLAND OCEANIC FIR EMBD TS WI N3142 W16351 - N3059 W16020 -
N2416 W16601 - N2349 W16928 - N3142 W16351. CB TOPS TO FL510. MOV ENE
20KT. INTSF. BASED ON SATELLITE OBS.

546

WSPA10 PHFO 011030
SIGPAW

KZAK SIGMET WHISKEY 8 VALID 011035/011435 PHFO-
OAKLAND OCEANIC FIR EMBD TS WI N3126 W16305 - N3023 W15946 -
N2658 W16149 - N2516 W16114 - N1932 W16717 - N2341 W16740 - N3126
W16305. CB TOPS TO FL510. MOV E 25KT. NC. BASED ON SATELLITE OBS.

438

WSPA10 PHFO 011430
SIGPAW

KZAK SIGMET WHISKEY 9 VALID 011435/011835 PHFO-
OAKLAND OCEANIC FIR EMBD TS WI N2913 W16059 - N2857 W15844 -
N2416 W16020 - N1802 W16651 - N2023 W16639 - N2913 W16059. CB TOPS
TO FL510. MOV E 20KT. NC. BASED ON SATELLITE OBS.

741

WSPA10 PHFO 011630
SIGPAW

HCF-CCF-0060

N3554Y

KZAK SIGMET WHISKEY 10 VALID 011630/012030 PHFO-
OAKLAND OCEANIC FIR WDSR TS WI N3000 W15845 - N2945 W15445 - N2415
W15800 - N1815 W16345 - N1830 W16745 - N3000 W15845. CB TOPS TO
FL480. MOV ENE 20KT. NC. BASED ON SAT AND LTG OBS.

626
WSPA10 PHFO 012010
SIGPAW

KZAK SIGMET WHISKEY 11 VALID 012010/020010 PHFO-
OAKLAND OCEANIC FIR WDSR TS WI N3000 W15745 - N2945 W15400 - N2430
W15800 - N1700 W16515 - N1515 W17130 - N3000 W15745. CB TOPS TO
FL480. MOV E 20KT. NC. BASED ON SAT AND LTG OBS.

HCF-CCF-0060
N3554Y