

Post-It® Fax Note

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To <u>JIM STEUBSACK</u>	From <u>KEITH YAMAMOTO</u>
Co./Dept. <u>NTSB</u>	Co. <u>DOT</u>
Phone <u>[REDACTED]</u>	Phone # <u>[REDACTED]</u>
Fax <u>[REDACTED]</u>	Fax # <u>[REDACTED]</u>

FORM APPROVED-OMB No. 004-R-5002

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

PASSENGER STATEMENT

The National Transportation Safety Board, a Federal Agency, is charged by an Act of Congress with the investigation of transportation accidents. The Safety Board issues reports and makes recommendations to other federal and local agencies and to the industry to prevent future accidents and to prevent unnecessary injuries caused by such accidents.

We would appreciate very much your assistance in giving us the benefit of your personal observations and comments regarding this accident so that we may better evaluate the facts, conditions and circumstances surrounding this accident. Your observations also could assist us greatly in our evaluation of the cause of injuries as well as the adequacy of equipment and procedures affecting your survival and escape.

In addition to completing the following specific information, please feel free to comment on any aspect, before, during or after the accident, that you believe may have had a bearing on the accident cause or on subsequent events.

STATEMENT

Name: KEITH YAMAMOTO Age: 55 Height: [REDACTED] Weight: [REDACTED]
Address: [REDACTED] HON. HI 96817
Occupation: ADMINISTRATOR Telephone: [REDACTED]
Injuries: STRAIN TO RIGHT LEG, SOME LOWER JAW AND
CROWN AREA.

If you sustained injuries and were treated, provide name and address of doctor or treatment facility:

DR. STELLA TADAKI, KAISER TRONOLUN CLINIC
1010 PENSACOLA ST. HON. HI. 96814

Are you handicapped (through vision, missing limbs, spinal problems, etc., which may affect your movements.) Please specify:

No

Seat Location: If you do not recall your seat number, please specify your position as on the left or right, aisle or window location, number of rows from the front or back, near a specific door or any other method which will assist in locating your position.

Row 2, RIGHT SIDE

A. My Observations Before the Accident

I buckled my seat belt and was talking with Loretta about some of the issues that came up during our visit to Kalaupapa. I remember the pilot saying something about—the test was who remembered his name—someone said Clyde. We then took off—a few minutes into the flight I remember hearing a loud beeping sound and saw the plane started to go down. I could see that the plane was getting closer to the water—we then hit the water. I then remember seeing water coming into the front part of the plane.

B. My Observations During the Accident

I remember hearing people saying get the door open. I then saw people with their life vest on—and asked where were the life vests and someone said in the seat pocket. I put the life vest on and went to the back of the plane I then tried to blow up the vest. I was at the plane door and was passing seat cushions out to people, Loretta came out of the plane with her life vest on I started to blow up her vest—she then pulled the cord that filled her vest. I saw the pilot and he was bleeding from his head—he said we needed to get away from the plane. We got in the water—and I pulled the cord and fully inflated my vest. I remember seeing the pilot swim by he kept saying stay together. When we got in the water it started to get rough and the group got separated. I had lost my glasses and was having a hard time seeing—we were trying to swim and stay close to the group. Loretta was not really saying anything but was breathing very hard and fast- I saw that her eyes were open and her legs were moving- I kept saying be calm and float. We kept swimming for a while toward the others and tried to stay above the waves and avoid swallowing water. I then thought I saw a boat in the distance and I remember saying a boat was coming—and we tried to swim toward the boat—I then realized that I may have been seeing things and a boat was not coming. I then realized that Loretta's eyes were closed and she was no longer breathing hard—I remember seeing her hand floating in the water and she was no longer holding on to me—I kept saying we will be ok and to keep calm. I then realized that I needed to do something to get help. The shore looked close so I decided to swim to shore. I took off my shoes, socks and pants then tried to swim to shore but the life vest kept pulling me upward—I then started to get cramps in my right leg. I realized that I was not going to make it to shore and that the current and waves had pulled Loretta away. The waves were getting higher and I kept trying to keep my head above the waves and to avoid swallowing water. I then remember seeing planes and helicopters flying above. Then a helicopter with a rescue basket and diver arrived and pulled me out of the water and put me on shore.

C. Observations After the Accident

When the diver pulled me out of the water I remember my leg cramping up again he then asked my name. I asked him if they had gotten Loretta—he said they were still working on getting people out. Several staff and patients from Kalaupapa were on shore they gave me blankets and I told them that the Director was still out there. Two other passengers were on shore—we were taken to the airport where nurses and rescue staff were helping people. They asked if I was hurt—I said I was ok—only had a cramp in my leg. I then saw a women covered in blankets and thought she was Loretta and asked her if she was ok—I realized that it was not her. I then saw Mark Miller the Kalaupapa administrator and asked if

Loretta was ok—he said that they were still rescuing people and he did not know, he then later told me that she was ok and was being flown to Honolulu. One of the Kalaupapa residents got me some dry clothes. Then a few minutes later Mark told me that Loretta did not make it. I asked Mark if he knew where she was and I needed to see her—I also asked to see the Kalaupapa Catholic priest. I spoke with the Catholic priest and told him that Loretta did not make it and that she was a devoted catholic and would he please do last rites. Mark then took me to the Kalaupapa facility—the staff were working on cleaning Loretta and the priest was giving the last rites. The staff gave me Loretta's personal items. Mark drove me to airport and I returned to Honolulu.

D. Other Observations

I do not remember the pilot giving us any safety instruction prior to take off. The package that the life vest was in was difficult to open. The life vest was very tight on my neck and I was surprised how difficult it was to remove when I got on shore. The next day I realized that my lower jaw and collar area was sore from the pressure of the life vest. Even with the life vest on I was surprised how much effort was needed to keep my head above the waves and to avoid swallowing water. I also realized that I did not have the life vest belt during most of the time in the water.

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In addition to completing the following specific information, please feel free to comment on any aspect, before, during or after the accident, that you believe may have had a bearing on the accident cause or on subsequent events.

STATEMENT

Name: PHILLIP HOLLSTEIN JR Age: 70 Height: [REDACTED] Weight: [REDACTED]
Address: [REDACTED], KAILUA, HI 96734
Occupation: CONTRACTOR Telephone: [REDACTED]
Injuries: NONE

If you sustained injuries and were treated, provide name and address of doctor or treatment facility:

GOT A GREAT HOT SHOWER, MEAL, AND CLOTHES WASHED AND DRIED AT MOLOKAI MEMORIAL HOSPITAL, MOLOKAI, HI

Are you handicapped (through vision, missing limbs, spinal problems, etc., which may affect your movements.)
Please specify:

NO

Seat Location: If you do not recall your seat number, please specify your position as on the left or right, aisle or window location, number of rows from the front or back, near a specific door or any other method which will assist in locating your position.

LEFT REAR, ROW 4

A. MY OBSERVATIONS BEFORE THE ACCIDENT

Describe your observations before the accident happened such as the weather conditions; the lighting conditions; whether or not you have a seatbelt fastened; your outside observations, etc.

THE WEATHER WAS CLEAR WITH SCATTERED CLOUDS. WE HAD A 3:30^{PM} DEPARTURE - SEATBELT FASTENED SECURELY - NORMAL TAKE OFF TOWARDS OCEAN WITH LEFT TURN DEPARTURE TOWARDS OAHU.

THE OCEAN HAD LARGE SWELL WAVE ACTION WITH MINIMUM WAVE BREAKING. WE WERE VERY FORTUNATE IN HOW WE HIT THE WATER WITHOUT FLIPPING OVER. THE PILOT CAN CONTROL THE AIRPLANE, BUT IN THIS CASE I BELIEVE GOD CONTROLLED OUR TIMING WITH THE WAVE SWELLS UPON OUR IMPACT WITH THE WATER.

B. MY OBSERVATIONS DURING THE ACCIDENT

Describe the accident circumstances considering such things as any unusual occurrences during the accident; the presence of fire or smoke; the direction in which you were thrown; the severity of the impact; etc.

CLIMBING DEPARTURE TURN WAS COMPLETED AND WE WERE CONTINUING CLIMB FOR APPROXIMATELY 30-60 SECONDS WHEN A METALLIC THUNK WAS HEARD WITH INSTANT LOSS OF POWER. NO OTHER SOUNDS, NO SMOKE, FIRE OR ODORS. THE STALL WARNING BEEPED ONCE OR TWICE BEFORE THE PILOT GOT THE NOSE DOWN TO MAINTAIN AIRSPEED AND MADE A SLOW LEFT TURN BACK TOWARDS THE RUNWAY. I DON'T THINK HE HAD TIME TO CALL A "MAYDAY" BECAUSE HE WAS BUSY FLYING THE PLANE. AND IT WAS ONLY 30 SECONDS ± TO IMPACT, WHICH RESULTED IN A FIRM, ABRUPT STOP. THE PILOT THEN SHOUTED "SEATBELTS - FLOATION" - OPEN THE DOOR. THE NOSE SANK FIRST AND HE EXITED OUT HIS DOOR AND SWAM AROUND. NOBODY SAID ANYTHING PRIOR TO IMPACT - NOBODY PANICED.

C. MY OBSERVATIONS AFTER THE ACCIDENT

Describe your method of escape and any difficulties encountered with your seat, seatbelt, debris, etc.; the reaction and behavior of other passengers; your observations of any outside rescue attempts; any occurrence which seemed unusual to you; etc.

I WAS TRYING TO OPEN THE LEFT REAR DOOR BESIDE ME, JAKE KEY WAS ABLE TO OPEN THE RIGHT REAR DOOR WHICH HAD THE STEPS. THE PLANE WAS RAPIDLY FILLING WITH WATER SO I STAYED IN THE LEFT REAR INSIDE AND ASSISTED EVERYONE OUT AND TRIED TO INSURE THEY HAD FLotation GEAR AS THEY EXITED. EVERYONE EXITED PRIOR TO PUTTING ON THE VESTS BECAUSE OF THE PLANE SINKING. ONCE IT SANK TO THE WING LEVEL IT STABILIZED AND REMAINED FLOATING FOR ABOUT AN HOUR AND A HALF. WE STAYED WITH THE PLANE TO PUT ON THE FLotation VESTS, THEN MOVED AWAY JUST IN CASE IT WOULD RAPIDLY SINK AND PULL SOMEONE WITH IT. I SAW ONE COUPLE TOWARDS THE REAR OF THE PLANE WITHOUT THEIR VESTS ON - THE MAN HAD A SEAT CUSHION + THE VEST IN THE BAG WHICH HE SAID HE COULDN'T OPEN. I OPENED IT FOR HIM, PUT IT ON HIM AND INFLATED ONE CO₂ CARTRIDGE. I THEN DID THE SAME FOR HIS WIFE, WHO HAD THE SAME PROBLEM TRYING TO OPEN IT AS HIM. ONCE I SAW EVERYONE WAS OKAY I SWAM FOR SHORE TO GET HELP.

D. OTHER GENERAL OBSERVATIONS

You may use this space to comment on any other aspect of the accident or you may sketch the general accident scene as you observed it, your escape method or the location of fire, etc.

ABOUT HALFWAY IN MY SWIM TO SHORE I SAW A SINGLE ENGINE AIRPLANE CIRCLING US. HE HAD PICKED UP OUR ELT BROADCAST, HOMED IN ON IT, SAW US AND CONTACTED THE COAST GUARD, WHO ARRIVED JUST AFTER I MADE IT TO THE SHORE (PLENTY OF BIG ROCKS THERE! NOT WAIKIKI) I MADE MY BEACH LANDING AT THE SETTLEMENT END OF THE RUNWAY AFTER ABOUT 1 1/2 HRS (GUESSING HERE - NO WATCH) AND FOUND A STATE GUY WITH A PICKUP TRUCK AT THE RUNWAY WHO WAS TRYING TO MAKE RADIO CONTACT WITH THE COAST GUARD AIRCRAFT. I WAS ABLE TO BRIEF HIM ON OUR STATUS: ALL SAFELY OUT, NO APPARENT INJURIES OTHER THAN A SMALL CUT ON THE PILOT'S HEAD FROM MEETING THE INSTRUMENT PANEL. HE WAS OKAY WITH IT.


Signature

EVERYONE WAS CALM AND HELPING EACH OTHER AS NEEDED. I WAS SHOCKED AND SADDENED WHEN I LEARNED LORETTA FUDDY DID NOT MAKE IT. SHE APPEARED TO BE FINE WHEN I LEFT, AND KEITH YAMAMOTO WAS LOOKING OUT FOR HER.