



## **RECORD OF CONVERSATION**

**James F. Struhsaker**  
**Senior Air Safety Investigator**  
**Western Pacific Region**

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**Date: 12/18/13**  
**Passenger Contacted: Ferdinand (Ferd) Puentes**  
**NTSB Accident Number: WPR14fA068, Cessna 208B, N687MA**

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### **Narrative:**

During a telephone conversation with Ferd, he said he was in Kalaupapa to do repairs on the church. He said he heard the engine make a weird sound and then the airplane glided towards the ocean. He opened the door and over the next few minutes, everyone got out. He didn't notice anyone have problems. He said he is a free diver so was very comfortable in the water.

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Senior Air Safety Investigator



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**Date: 12/18/13**  
**Passenger Contacted: Keith Yamamoto**  
**NTSB Accident Number: WPR14FA068, Cessna 208B, N678MA**

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### **Narrative:**

During a telephone conversation with Keith, he said that he was with Loretta Fuddy when she got out of the airplane. He said that her vest was inflated and once in the water she hung onto the airplane for some time. Once away from the airplane, Keith hung onto her vest and spoke words of encouragement to her. She did not speak once in the water.

Keith said he observed her breathing hard and rapidly. She was kicking her feet, but breathing heavily. He thought she looked highly stressed. After sometime, he noticed that her eyes were closed and she was not breathing anymore.

His personal experience with the PFD was that it forced him up and back. It was not allowing him to swim. He said that he did swallow a bit of water and he had to work to have some kind of control. It was a lot of effort to do it and he swallowed a lot of water. Keith was in the water approximately 90 minutes before he was picked up.

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**Date: 12/30/13**  
**Passenger Contacted: Phil Hollstein**  
**NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA**

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### **Narrative:**

During a telephone conversation Phil said that everyone got out without a problem; there was not panic. He said he helped an older couple put on their PFDs. They put them on after they left the airplane. Mr. Briley had been holding a seat cushion when he first got in the water. Phil said the older couple could not open the vest's envelopes; the material was too thick/strong. So Phil opened their plastic envelopes and helped them put their PFDs on. He said he pulled one CO2 cartridge each. He said that was all that was needed.

He put his on and it seemed small or tight. It worked fine, but later he discovered that it was an infant's life vest. He then started swimming to shore. He was an ex sky diver and special forces military man, and felt comfortable in the water.

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**Date: 12/30/13**

**Persons Contacted: Lynette Schaefer, sister to Loretta Fuddy**  
Scotty Schaefer, brother-in-law to Loretta

**NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA**

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### **Narrative:**

During a telephone conversation with the two of them, they said that Loretta never swam in the ocean. She had done some swimming and water aerobics in swimming pools, but to their knowledge not recently. They said she was 65, overweight and not in very good physical shape. At Thanksgiving time, Loretta had told them that she had some kind of irregular heartbeat. She said at the time that she planned to get it checked out.

Lynette and Scotty said that at the funeral, some of the other passengers said they were getting cold by the time they were rescued; just a bit hypothermic. They were also told that the life-vests (PFDs) made it difficult to swim forward. They could float on their backs, but then water slapped on their faces.

Lynette and Scotty both work for the Maui police force on Molokai. They were at the Molokai Airport. Scotty was in the command post and reported that communications to the rescue scene were very difficult, i.e. communications had to be relayed back and forth. He said that added to the complexity of the recovery.

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**Date: 12/15/13**

**Person Contacted: Denise McGovern, daughter of passengers Bruce and Marilyn Briley**  
**NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA**

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### **Narrative:**

During a telephone conversation, Denise reported that her father, Bruce, had broken ribs and a gash on his head. He was in pain and had difficulty breathing. Her mother, Marilyn, was still in the hospital with broken ribs and sternum. She was also having difficulty breathing.

The Brileys reported that they were picked up by the Coast Guard and taken to the airport at Kalaupapa. Then they were transported to Honolulu where they were taken to the hospital.

What they remember of the accident was "shortly after takeoff hearing a Bang and then an instant loss of power." The airplane seemed to be in the water in moments. They had time to put their PFDs on. Mr. Briley (77) did say they were briefed for their flight over in the morning, but did not receive a briefing for the return flight. They just got in the airplane and departed.

Mrs. Briley was scheduled to get out of the hospital in several days.

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**Date: 02/14/14**  
**Passengers Contacted: Rosa Key and Jacob Key**  
**NTSB Accident Number: WPR14FA068, N687MA**

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### **Narrative:**

During a telephone conversation with Rosa and Jake, they reported that they were not swimmers, maybe a little. Jake seemed a bit little more confident in the water than Rosa. They did say that they would get into the ocean near the shore, with other people around. Rosa said that the pilot did assign them seats, but gave no other instructions. He did not provide a safety briefing. He only asked how many had flown over that morning. And then said, "you know the procedures."

The two said the takeoff appeared normal. On climb out, she heard a "LOUD BANG", and then whistles and horns. After they landed in the water, Jake worked at getting the rear door open; he said there was general panic in the airplane. When the door opened, he immediately jumped into the ocean. He did not have a life vest on, nor did he have one in his hand. Rosa jumped out behind him, and she also did not have a vest either. Jake said that someone was throwing them out of the airplane and he grabbed two that were floating nearby. He inflated his, without putting it on, and just held onto it. He put the other one over Rosa's head and inflated it. Her waist strap was not secured. She said it pushed up around her head and was choking her. She said it was very stressful, and she had trouble handling [using] it.

She said the pilot yelled for them to stay together, but the ocean waves and currents quickly separated them. Rosa said that an older female passenger was next to her for a while, and she appeared to be in shock and very quiet. In summary, Rosa and Jake felt that better floatation would definitely have helped. The life vests were not easy to use. Also, the pilot did not give a briefing. Rosa felt that was very crucial in this case. She also thought they should have started their flight with life vests on. Rosa said she flies to Kalaupapa often, and she will not fly in a single engine airplane again.

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