



RECORD OF CONVERSATION

James F. Struhsaker
Senior Air Safety Investigator
Western Pacific Region

Date: 01/03/14
Person Contacted: USCG, CDR Gregory Matyas
NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA

Narrative:

During a telephone conversation, the U.S. Coast Guard pilot said he was in the second Dolphin helicopter in the left seat. When his helicopter arrived on scene, a navy helicopter was putting down smoke, which expedited the location and recovery of the people in the water. He said the yellow life vests were very easy to see in the water and the overhead C-130 helped with communication issues. He felt that the additional aircraft that were helping with smoke and communication, reduced the stress of the rescue mission. Overall the recovery went smoothly. He said that they carried passenger Keith Yamamoto back to Honolulu.

CDR Matyas said that his swimmer was Mark Peer.

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Date: 01/03/14
Person Contacted: USCG, Lt. D. Westerman
NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA

Narrative:

During a telephone conversation the U.S. Coast Guard pilot said they had launched two MH-65Cs (Dolphins) at approximately 1615 HST. They cruised at about 140 knots towards Molaka'i, but had strong headwinds. They arrived at the accident location at about 1654 and were directed to the people in the water by the Coast Guard C-130H Hercules, which was flying overhead. Lt. Westerman was flying the second Dolphin and it was directed to two yellow life vests in the water. Their pick up took only 5 or 10 minutes; they delivered the two people a short distance away to Kalaupapa Airport, Kalaupapa, Hawaii. The one rescued individual was deceased, and the other they flew to Oahu and dropped at the hospital.

Lt. Westerman said the coordination of the event went well. Two comments: the Personal Floatation Devices (PFDs) appeared to be very tight on the two individuals rescued. The swimmer thought it may have contributed to the deceased person's difficulties in the water. The second observation was that none of the PFDs had reflectors on them. Lt. Westerman stated that the yellow color helped a great deal, but if it had been night, it would have been very difficult to locate individuals in the water.

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Date: 01/06/14
Person Contacted: Lt. Shawn Chauvot
NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA

Narrative:

During a telephone conversation, the U.S. Coast Guard pilot said he was in the left seat of the first Dolphin to get airborne; which was about 1554 HST. He was in the ready ship. On the way over, the rescue helicopter from Maui was not on frequency, and he did not know the Maui helicopter was there until he picked it up on TCAS. He said they got within a mile of him before they could see him. He said they picked up two victims from the water, Mrs. Marilyn Briley and the pilot Clyde Kawasaki. They flew them a short distance to Kalaupapa Airport and dropped them there.

He said there was some confusion with the number of helicopters overhead and the Maui helicopter was on another frequency. He said an EMS helicopter showed up as well as well as a Navajo twin-engine airplane.

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Date: 01/08/14
Person Contacted: Lt. Weston D. Red Elk
NTSB Accident Number: WPR14FA068, Cessna 208B, N687MA

Narrative:

During a telephone conversation, the U.S. Coast Guard pilot said he was in the right seat of the first Dolphin to get airborne; which was about 1554 HST. He was in the ready ship. On the way over, the rescue helicopter from Maui (yellow MD-500; possible from HNL) was not on frequency, and he did not know the Maui helicopter was there until he picked it up on TCAS. He said they got within a mile of him before they could see him. He said they picked up two victims from the water, Mrs. Marilyn Briley and the pilot Clyde Kawasaki. They flew them a short distance to Kalaupapa Airport and dropped them there.

After a brief triage at Kalaupapa, his aircraft flew back to HNL with Marilyn Briley and Ferdinand (Ferd) Puentes and landed at HNL to meet ambulances. Fuel constraints did not permit them to land at the Hospital.

He said there was some confusion with the number of helicopters overhead and the Maui helicopter was on another frequency. The Hercules airplane overhead helped a great deal with the coordination. He said an EMS helicopter showed up as well as well as a Navajo twin-engine airplane.

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