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(202) 314-6000 (phone)

12.18.2013

REQUEST FOR INFORMATION UNDER FREEDOM OF
INFORMATION ACT 5 USC 552

Dear Mr. Sedor

Under Freedom of Information Act 5 USC 552 I am requesting release of following documents in relation to 12.11.2013 forced water landing of Cessna Caravan plane flight from Molokai to Honolulu, which led to death of the Director of Health of the State of Hawaii, Loretta Fuddy. Documents requested are as follows:

1. Coroner's/Medical Examiner's report of the autopsy and cause of death of Loretta Fuddy
2. Toxicology lab report in relation to the autopsy of Ms. Fuddy
3. Name of the individual who identified the body as one of Loretta Fuddy's.
4. Radio transmissions from the plane, including the May-day calls of the pilot.
5. Any and all documents explaining why NTSB on 12.18.2013 had two reports of accidents on 12.16.2013 and no report or mention of 12.11.2013 accident in Hawaii. See attached NTSB report.
6. Any and all documents explaining the discrepancy between two reports of the accident in the media: one report

showing deceased Loretta Fuddy's body in the fuselage of the plane, another showing her out of the plane, wearing a life vest, holding hands with her deputy Keith Yamamoto and awaiting to be rescued. If the first report is correct and Ms. Fuddy's body was in the fuselage of the plane, whose body was recovered floating in the ocean, if on the other hand Ms. Fuddy's body was found floating in the ocean, whose body remained in the fuselage of the plane?

7. Any and all documents explaining why initially NTSB spokesman Eric Weiss stated that the plane will not be recovered, while later after public outcry and inquiry why the plane will not be recovered from 70 feet depth and 500 feet from shore, NTSB announced that the plane will be recovered.

8. Manifesto of the flight and any and all documents explaining discrepancy in the account of the total number of the passengers. According to the airline, Makani Kai Air, there were 8 passengers and a pilot, 9 people in total, however according to the Coast Guard first responders they identified 9 people floating in the water, which did not include C Philip Holstein, who swam to shore and the pilot, Clyde Kawasaki, who according to eyewitness, Reverent Pat Killilea, swam to shore in order to summon help. These accounts of passengers and victims put the total number of people on the plane at 11, not 9.

9. Any and all documentations explaining why there was no help for an hour and a half, even though the plane went down only 500 feet from shore. According to his interview to the media, 70 year old passenger C. Philip Holstein swam to shore and reported that it took him approximately an hour and a half. He reached the shore and was not picked up by the Coast Guard and Fire rescue. Why these entities did not pick up Mr. Holstein and he had to swim for an hour and a half to shore?

10. What was the cause of the crash?

11. Any and all explanation why the alleged body of allegedly deceased Loretta Fuddy was released the next business day after the autopsy, even though there was no coroner's report and no toxicology report and those are not expected for 2 more weeks since the release of the body?

12.any documents explaining why the pilot Clyde Kawasaki, is not listed as an employee of Makani Kai air, even though other pilots are listed.

13. any explanation for a discrepancy in a report by C. Philip Holstein who stated that initially after crash water landing all the passengers just sat in the plane until it started sinking and the report by the pilot that he in the water up to his waste very quickly and he ordered the passengers to get out of the plane very quickly

14. any and all reports of any attempts to resuscitate Ms. Fuddy

15. Any and all reports and/or witness accounts, passenger accounts, including, but not limited to accounts of

Helicopter Pilot: Jack Matiasovich

Rescue 10 personnel: Captain Jaime Joyo, FF's Kodi Shepley and Beau Gaddis

Coast Guard Picked up Loretta Fuddy.

C Phillip Holstein- passenger

Keith Yamamoto passenger

Rose Key passenger

Jacob Key passenger

Clyde Kawasaki-pilot

passenger #6 described as a man around 70 years old, rescued by helicopter pilot

passenger #7

passenger #8

possible passenger #9

possible passenger #10

Eric Weiss-NTSB spokesman

Pat Killilea-witnessed pilot swim ashore to get help

Joseph Ferguson-rescue pilot

P.J. Ornot- aviation survival technician

Mark Peer- rescue swimmer who rescued a an older man, 60-70 years old and Loretta Fuddy

reporters Jennifer Kelleber and Greg Kakesako

Randi Lite-administrator of Molokai General Hospital

Ian Gregor, FAA spokesman

nurses and doctors at Molokai General hospital who observed

Loretta Fuddy when she was pronounced dead: did she have any injuries, color of skin, status of the pupils of her eyes, color of fingernails? What was the preliminary cause of death by the attending physician? What was the temperature of the body? Did anyone try CPR, defibrillator, any attempts by anyone to resuscitate her?

U.S. Coast Guard Lt. Weston Red Elk

Employees of the Care center at Kalaupapa, where Fuddy was brought by the rescuers and where priest Pat Killilea gave her last rights. why was she brought to the care center at Kalaupapa and not to Molokai general Hospital?

Respectfully,
Dr. Orly Taitz ESQ

Compilation of pertinent reports in regards to the crash found in KHON 2, Honolulu star advertiser, Associated Press and other media organizations, which document conflicting reports:

In the article you show by Jennifer Sinco Kelleher, Associated Press, C. Phillip Holstein claims to have been the person to have swum to the shoreline –

“....Bobbing in the water, Hollstein noticed the pilot and seven other passengers seemed fine. “I didn’t want to sit out there bobbing, so I figured I’d take a shot at going to the shoreline.”

He guesses the swim to the rugged shoreline took an hour and a half.’

But in this article by Gregg K. Kakesako in the Honolulu [Star](#) Advertiser, the pilot is identified as the one who swam ashore -

<http://www.staradvertiser.com/news/breaking/235590541.html>

“The Rev. Pat Killilea, pastor of St. Francis Church at Kalaupapa, said he didn’t see the plane hit the water, but watched rescue operations from Kalaupapa’s airport where the survivors were taken.

Killilea said the pilot swam to shore to get help for the passengers floating offshore.

“He (pilot) had been able to get the passengers out of the plane wearing their life vests. However, once in the water they were beginning to drift apart and so he decide to swim to shore to get help,” Killilea said this morning in a phone interview. He added, “There was blood on his

(pilot's) chest when he arrived at the airport.”

Holstein is not the pilot.

Why there was no immediate rescue? Why did the pilot have to swim to shore to get help, why wasn't help dispatched right away, since the engine stopped only 1 and a half minutes after take-off according to passenger C. Phillip Holstein. Is it Benghazi all over again?

Posted on | December 14, 2013 | [No Comments](#)

Submitted on [2013/12/13 at 6:33 pm](#)

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Holestein is not the pilot.

[More conflicting evidence: initial reports state that all 9 people survived: one swam to shore, 3 rescued by the helicopter and 5 by Fire rescue, later the story was changed. Passenger C. Phillip Holstein contradicted the reports of her body being the the fuselage, he stated that she was fine when she got out of the](#)

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Last Moments Recounted of Official Killed in Crash

HONOLULU December 12, 2013 (AP)

By JENNIFER SINCO KELLEHER Associated Press



Family's Plane Vanishes Over Idaho Wilderness

NEXT VIDEO TWO SURVIVE PLANE CRASH IN ALASKA WILDERNESS

AUTO START: ON OFF

AP

In the final moments of her life, Hawaii Health Director Loretta Fuddy clung to the hand of her deputy after a small plane taking them back to Honolulu crashed in the ocean off the island of Molokai.

Fuddy, who gained notoriety in 2011 for her role in making President Barack Obama's birth [certificate](#) public, was one of nine people onboard the flight that went down Wednesday. She was the only one who died.

In the water, Fuddy held hands with deputy director Keith Yamamoto as he tried to help her relax, said the Rev. Patrick Killilea, who consoled Yamamoto after the ordeal.

"He recounted how he said he helped Loretta into her life jacket and he held her hand for some time," the priest said. "They were all floating together and she let go and there was no response from her."

Coast Guard rescuers who arrived after making the half-hour [flight](#) from Oahu to the neighbor island said Thursday that the single-engine turboprop aircraft wasn't visible when they got there, only the nine passengers floating across about a half-mile of water littered with random debris.

The rescuers in two helicopters and an HC-130 airplane said the people were in clusters and acted calm when help arrived.

"I'm sure they were exhausted," Aviation Survival Technician P.J. Ornot said. The passengers were wearing inflatable yellow life jackets, floating on their backs in the water, he said.

Rescue swimmer Mark Peer said when he swam to Fuddy, she was unresponsive and he couldn't find a pulse.

"It was not a good feeling," he said.

The crash occurred when the single engine of the 2002 Cessna [Grand Caravan](#) failed soon after it took off from Molokai and made its turn toward Honolulu, said Richard Schuman, owner of Makani Kai Air, operator of the plane.

Schuman said the pilot did his best to get the plane down safely and keep the passengers together in the water. Asked how they survived, he responded: "Will."

"There's only one engine on that plane, and when it quits on you, you just have to deal with it in that moment," he said.

Three passengers were pulled from the water by the two Coast Guard helicopters, and Maui fire crews picked up others. One person swam ashore.

Other details remained sketchy Thursday on how Fuddy, 65, was killed and how the others survived. Molokai General Hospital Vice President Randy Lite said Fuddy's body will remain at the hospital until an autopsy is conducted.

Schuman said he did not yet know why the engine failed because he has not been able to see the plane. The aircraft had no previous problems, he said.

Federal Aviation Administration spokesman Ian Gregor said investigators planned to speak with the pilot, whose name was not released, and some passengers about the crash as they seek more details.

However, the location of the wreckage, combined with wind and wave conditions, likely means it won't be recovered, said NTSB spokesman Eric Weiss.

Gov. Neil Abercrombie said Fuddy was loved and respected.

"Her knowledge was vast, her counsel and advice always given from her heart as much as from her storehouse of experience," he said.

About 100 Health Department employees lined up to pay their respects to Fuddy's family members who attended a gathering in her memory at the department's parking lot Thursday.

PAGE

• Last Moments Recounted of Official Killed in Crash

- HONOLULU December 12, 2013 (AP)
- Page 2 of 2

AP

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- Immediately after the crash, Fuddy's body was taken to a care home at Kalaupapa, where Killilea, the pastor of Kalaupapa's St. Francis Church, said he made the sign of the cross on her forehead as she lay on a gurney surrounded by nurses and the distraught Yamamoto.
- Three survivors were transported by helicopter to a Honolulu hospital, two declined to be medically evacuated, and three were taken to Molokai General Hospital with minor injuries, officials said.
- Molokai hospital staff helped them dry their clothing and gave them a place to rest until they could get rooms at the island's only [hotel](#), Lite said. They checked out of the hotel early Thursday.
- No further information was available on the other passengers or the pilot.
- Fuddy and Yamamoto were on the [flight](#) after an annual visit to Kalaupapa, where the state exiled leprosy patients until 1969. The area is accessible only by plane or mule.
- The leprosy settlement on Kalaupapa is still run by the Health Department, though only a few former leprosy patients [continue](#) to live there.
- The NTSB had no records of accidents for Makani Kai Air dating back to 1962, while the FAA had records of only two minor incidents that resulted in no injuries.
- In 2012, a piece of trash got caught in a helicopter causing the pilot to abort takeoff. In 1998, a pilot heard a noise in the main rotor and landed in an open field with no injuries.
- Dear Orly,
- Here is another airplane survivor's name, Rosa Key.
- <http://www.staradvertiser.com/s?action=login&f=y&id=235839991>
- 'He was calling to everyone to stay together, even though he was bleeding.'
- The owner of Makani Kai Air says the pilot told him the crash was caused by engine failure
- By Gregg K. Kakesako
- POSTED: 01:30 a.m. HST, Dec 14, 2013

- Rosa Key has had a hard time sleeping — the events of Wednesday [play](#) over and over in her head.
- “It was like slow motion”, said Key, one of eight survivors of a plane crash in waters off Kalaupapa that took the life of state Health Director Loretta Fuddy.

Paula Hoehn



By [Cam Tran](#)

EXCLUSIVE: 2 survivors in Molokai plane crash speak out

Rosa Key: "It was like a slow motion of everything"

Published 3:26 PM HST Dec 12, 2013

Two survivors of the plane crash off Molokai were sitting directly behind Hawaii Department of Health Director Loretta Fuddy when the aircraft went down Wednesday afternoon. Fuddy died in the crash.

- [**Airline owner: Crash caused by engine failure**](#)



The owner of an airline that operated a plane that crashed in Hawaii waters and killed the director of the state health department says the crash was caused by engine failure.

[More](#)

- [**Loretta Fuddy remembered as 'good lady' and 'genuine person'**](#)



The news is hitting close to home for those who worked with Department of Health Director Loretta Fuddy as well as those she helped. People who knew her say she was a genuine person who always cared for others.

[More](#)

- **Health director Fuddy died in Molokai plane crash**



Hawaii's Health Department Director Loretta Fuddy died in the plane crash off Molokai Wednesday, according to Maui County police.

[More](#)

- **1 dead in plane crash off Molokai**



One person is dead and eight others are alive after a plane crashed in waters off Kalaupapa on Molokai Wednesday afternoon, according to Maui County fire officials.

[More](#)

The couple returned to Oahu on Thursday.

Click [here to watch Cam Tran's report.](#)

Rosa and Jacob Key are amazed to be alive, but they're still badly shaken and traumatized after the Makani Kai Air crash off the coast of Kalaupapa.

The couple says shortly after the plane took off from Molokai, things went wrong.

"We had a bang, ya know, while the thing climbed up, make a turn and bang, that's it," said Jacob Key. "After that the beeping from all the machine came up then after a few seconds, the beeping was gone and the plane is going down."

That's when the couple says everything became a big blur.

"I was shocked. It was a lot of thoughts that go through," said Rosa Key. "It was like a slow motion of everything. The plane slowly going down."

The Keys said after the plane hit the water, everyone evacuated and put on life jackets in the water.

"The water was rough. The pilot was trying to get everybody together, but it was kind of impossible because of the waves," said Rosa Key.

What seemed to be nearly an hour of floating in the rough and choppy ocean came a sign of hope.

"I thought last day was [Wednesday], so it gave me hope when we saw the helicopters and it gave me a little hope when we saw the first plane," said Rosa Key. "The one that came and circled around."

The Coast Guard rescued the couple and were taken to Molokai. They say they have some aches and pain, but they say their woes are nothing compared with the Fuddy family members who have to deal with the devastating loss.

Read more: <http://www.kitv.com/news/hawaii/exclusive-2-survivors-in-molokai-plane-crash-speak-out/-/8905354/23461364/-/di8tpyz/-/index.html#ixzz2nVW9jbgb>

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See inside back cover for map locations and directions
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Submitted on [2013/12/14 at 6:42 pm](#)

#4 and #6 are the same. Rosa Key is the woman who sat behind Fuddy

I don't think she looks like the photo in the Safety Systems Hawaii ad.
http://www.ssshinc.com/assets/content_files/1036/001.pdf?1329778218

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You need to include Rosa's husband. He is in the link I gave earlier.

Hawaii plane crash fuels Obama 'birther' theories

The lone fatality in a Cessna crash off Hawaii was Loretta Fuddy, the state public health director who verified President Obama's birth certificate. The birther movement seizes on the news.
By Soumya Karlamangla

December 12, 2013, 7:18 p.m.

When President [Obama](#) marched into the [White House](#) briefing room with his Hawaiian birth [certificate](#) in April 2011, he said: "I know that there's going to be a segment of people for which, no matter what we put out, this issue will not be put to rest."

How right he was. The release of his long-form birth certificate did not eliminate the "birther" movement, which wrongly contends that Obama was born in Kenya and is therefore ineligible to be president. Although conspiracists had demanded its release, once he made public the document it merely shifted the debate. Some birthers accused Obama of forgery, while others turned their focus to his college transcripts in hopes of proving that he had applied for [admission](#) as a foreign student. (He had not.)

And this week, birthers seized on a plane crash off Hawaii that killed one person: state public health Director Loretta Fuddy, the woman who verified the authenticity of Obama's birth certificate.

Skeptics turned to social media Thursday to suggest that Obama had played some role in Fuddy's death. [Twitter](#) posts included: "The WH tying up loose ends?" "What did she really know?" and "R.I.P. Loretta Fuddy — we'll know the truth about Barack Hussein Obama, regardless."

[Donald Trump](#), a longtime doubter of Obama's birthplace, also weighed in on Twitter: "How amazing, the State Health Director who verified copies of Obama's 'birth certificate' died in plane crash today. All others lived."

[Please, watch the video attached to this ABC article. I need to know the name](#)

That reaction didn't surprise those who study conspiracy theorists.

Mark Fenster, [University](#) of Florida law professor who wrote a book on conspiracy theories, said adherents will search for evidence to support their beliefs, and each piece of news can give their theory new life.

"The theories themselves are a process of stitching together individual facts to form a larger narrative, and this is just one more fact that gets linked to the chain," Fenster said.

Fuddy, 65, was among nine people in a Cessna that crashed into the ocean Wednesday, shortly after leaving Kalaupapa Airport on the island of Molokai about 3:15 p.m. The eight others on the plane, including the pilot, were rescued, but Fuddy "remained in the fuselage of the plane," Honolulu Fire Capt. Terry Seelig told KHON-TV. "It's always a difficult situation when you're not able to get everybody out."

On Thursday, Lt. William Juan with the Maui Police Department said that Fuddy's body had been recovered from the wreckage and that an autopsy would be conducted.

PHOTOS: The battle over Obamacare

The [National Transportation Safety Board](#) is investigating the crash, agency spokesman Eric Weiss said, and a preliminary report should be ready in 10 to 14 days.

The pilot of the Makani Kai Air plane did not call for help, officials said, but radio reception is bad in the area.

Makani Kai Air President Richard Schuman said the crash was caused by "catastrophic engine failure."

Fuddy was apparently headed to Honolulu from Kalawao County, a park on the north coast of Molokai and the home of Hawaii's former leper colonies. The director of the health department serves as the mayor of Kalawao County.

Fuddy had been the state's public health director since March 2011. She approved the release of Obama's long-form birth certificate, which is not a public document in Hawaii, at his lawyers' request.

More recently, she had been involved with implementing the [Affordable Care Act](#) and the state's gay marriage law, which took effect Dec. 2.

Hawaii's governor praised Fuddy.

"Our hearts are broken. Loretta was deeply loved and respected. She was selfless, utterly dedicated, and committed to her colleagues in the Department of Health and to the people of Hawaii," Gov. [Neil Abercrombie](#) said in a statement. "Her knowledge was vast; her counsel and advice always given from her heart as much as from her storehouse of experience."

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<http://www.latimes.com/nation/la-na-hawaii-plane-crash-20131213,0,279382.story#ixzz2nXE3bHZY>

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Donald Trump and Orly Taitz Reinvalidate 'Birtherism' After Hawaii Plane Crash

State Health Director Loretta Fuddy died Wednesday after a crash-landing near Molokai island

By [STEVEN NELSON](#)

December 13, 2013 [RSS Feed](#) [Print](#)

Donald Trump breathed new life into his theory that President Barack Obama was not born in the U.S. after the state official who approved the release of his birth certificate was killed in a plane crash Wednesday.

Prominent leaders of the so-called "birther" movement pounced Thursday on news that Hawaii State Department of Health Director Loretta Fuddy died after a Wednesday plane crash.

Fuddy approved the release of President Barack Obama's long-form birth certificate in 2011, after the president requested the document. Billionaire businessman Donald Trump, toying with the idea of running for president, had aggressively toured the country demanding its release.

Obama's decision to release his birth certificate deprived the "birther" movement of its key demand, but didn't kill the skepticism of some political opponents.

Trump suggested on Twitter there may be more to the story of Fuddy's death.

[READ: 'Birther' Orly Taitz: Ted Cruz Has 'Basically the Same Issue as Obama']

"How amazing, the State Health Director who verified copies of Obama's 'birth certificate' died in plane crash today. All others lived," he [tweeted](#) Thursday.

Richard Schuman, owner of Makani Kai Air, [said](#) his company's plane crashed near Hawaii's Molokai island after experiencing engine failure. The Cessna Grand Caravan crash-landed in the ocean shortly after take-off and the other eight people on board survived.

Orly Taitz, a Russian-born dentist-turned-lawyer who has tenaciously filed court challenges to Obama's eligibility to be president, also weighed in on Fuddy's death.

Taitz said her attempts to debunk the authenticity of Obama's birth certificate may be connected to the plane crash.

"Attorney Taitz calls on eight courts and judges who received her cases to rule expeditiously on the merits and review the evidence of forgery and theft in Obama's IDs before more people die in strange accidents," she said in a press release.

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Taitz hastily wrote a letter Thursday to Fuddy's deputy, Keith Yamamoto, inquiring about the specifics of department policy for releasing long-form birth certificates. Yamamoto was on board the plane and told Catholic priest Patrick Killilea he was holding Fuddy's hand when she died, [Killilea told KITV](#).

In April 2011 Trump [told the "Today" show](#) he had dispatched a investigators to Hawaii to investigate Obama's birth place and claimed "they cannot believe what they're finding."

[ALSO: 'Obamaphone' Backers Want to Prevent \$5 Charge in Georgia]

His probe produced no evidence showing Obama was not born in Hawaii.

Maricopa County, Ariz., Sheriff Joe Arpaio, however took on the challenge and appointed a five-person "cold case posse" to analyze the White House-released birth certificate. During a March 2012 press conference he declared it a "computer-generated forgery" and claimed two felonies had been committed in its preparation.

Arpaio, however, seems to be on the outs with the "birther" movement. Taitz published on her blog a letter from a self-described Arpaio donor, who promised not to send the 81-year-old sheriff another contribution until he acts on "the 100 [percent] evidence [he] claims to have showing that Obama committed fraud in Maricopa county by running for president."

Arpaio's office did not immediately respond to a request for comment.

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O [Contact Us](#)



Family, friends honor Loretta Fuddy

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By Kirk Matthews

- Updated: Thursday, December 12, 2013, 6:26 PM HST
- Published: Thursday, December 12, 2013, 4:52 PM HST

(1/2)The state of Hawaii lost a true champion when Loretta Fuddy died.



(2/2)Loretta Fuddy

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The state of [Hawaii](#) lost a true champion when Loretta Fuddy died.

"Her family is honored that she was entrusted to oversee the health of the people of the state of Hawaii. She loved her job, she loved the people that she worked with. She loved the people she served," said Kimberlee Rene Fuddy Greer,

Fuddy's niece.

"What we're about now then is honoring our beloved Loretta. What we're about now is dedicating ourselves to live up to what she meant to all of us, to all of Hawaii," Gov. Neil Abercrombie said.

State epidemiologist Dr. Sarah Park worked closely with Fuddy over the years and was obviously moved by her passing.

"Sorry. She's going to be very missed among us. She was a huge child advocate and a big believer and strong supporter," Dr. Park said. "She was so selfless and dedicated. She believed in the mission in public health."

Fuddy's long service with the health department overlapped a number of administrations. She worked hard with those outside the government for health initiatives. That included long-time friend Gail Breakey.

"We had a public-private partnership on the Healthy Start program to prevent child abuse for over 20 years with Deliana. We called her Deliana. It was a very important thing for her," Breakey said.

An autopsy will be conducted Thursday on Molokai.

Funeral arrangements will be announced shortly.

According to the governor's office, an interim health director will be named later.

Hawaii official killed in plane crash remembered

By JENNIFER SINCO KELLEHER

Associated Press December 12, 2013

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HONOLULU — Loretta Fuddy, the Hawaii Health Department director who became involved in a national controversy over President Barack Obama's birthplace, died Wednesday in a small-plane crash off Molokai. She was 65.

She was acting director of the department starting in January 2011, until Gov. Neil Abercrombie appointed her to the position in March of that year. The following month, Obama and his personal attorney wrote letters to Fuddy, requesting two certified copies of his original [birth certificate](#) to make public in an attempt to end

claims he was born outside the United States.

Fuddy approved an exception to a 2001 policy prohibiting photocopies of an original birth certificate.

"We hope issuing certified copies of the original certificate of live birth to President Obama will end the numerous inquiries related to his birth in Hawaii," she said in a statement at the time. She said she viewed the records and that they "further prove the fact that he was born in Hawaii."

Fuddy was traveling in a small commercial plane with eight others that crashed in the waters off Molokai's Kalaupapa peninsula on Wednesday. She was the only one who died.

Several hundred department employees, the governor and some of Fuddy's relatives gathered in the department's parking lot Thursday to share memories.

"Today, our leader, our mentor, our friend is no longer with us," said Gary Gill, a deputy director for environmental health. He called her a spiritual person who led with vision and compassion.

A niece, Kimberlee Rene Fuddy-Greer, said her "Aunty Loretta" loved her job and the people she worked with.

Abercrombie said Fuddy's death after a visit to the former leprosy settlement of Kalaupapa is symbolic of the kind of people she dedicated her life to: "Those most abandoned, those most left out, those most marginalized."

She lived in Honolulu with her cat, Flint. She enjoyed singing in the choir at Co-Cathedral of St. Theresa and spending time with her grand-nieces and nephews, according to her health department biography.

Her cheery voice could still be heard on an outgoing message at her home phone number Thursday. "Ho, ho, ho, Santa's on the go and so am I," she said in the message, which a health department spokeswoman confirmed to be Fuddy's voice. "Hope you're enjoying all the hustle and bustle of the season. Have a happy holidays!"

Prior to directing the health department, Fuddy was chief of its Family Health Services Division. She had nearly 40 years of experience in health and human services.

She was raised in Kaimuki and graduated from Sacred Hearts Academy. She earned degrees in sociology, social work and public health from the University of Hawaii and Johns Hopkins University.

Tom Matsuda, interim executive director of Hawaii's health insurance exchange, worked with Fuddy, who was on the board of the exchange.

"I cannot even begin to convey what a terrible loss this is for Hawaii," Matsuda said in a statement. "I worked closely with Director Fuddy on the Affordable Care Act and came to know and respect her as a passionate advocate for public health and a warm, caring human being."

Fuddy led the department as it transitioned its marriage license system to allow gay couples to wed under a new law that took effect this month.

U.S. Rep. Tulsi Gabbard noted that she worked with Fuddy on a variety of public health matters, including alleviating "the threat of dengue fever and radioactive contamination from the Japanese tsunami."

The Office of Hawaiian Affairs called her a "progressive leader who was a strong advocate for improved services for children and people with disabilities," CEO Kamanaopono Crabbe said in a statement.

"She was a champion for equity and Native Hawaiians who suffer many health disparities," Crabbe said. "Her legacy will be long and the foundation she leaves will help the people of Hawaii for many years to come."

Read more here: <http://www.bellinghamherald.com/2013/12/12/3370688/fuddy-remembered-for-r>

Submitted on [2013/12/15 at 10:22 am](#)

<http://www.staradvertiser.com> > Features > Religion > Religion Stories > RELIGION Saturday

Priest's call back to Kalaupapa is fulfilled

rhonda

0 approved

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By Ariel Wittenberg / Standard-Times (New Bedford, Mass.)
FAIRHAVEN, Mass. » The Rev. Patrick Killilea always imagined he would live here in South Coast until the end of his career. Killilea, affectionately known as Father Pat among his parishioners, has spent the past 13 years in Fairhaven and has only had two assignments outside the area since he was [ordained](#) in 1969.

"I was always glad to come back home," Killilea said while

sitting in the rectory conference room early this month.

But a trip to the former Hansen's disease colony on Kalaupapa, Molokai, in 2004 changed everything. Killilea, who is 68 but "only admits to 48 publicly," couldn't imagine not returning.

"I just got a feeling during Mass there, completely out of the blue, that there was a calling for me to stay," he said. "I had never anticipated that level of flashbacks and excitement even for a year after I returned. It was a heavenly call from God to go back."

Killilea had returned to Kalaupapa once before, in 2006 as the parish's fill-in pastor for three months.

In July, Killilea will be leaving his post as pastor of St. Mary's Parish in Fairhaven to return as the permanent pastor at St. Francis Church in Kalaupapa.

The Rev. Jonathan Hurrell, provincial superior of the Congregation of the Sacred Hearts of Jesus and Mary's U.S. province, said Killilea will start July 1 in Kalaupapa.

The Saint Damien of Molokai Church in Kaunakakai will also gain two other Sacred Hearts priests this summer, Hurrell said. The Rev. William Petrie, former provincial superior of the East Coast province, will start as pastor in August; and the Rev. Michael Kelly, who has worked for 39 years in the Bahamas, will become priest-in-residence July 1.

Most learn about leprosy's disfiguring effects in tales of biblical times. In previous eras those with Hansen's disease were sent to secluded colonies in order to avoid infecting others. In [Hawaii](#) the infected were sent to Kalaupapa, an isolated peninsula on Molokai.

Today Hansen's disease, a bacterial infection that damages the skin, nerves, limbs and eyes, is treatable with antibiotics, saving patients from disfigurement. Because of this, Kalaupapa has not been used as a colony since 1969 and is now a national park.

Fewer than 20 patients, most of them seniors, still live in

Kalaupapa, along with national park workers.

“Some of the patients there have visible disfigurements, but others received medicine in time and just look like you or me,” Killilea said. “Now a big problem they face is that their immune system has been compromised so they are vulnerable to other diseases.”

The island is also the spot where one of Killilea’s role models, St. Damien, also a Sacred Hearts priest, first settled in 1873. Damien lived in Kalaupapa for 16 years caring for those with Hansen’s disease until he succumbed to it himself.

“Now it’s much different than in St. Damien’s times,” said Killilea. “The patients there chose to be there and are well taken care of, but it is still very isolated.”

Killilea’s passion for his future assignment is apparent as he draws a [map](#) of the island and describes the mongooses he saw during his last visit to Kalaupapa.

The wildlife and year-round 80-degree weather are far from the only differences Killilea will experience once he moves.

“I don’t expect to have many people in church, but I will help build morale,” Killilea said.

“I’ll miss the sacramental celebrations like baptisms and weddings,” he said. “But I won’t miss shoveling the snow.”

Star-Advertiser writer Pat Gee contributed to this report.
ole-in-hawaii.html#storylink=cpy

Rescuers Describe Scene After Plane Crash That Killed Loretta Fuddy

By JENNIFER SINCO KELLEHER 12/13/13 10:47 AM ET EST 





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HONOLULU (AP) — When Coast Guard rescuers flew to a small plane crash off the Hawaiian island of Molokai, they found smoking flares from the Navy, nine people floating in yellow life vests and debris scattered across a half-mile of choppy ocean waters. But there was no sign of the single-engine plane.

"There was nothing recognizable immediately as aircraft debris, just general debris in the water," U.S. Coast Guard Lt. Weston Red Elk said Thursday. "I'm not sure at what point the main body of the aircraft submerged, but it was not present when we got there."

Red Elk's team of rescue swimmers and pilots maneuvered two helicopters and an HC-130 airplane about 50 feet above the water, using the flares as a guide to locate two clusters of passengers. Rescue swimmer Mark Peer lowered himself toward a man about 100 yards from the plane who looked to be in his 70s. As he swam to the passenger, the man appeared calm, Peer said.

"He was happy to see us. Just kind of grabbed my arm and gave me a thumbs up," Peer said.

But the next passenger Peer tried to save, [Hawaii](#) Health Director Loretta Fuddy, was not responsive and he couldn't find a pulse.

"It was not a good feeling," he said.

Fuddy was the sole fatality in the Wednesday afternoon crash. Remarkably, the eight others on board suffered only minor injuries.

In the final moments of her life, Fuddy clung to the hand of her deputy, Keith Yamamoto, while floating in the water. Fuddy, who gained notoriety in 2011 for her role in making President Barack Obama's birth [certificate](#) public, held hands with Yamamoto as he tried to help her relax, said the Rev. Patrick Killilea, who consoled Yamamoto after the ordeal.

"He recounted how he said he helped Loretta into her life jacket and he held her hand for some time," the priest said. "They were all floating together and she let go and there was no response from her."

The crash occurred when the single engine of the 2002 Cessna Grand Caravan failed soon after it took off from Molokai and made its turn toward Honolulu, said Richard Schuman, owner of Makani Kai Air, operator of the plane.

Schuman said the pilot did his best to get the plane down safely and keep the passengers together in the water. Asked how they survived, he responded: "Will."

"There's only one engine on that plane, and when it quits on you, you just have to deal with it in that moment," he said.

It was unclear Thursday how Fuddy, 65, was killed. Molokai [General Hospital](#) Vice President Randy Lite said Fuddy's body will remain at the hospital until an autopsy is conducted.

Schuman said he did not yet know why the engine failed because he has not been able to see the plane. The aircraft had no previous problems, he said.

Federal Aviation Administration spokesman Ian Gregor said investigators planned to speak with the pilot, whose name was not released, and some passengers about the crash.

However, the location of the wreckage, combined with wind and wave conditions, likely means it won't be recovered, NTSB spokesman Eric Weiss said.

Gov. Neil Abercrombie said Fuddy was loved and respected. About 100 Health Department employees lined up to pay their respects to Fuddy's family members who attended a gathering in her memory at the department's parking lot Thursday.

Immediately after the crash, Fuddy's body was taken to a care home at Kalaupapa, where Killilea, the pastor of Kalaupapa's St. Francis Church, said he made the sign of the cross on her forehead as she lay on a gurney surrounded by nurses and the

distraught Yamamoto.

Three survivors were transported by helicopter to a Honolulu hospital, two declined to be medically evacuated, and three were taken to Molokai General Hospital with minor injuries, officials said.

Molokai hospital staff helped them dry their clothing and gave them a place to rest until they could get rooms at the island's only hotel, Lite said. They checked out of the hotel early Thursday.

No further information was available on the other passengers or the pilot.

Fuddy and Yamamoto were on the flight after an annual visit to Kalaupapa, where the state exiled leprosy patients until 1969. The area is accessible only by plane or mule.

The leprosy settlement on Kalaupapa is still run by the Health Department, though only a few former leprosy patients continue to live there.

The NTSB had no records of accidents for Makani Kai Air dating back to 1962, while the FAA had records of only two minor incidents that resulted in no injuries.

In 2012, a piece of trash got caught in a helicopter causing the pilot to abort takeoff. In 1998, a pilot heard a noise in the main rotor and landed in an open field with no injuries.

Associated Press writers Oskar Garcia and Audrey McAvoy contributed to this report.



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Hawaii Survivor: Plane Lost Power, Then Glided
By JENNIFER SINCO KELLEHER Associated PressDec 13, 2013, 2:35 PM

When the lone engine of a small commercial plane failed, the nine people on board stayed calm as the aircraft glided toward the ocean and made a remarkably smooth belly landing, a survivor recounted Friday.

C. Phillip Hollstein Jr., a 70-year-old Kailua man, swam a half-mile in 6-foot waves to a rugged shoreline after the crash, which killed state health Director Loretta Fuddy. The others on board suffered only minor injuries.

Hollstein said the pilot, Clyde Kawasaki, expertly maneuvered the plane after the engine failed, avoiding what could have been a catastrophic impact on the water.

"He did everything right," Hollstein said. "He set it up for the best crash-landing you could do."

The engine on Makani Kai Air's 2002 Cessna Grand Caravan turboprop cut out less than a minute after takeoff from the island of Molokai on Wednesday afternoon, just as the plane was making a turn toward its destination of Honolulu, Hollstein said.

There was a "muffled bang," he said, and "then we were a glider."

"Everyone was real quiet. We hit (the water), and it was all about getting the belts off," Hollstein said. People put on life jackets and remained in the plane until it started sinking, he said.

"There wasn't panic or anything. It was very orderly. It wasn't like any of the movies or the TV shows," Hollstein said.

When Hollstein saw that everyone was out of the plane, bobbing in the water and seemingly without any major injuries, he swam for shore, guessing it took 90 minutes.

Fuddy, who gained attention after deciding to publicly release President Barack Obama's Hawaii birth certificate in 2011 to rebut claims he was not born in the United States, was clinging to the hand of her deputy, Keith Yamamoto.

Yamamoto tried to help the 65-year-old relax, according to the Rev. Patrick Killilea, who consoled Yamamoto after the crash.

"He recounted how he said he helped Loretta into her life jacket and he held her hand for some time," the priest said. "They were all floating together, and she let go and there was no response from her."

Hollstein was surprised to learn Fuddy died.

"She was doing fine out of the airplane," he said. "Her assistant was really watching her. He was taking care of her."

Kawasaki, a 60-year-old veteran pilot, and the other passengers were pulled from the water by rescuers. Kawasaki was flown to Honolulu, and when his son, Robert Kawasaki, met him at the airport, he still was wearing his wet pants.

The elder Kawasaki banged his head on the plane's control panel during the crash, and his son took him to a hospital for treatment.

"He's very broken up about (Fuddy's death)," the son said.

Fuddy and Yamamoto were on the flight after an annual visit to Kalaupapa, where the state exiled leprosy patients until 1969. The settlement is still run by the health department, though only a few former leprosy patients live there.

The Federal Aviation Administration and the National Transportation Safety Board are investigating the crash and probably won't have the benefit of examining the plane. The location of the wreckage, combined with wind and wave conditions, likely means it won't be recovered, NTSB spokesman Eric Weiss said.

Makani Kai Air owner Richard Schuman said he has no idea why the engine failed. The plane had no previous problems, he said.

John Frank, executive director of the Cessna Pilots Association, said the Grand Caravan has a reliable engine.

"It's very unusual to have an inflight failure of this engine — almost unheard of, actually, unless there's some contributing factor like fuel not being available to the engine or something," Frank said.

Robert Kawasaki said his father has had a lifelong passion for flying and didn't panic when the engine went out.

"To land on its belly with all the waves, that's pretty impressive," he said. "He's a glider pilot, too. So he knows what to do when a plane is stuck in a glide."

Associated Press writes **New Catholic Priest for Kalaupapa**

July 11 marked what Kalaupapa's new Catholic priest believes is the fulfillment of his destiny. Father Patrick Killilea was installed as the pastor of the peninsula's St. Francis Church, replacing Father Ambrose Sapa, who was reassigned to serve on Oahu.



Father Patrick Killilea (left) was installed on July 11 as the new pastor of Kalaupapa's St. Francis Church by Honolulu Bishop Larry Silva (center).
Photo by Mark Miller.

"My story really begins in Kalaupapa in the summer of 2004," said Killilea, a native of Ireland who had been serving in Massachusetts. He had come over to Kalaupapa to visit fellow members of the Sacred Hearts order — of which St. Damien was also a member.

"The words... 'Damien the Blessed'... nearly brought me to tears," he said. "I knew [then] I was destined to be here."

In 2006, he was asked to fill in as pastor at St. Francis Church in Kalaupapa over the summer months. A year later, Killilea mentioned to his Provincial Superior at the time — Father William Petrie, who was just installed as pastor of Molokai's topside St. Damien Parish — that he would like to be transferred to the island permanently. Last year, the [request](#) came true when current Provincial Johnathan Hurrell assigned him to Kalaupapa.

"It feels wonderful," he said of his [installation](#). He now serves the settlement's 20-some Catholic parishioners, which he said includes 6 to 7 patient residents. Killilea lives full time on the peninsula, but said he will do some traveling as part of his ministry.

"My hope is to help raise the spirits of patients and workers... and bring a type of humanness that comes from someone who grew up on a farm in

Ireland," he said.

ers Oskar Garcia a **Health director reportedly dies in plane crash**

December 12, 2013

By CHRIS SUGIDONO - Staff Writer , The Maui News

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State Department of Health Director Loretta Fuddy reportedly died Wednesday afternoon when a small plane carrying nine people crashed into the ocean a half mile northwest of Molokai's Kalaupapa peninsula.

There was no confirmation of her death from the Governor's Office on Wednesday night. After earlier saying a statement would be released to identify the crash fatality, Keith DeMello, a member of Gov. Neil Abercrombie's communication's staff, said nothing would be released until early this morning.

"Right now, we're being respectful to the family's wishes," he said.

Confirmation of Fuddy as the crash fatality came earlier from the Rev. Pat Killilea, pastor of St. Francis Parish in Kalaupapa. He viewed her photo online and was given her first name by nurses after Fuddy had been declared dead.

He said Fuddy was the lone fatality in the crash of the Cessna Caravan and that the seven other passengers and one pilot were safely ashore.

"I guess they were able to get into their flotation devices, and (a man) was holding her hand, but at one stage she let go and didn't respond," Killilea said of the crash, which the man recounted to him. "At that point, I think he knew she had passed."

Killilea said Fuddy was airlifted from the ocean and taken to the Kalaupapa Airport, where she was then transported by ambulance to a nearby care home.

The man, Killilea said, was Fuddy's assistant and a state Health Department worker.

Earlier, Health Department spokeswoman Janice Okubo confirmed that Fuddy and state Deputy Director Keith Yamamoto were on the flight bound from Kalaupapa to Honolulu. Fuddy and Yamamoto attended an annual meeting Wednesday in Kalaupapa to meet state employees and patients, she said.

The remote peninsula on Molokai is still home to a few former Hansen's disease patients. The settlement is run by the Health Department. Kalaupapa also is a

national historical park operated by the National Parks Service.

Okubo gave no report of the condition of the crash victims late Wednesday afternoon.

While at the care home, Killilea said, the male health worker was seated bedside with Fuddy when she was pronounced dead.

"He was having a tough time because she practically died in his arms," he said.

The man told him they were in the water for about 45 minutes before being rescued.

Killilea said he gave a prayer for the deceased. When he asked the woman's name, the nurses said, "Loretta."

U.S. Coast Guard and Maui fire rescue crews rescued the surviving occupants of the Oahu-based Makani Kai Air flight.

The Coast Guard received the report of the downed plane at 3:27 p.m. and "immediately dispatched" two Coast Guard helicopters, a fixed-wing plane and boats from Honolulu and Maui, said Petty Officer Melissa McKenzie with U.S. Coast Guard.

The Coast Guard aircraft were two MH-65 Dolphin helicopters and a HC-130 Hercules airplane from Coast Guard Air Station Barbers Point on Oahu. Coast Guard Cutters Ahi and Galveston Island, home-ported in Honolulu, and two 45-foot Response-Boat Medium crews from Station Maui also were sent to the scene, the Coast Guard said.

Rescue swimmers from the Dolphin helicopters rescued three passengers in the water while Maui firefighters helped other survivors get to shore.

Three people were transported by Dolphin helicopter crews to Honolulu for emergency medical services. Two people were transported by a Makani Kai plane to Honolulu and the rest of the passengers remained on Molokai, the Coast Guard said.

Killilea said he knew something was wrong when he heard the "roar of a plane" above his house.

"I knew they had to be searching for something because I knew that can't be a pleasure plane," he said.

The crash occurred shortly after takeoff, state Department of Transportation officials said.

After the crash, one survivor swam to shore, and eight others were seen in the ocean wearing life vests, said Fire Services Chief Lee Mainaga. He also said that the Maui Fire Department's Air One helicopter assisted in the rescue.

The eight survivors were "in good condition," Mainaga said, with two choosing to stay overnight in Kalaupapa.

Killilea said he found a few of the survivors at an area known as "Nuns Beach," and that the rest were taken to the airport. The priest said he visited the airport to see crash survivors and that nurses, national park workers and "anyone who was available" were giving them water and blankets.

"One of them was a young man who worked on our church roof (Wednesday) morning," Killilea said. "He must have had some problems because they had him in a (neck) brace."

The male pilot appeared to be in "pretty good shape," but he had some blood on his chest and rib area, along with some cuts, Killilea said.

However, he said a tall, elderly man was shaking and appeared to be suffering from hypothermia.

Killilea said there were about three women and six men on the flight, some of whom were visitors.

Edward English, a National Park Service employee at Kalaupapa, said one crash victim swam ashore despite high surf. The other crash victims were picked up, one by one by helicopters, and flown to shore, he said.

The first three victims were dropped off near a pier at Kalaupapa, English said, and the rest were taken to Kalaupapa Airport where residents brought them blankets. He said he saw no smoke, but he did see flares at the crash scene in the ocean.

Three victims were taken to Oahu, and three others were transported to Molokai General Hospital, Mainaga said.

Makani Kai's Cessna Caravan single-engine plane transports passengers to topside Molokai, Kalaupapa and Oahu.

The fixed-wing aircraft seats 12. It was built in 2002, according to online records.

Fuddy was appointed to her position in 2011 by Abercrombie and has 30 years of experience in the field of health and human services, according to her biography on the Hawaii Health Connector website.

Prior to serving as director, she was chief of the department's Family Health Services Division. She also was chairwoman of the Hawai'i Public Health Association, president of the Association of State and Territorial Public Health Social Workers, treasurer and secretary of the Association of Maternal and Child Health Programs and a member of the Policy Committee of the Association State & Territorial Health Officers.

Fuddy grew up in Kaimuki on Oahu, and was a graduate of Sacred Hearts Academy. She held degrees in sociology, social work and public health from the University of Hawaii and Johns Hopkins School of Medicine, Public Health.

The National Transportation Safety Board and the Federal Aviation Administration will be investigating the cause of the crash.

Staff Writers Lila Fujimoto, Melissa Tanji, Eileen Chao and Brian Perry contributed to this report. Chris Sugidono can be reached at csugidono@mauinews.com.

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nd Audrey McAvoy contributed to this report.

Hawaii official who released Obama birth certificate dies in plane crash

By Christopher D'Angelo

KAUAI, Hawaii Thu Dec 12, 2013 5:41pm EST

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(Reuters) - A Hawaii state health official who gained national attention when she released a copy of President [Barack Obama's](#) birth certificate in 2011 was killed in a plane crash off the island of Molokai, authorities said on Thursday.

Loretta Fuddy, director of the Hawaii Department of Health, died when a single-

engine plane with nine people on board, operated by a small regional carrier, went down some 300 yards off Molokai's Kalaupapa peninsula on Wednesday during an inter-island flight.

The pilot and seven other passengers survived the crash with various injuries, U.S. Coast Guard search and rescue controller Darin McCracken said, adding that one of the injured swam to shore.

A spokesman for the Hawaii Department of Health said Fuddy's deputy, Keith Yamamoto, was among the passengers who survived the crash of the Cessna 208 Caravan.

"Our hearts are broken. Loretta was deeply loved and respected. She was selfless, utterly dedicated, and committed to her colleagues in the Department of Health and to the people of Hawaii," Hawaii Governor Neil Abercrombie, who appointed Fuddy in 2011, said in a statement.

The flight was being operated by Makani Kai Air, which flies between Oahu and Molokai.

Makani Kai Air owner Richard Schuman told local KITV4 that the crash was caused by engine failure and that the pilot tried to bring the plane down safely and keep the passengers together after they were in the ocean. Schuman did not respond to calls from Reuters requesting comment.

A spokesman for the National Transportation Safety Board said the agency was investigating the crash and would issue a preliminary report within 10 to 14 days but that the plane was probably not recoverable.

The Federal Aviation Administration was also conducting a probe of the incident, and a spokesman said its agents planned to speak with the pilot and some of the surviving passengers as early as Thursday.

Amid accusations by so-called "birthers," who claimed that Obama was not born in the United States, Fuddy released to him copies of his original certificate of live birth in Hawaii.

She said that "in recognition of your status as president of the United States," she was making an exception to her department's policy of only releasing a computer-generated certified copy.

Obama then released a copy of that longer version of his birth certificate in

response to the widely discredited claims he was not born in the United States. In doing so, he blasted "carnival barkers" who refused to let the issue go.

(Additional reporting by Alex Dobuzinskis and Eric M. Johnson; Writing by Dan Whitcomb; Editing by John Stonestreet, Leslie Adler and Steve Orlofsky)

Submitted on [2013/12/18 at 10:27 pm](#)

Dear Ory,

Wait for it!! "He added that the plane did not have a black box recorder."

<http://www.mauinews.com/page/content.detail/id/580171/Engine-from-Makani-Kai-plane-recovered.html>

Engine from Makani Kai plane recovered
December 18, 2013
The Maui News

Excerpt:

The complete engine from the Cessna Grand Caravan that crashed off Kalaupapa has been recovered by salvage crews, the owner of Makani Kai Air said Wednesday afternoon.

Richard Schuman told The Maui News that the engine, a key component in the investigation, was found and that the rest of the plane had broken into to pieces and that the plane is "pretty much destroyed."

The salvage team, working in water 50 to 75 feet deep, had collected the major pieces of the aircraft, wings, fuselage, tires, and focusing on gathering smaller personal items of passengers, such as rings and watches, he said.

Schuman said that the crews would continue salvage operations as long as conditions were safe. He noted that the tides and swells were rising.

The salvage vessel will return to Honolulu on Wednesday night with National Transportation Safety Board officials getting their first look at the engine Thursday morning, said Schuman.

[Draft of the request for information from NTSB under the 5 US 552, freedom of information act. If readers have any other information on or questions for NTSB, they can post them here 2 View Post](#)

Paula Hoehn
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He added that the plane did not have a black box recorder.

Paula Hoehn



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State health director dies in plane crash off Molokai

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By Brianne Randle

- Updated: Thursday, December 12, 2013, 9:08 AM HST
- Published: Wednesday, December 11, 2013, 4:32 PM HST

(1/3)Sources tell KHON2 that state Department of Health Director Loretta Fuddy died in a plane crash off Molokai.



(2/3)Loretta Fuddy



(3/3)Molokai map

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A top [Hawaii](#) official is dead following a plane crash off Molokai.

Officials say state Health Director Loretta Fuddy died at the scene.

KHON2 has footage inside a Makani Kai Air Cessna, during a prior trip from Kalaupapa to Honolulu.

On Wednesday, one crashed in waters a half mile off of the north shore of Molokai. [Maui](#) Fire Department and the U.S. Coast Guard quickly got to the scene.

"They rescued eight people, who got out of the plane. Difficult conditions as it was off shore in the water, a couple hours before dark. Rapid response from Kahului with [a] rescue helicopter the Shoreside Company was on the cliff side spotting and relaying info," said Capt. Terry Seelig, Honolulu Fire Department.

One of the passengers even swam to shore to try to get help. But not everyone got out alive. One person died in the tragic crash.

"That person remained in the fuselage of the plane. Not much details. Always a difficult situation when you can't get everyone out, and unfortunately that was the case here," Capt. Seelig said.

The Cessna Grand Caravan departed Kalaupapa at about 3:35 p.m. Wednesday. Makani Kai Air says the pilot made no radio calls that he was in trouble before the crash.

Another pilot in the air spotted the wreckage and survivors wearing life vests. They called it in to the Molokai Airport tower.

"Kalaupapa is a unique area and radio communications cell phone coverage. So we have no information if any calls were made out of there. [There] was an aircraft real close by circling above, so it was able to be on scene and it was reported to Molokai Tower. And that's how he got our information, basically," said Makani Kai Air President Richard Schuman.

Nine people were onboard when the plane took off. One person was pronounced dead, three were flown to Honolulu and taken by ambulance to the Queen's Medical Center. Another three stayed on Molokai and were hospitalized. The rest did not need any medical help.

Makani Kai Air did not want to release the name of its pilot at this time. We do know he has been with the company for a number of years and is a former Aloha [Airlines](#) pilot.

Now the FAA wants to talk to him to learn what went wrong.

Paula Hoehn 144 approved pshoehn@yahoo.com 50.38.34.53	Submitted on 2013/12/19 at 9:53 am Still trouble with posting to your website . http://www.hawaiinewsnow.com/story/24254850/hero-pilot-recounts-doomed-molokai-flight 'Hero' pilot recounts doomed Molokai flight Posted: Dec 18, 2013 1:40 PM PST Updated: Dec 18, 2013 7:45 PM PST By Jim Mendoza VIDEO: Interview with MAWASAKI, LANG & THOMPSON, 2:48 min. http://www.hawaiinewsnow.com/story/24254850/hero-pilot-recounts-doomed-molokai-flight HONOLULU (HawaiiNewsNow) – Pilot Clyde Kawasaki had just turned his Cessna Grand Caravan southwest out of Kalaupapa when he heard the engine give out. "Loud bang! I didn't have much time other than to push the nose over, maintain air speed," he said. He knew he couldn't make land so he ditched his Makani Kai aircraft in the water. "We were just coming down too quickly to stretch the glide. I said, 'We're going to go for a swim,'" he said. Kawasaki managed to broadcast a Mayday call while safely gliding the plane down. Engine failure to impact took less than a minute. "Water was already up to my waist or higher when I got out of the seat," he said. He made sure his eight passengers made it out of the cabin safely. He handed his life vest to one of them. "There was one guy standing there looking around. He goes, 'I need another life vest.' I said, 'There's one here.' And I just grabbed it and said, 'Go! Get outta here!'" he said. In the rough sea Kawasaki clung to one of the passengers and counted heads. "I checked on the passengers as best as I could. Tried to keep them together. Tried to keep them away from the aircraft because I didn't know how long it was going to float," he said. A plane circling overhead brought reassurance. Joy came when rescuers arrived. Then came word that Loretta Fuddy had died. He says it was devastating news. "I didn't understand how it could have happened because everyone seemed fine when we got out of the airplane," he said. Kawasaki was hospitalized for two days after the crash with a concussion. Even though everyone is calling him a hero, he doesn't feel like one. "Never having damaged an aircraft, never having hurt anybody, that's how it's supposed to end. But obviously that's not going to happen now," he said. "I feel really, really bad. It hurts, especially for her family. especially at this time of year." Approve Reply Quick Edit Edit History Spam Trash Check SES Check	Draft of the request for information from NTSB under the 5 US 552, freedom of information act. If readers have any other information or questions for NTSB, they can post them here View Post
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have built our aerial tour business to be the very best possible by assembling the most experienced pilots and the best aircraft. We have equipped these with the most comprehensive maintenance program and with a total commitment to safety. Over the years, we have developed the most comfortable and efficient ground transportation system possible between the airport and Waikiki. We have constructed a modern, airy, clean and esthetically pleasing passenger terminal and shopping area to maximize passenger satisfaction.

In truth, our most valuable asset is our people. The Schuman philosophy is to hire the most qualified individuals for the job, instill a sense of pride in their heart, and then strive to retain those employees by paying them well and treating them with the respect they deserve. Which is why our employees tend to remain on the job so much longer than workers at other [tour companies](#). We know that there's nothing more confidence building for an agent as being able to deal with the same reservationists year after year, that drivers who have been making trips into Waikiki for a decade are unlikely to get lost, that happy support personnel are more apt to do their job with passion and commitment. It is our promise to you that we will always be a family, gracious and professional, to provide you the service excellence you deserve.



Richard Schuman – Owner

Richard's family has been in the transportation business in [Hawaii](#) for more than a hundred years. His great grandfather emigrated from Germany and began making carriage wheels here and then founded the Schuman Carriage Company in 1893. Richard began flying helicopters in 1992 and, four years later, he bought Makani Kai Helicopters. Richard believes in providing nothing less than the very best in customer service, a philosophy we hope you will notice when you fly with Makani Kai.



Diane Schuman – Chief Financial Officer

The former Diane Haglund was born and raised in Harrisville, Michigan. She majored in Business Administration and Accounting at Northwood Institute (now Northwood University) in Midland, Michigan, where she met her future husband, Richard Schuman. Following graduation, she moved to Oahu in 1981 and was an accountant at an auto accessory company and then a law firm. She and Richard were married in 1984 and their first daughter, Kaleo, in 1988. Her hobbies include tennis, hiking and riding her Harley Davidson.



M. Theresa Espejo – Accountant

Theresa was born in Manila and raised in Hawaii. She worked in the [airline](#) industry for nearly two decades while, through hard work and determination, simultaneously earned her BA at Hawaii Pacific College followed by her Master's in Accounting at the University of Hawaii. Following her airline career, Theresa put her educational background to work and became an accountant for BMW of Honolulu, a post she held for a dozen years. She has two daughters, the eldest of whom was crowned Miss World Hula in 2011. In her downtime, Theresa loves to run and also teaches Zumba fitness.



Chuck Lanza – Manager of Operations

Chuck is Makani Kai's manager of operations and chief safety officer. He arranges everything from charters to group movements and organizes all company meetings, oversees hazardous material and schedules maintenance. A veteran of the helicopter tour business, Chuck started HeliTrans in Honolulu in 1991, joined Pacific Helicopters in 1992, and he's run the show at Makani Kai since 1994. Chuck is a Black Belt in multiple martial arts disciplines and is a devotee of Japanese swords.



Cindy Makalii – Chief Reservationist

Cindy started with Makani Kai Helicopters in October of 2001, after having been a reservationist with the Rainbow Pacific Helicopters in Honolulu for four years before that. A youthful mother of five, with two grandkids, Cindy traces her Hawaiian roots back at least a half-dozen generations. Her passions include everything from sewing and beadwork to drawing and woodcarving. She's also a genius with plants, having turned Makani Kai's lanai area into a garden jungle. Cindy says one of the great rewards of her job is "filling a seat two hours prior to a flight...it's an adrenaline rush."



P.J. O'Reilley – Sales and Marketing

P.J. was born in Carmel, California, and has been interested in aviation since childhood. He attended school at the University of California at Santa Cruz where he majored in Theater and Film. It was there, which, he later discovered, turned out to be the same thing. He soloed a Cessna on his 18th birthday and started flying helicopters on his 21st. He came to Hawaii. He is best known among the agents in Waikiki as The Brownie Man because he delivers the home made treats on his



Kauwela Kalawe –
Customer Service Representative

Kauwela helps run the Makani Kai Air desk at the Molokai Airport. One of eleven children, Kauwela was born and raised on Molokai and attended Molokai High School. “I didn’t have what you would call a ‘normal’ childhood,” she says. “My dad is an entrepreneur and always had jobs for us to do after school, whether it was scrubbing tires on the wheels of the family taxi and limo service or working at the family-run Pizza Café, there wasn’t a lot of downtime.” Kauwela, a mother of four, moved to the Big Island with her husband and family where she taught a Hawaiian Immersion program and was a teacher’s assistant at a Montessori school. To our great fortune, the Kalawes eventually returned to Molokai and Kauwela became a part of the Makani Kai team. In her precious spare time, Kauwela like to hunt shells on the beach.



Margaret “Mugs” Kalawe –
Customer Service Representative

Mugs is Molokai born but spent the first of her life living with her hanai family on Maui. After high school and some time at Maui Community College, Mugs entered the workforce, spending the next decade with Hawaiian Airlines on Molokai. Then came her “Airline Period” when she worked reservations for several carriers including Air Molokai, Reeves Air, Panorama Air, Mahalo Air, Molokai Shuttle, and Mokulele. You might say that Mugs knows the local air carrier scene like the back of her hand. We’re delighted to have her at our Molokai desk. In her spare time, Mugs likes to work in her yard and spend time with her family and friends.



Bryson Takata – Reservationist
Born and raised on Oahu, Bryson epitomizes the outdoors lifestyle, loving to fish, hike, paddle board, and just hang out at the beach. “It’s where I like to be,” he says. A graduate of Kailua High School, Bryson worked in the Kaneohe MCBH commissary for several years before moving to Mokulele Airlines as a customer service agent. More like a utility infielder, Bryson took reservations, hauled bags and, in general, did what needed doing. His favorite part of the job? The people, “I really enjoy interacting with people, taking care of their needs and making sure everyone’s happy.” When he’s not on or near the ocean, Bryson spends his free time traveling, his favorite destination being Las Vegas. He also adores Italian food,



Quinten Sherbert – Reservationist
Born and raised in Honolulu, Quinten is one of those guys who can tell you anything and everything about the world of telecommunications and information technology. In fact, he was installing phones and troubleshooting network systems right out of high school. Some people just have the knack, eh? Quinten currently attends Kapiolani Community College part time while working towards his MBA. Driving on the weekends for Makani Kai is, “interesting because I get to meet people from all over the world and hear all sorts of many intriguing stories.”

sushi and spending time with his Chihuahua Hurley.



Bruce Mayes – Chief Pilot, Fixed Wing; Safety Management Consultant
Bruce is the son of a lifelong aviator and has continued that tradition his entire life. A former 737 pilot for Aloha Airlines, Bruce provides technical analysis and consultation to Makani Kai as well as airline, corporate, government and general aviation flight departments as president of his own aviation consulting firm.

Bruce has flown over 60 types of aircraft and is one of a handful of pilots to hold eight National Aeronautic Association and Federation Aeronautique Internationale world records in multiple types of aircraft including single engine aircraft, air transport jets and helicopters. He has seven of the eight Certified Flight Instructor certificates issued by the FAA. In addition to the Airline Transport Pilot certificate in airplane and helicopter, Bruce has certificates for commercial operations in single and multi-engine seaplanes, gliders, and gyroplanes.

Bruce served as the design developer for the prototype FAR Part 135 Aviation Safety Management System for helicopter operations, served as the President of the Hawaii Helicopter Operators Association, and developed the operational safety standards for Makani Kai.



Nick Voge – Fixed Wing Pilot

Nick was born and raised in Southern California where he spent his youth as a professional motorcycle racer and occasional hang glider. Racing behind him, he returned to school to study foreign languages, receiving an AA in German from Santa Monica City College and a BA in Japanese from U.C.L.A. After a short time in Germany and working in Germany he moved to Japan to work as a translator and riding model for motorcycle manufacturers. He speaks, reads and writes both languages. Nick's flying career began at Dillingham Airfield where he spent five years giving sight-seeing and aerobatic rides. This was followed by two years flying inter-island jump planes then two more years flying jump planes and tow planes. When asked why he came to Hawaii he says, "It is the ideal middle ground between the East and West and is as close to paradise as we're going to get on this earth."



Brittany Rego – Pilot

Born on Oahu, Brittany was raised on Maui and first fell in love with helicopters, not airplanes, right out of high school when she went to work for Pacific Helicopters. She logged a few hours in the venerable Huey and decided she wanted to fly for a living. She enrolled in the University of North Dakota's commercial aviation program and graduated four years later with her CFI-I and multi-engine ratings. Back on Oahu, Brittany landed a pilot position with Alpine Air flying the mail in Beech 99s. When Alpine lost the mail contract, Brittany started flying Cessna Caravans for Mokulele Airlines, which eventually led to her current position. Brittany's passion is travel as she enjoys meeting people and seeing new places.



Robert "Mac" Smith – Pilot

Mac, our assistant chief pilot, was born in Honolulu but his first remembrance of to fly came at age five when his dad was at Sangley Point in the Philippines. "Our house was two blocks from the end of the runway and there was always something flying overhead," said Mac. After a brief stint flying gliders at Candler Dillingham Field, Mac attended the University of Colorado and enrolled in the aviation training program. He has since logged more than 10,000 flight hours and held the roles of designee, examiner, chief flight instructor, flight school manager, airplane owner, cargo dog and around good guy.



Andy Yee – Pilot

Andy was born in Sarawak, Malaysia, but doesn't remember much about the country except the humidity, seeing as how his family moved to Oahu when he was a wee lad of seven. After graduating from Moanalua High School, he accepted an invitation from his aunt to come live and continue his schooling in Dayton, Ohio. After brief stints at Wright State University and Ohio State, Andy decided he liked Hawaii better than the Midwest and moved back to take a job as a sterilization tech at Kaiser Permanente. A decade later, he went flying with a friend and found the experience interesting, if not earth shaking. Nonetheless, he invested in a small block of time and started his flight training. After becoming a CFI and instructing for a few years, Andy went to work for Kamaka Aviation flying the wonderful Beech 18 and then the Cessna Caravan before coming to Makani Kai. In his precious spare time,



Garrett Suga – Pilot

Garrett, who was born and raised in Honolulu, remembers being enthralled with airplanes since he was a kid. His plan was to join the Air Force but he hurt his back and was deemed unfit for that particular service. So, he went to work for a flight school and earned his professional pilot certificate in Vacaville, California. Various stints with various carriers followed: Garrett flew Beech 18s for Polynesian Air; King Airs and Cessna 441s for a North Shore skydiving operation; Piper Chieftains and more 402s for Molokai Sky and a corporate jet for Resort Air. Garrett likes riding bikes and going to the beach with his young son.

Andy works out and enjoys going out to eat and traveling with his girlfriend.



Cameron Hathorn - Pilot

Cameron grew up in Melrose, Florida as the grandson, son, and brother of Naval Aviators. Cameron, whose mother is a former flight attendant, loved flying with his father in their family's experimental seaplane off of their home in Lake of Geneva. After attending the University of Florida for a B.S. degree in Economics, Cameron attended Airline Transport Professionals flight school in Jacksonville, Florida. He then became a flight instructor and flight school manager for a few area flight schools. While instructing, Cameron also flew medical supplies throughout the Southern U.S., did aerial photography and filming, and ferried aircraft throughout the Caribbean and South America. Cameron has received aerobatic, formation and tail wheel aircraft training. Cameron has many hobbies but ultimately he just likes to have a good time with family and friends and enjoy life as it comes.



Travis Shilling – Director of Maintenance

Travis hails from Nebraska but spent a considerable amount of his youth in Arizona. He attended Arizona State and then received Airframe and Powerplant training at Spangdahlem College of Aeronautics and Technology in Oklahoma. Travis' experience belies his age. He has worked at Heli Support in Phoenix, Transair in Anchorage, Papillion on Kauai, St. Louis Helicopters, Hawkins & Powers and others before coming to Makani Kai to run the shop. He has nearly 20 years of experience with A-Star. In his off time, Travis enjoys golfing, fishing and riding his Harley for a ride.



Mike Stroup – Assistant Director of Maintenance, A&P Apprentice

Born in Darby, Pennsylvania, in 1962, Mike was in ROTC in high school and joined the Navy upon his graduation in 1980. He first saw Hawaii when he came to Pearl Harbor in January of 2000 aboard the nuclear attack submarine San Francisco. An electrician and Chief Petty Officer by training, Mike was stationed here until his retirement in 2004. He immediately began training for his helicopter license and eventually earned his Private, Commercial, Instrument and Instructor ratings. An avid cyclist, Mike frequently engages in friendly competition and will pedal



Dan Espiritu – Mechanic

Born and raised on the island of Oahu, Dan has an early interest in architecture and the arts. He found himself involved in Castle High School's renowned theater program. He later majored in interior design at Chaminade University, although the work challenged his creativity. He ultimately decided that there wasn't enough money in the field. Always mechanically inclined, Dan worked for both the BMW and Toyota dealerships before being hired as a hands-on aircraft maintenance specialist for Barbara Aviation, a post he held for 17 years until she passed away. Dan is now Makani Kai's infielder, handling all manner of tasks with his expertise.

around the island just for fun. He enjoys meeting the different people he brings to and from the airport and looks forward to his turn on next season's "Dancing with the Stars."



Trevor Baker – Mechanic

Born in Southern California, Trevor moved with his family to Salt Lake City when he was ten. He completed his high school education in Utah before joining the Navy to see the world. Four years of that was enough for Trevor and he set his sights on becoming a helicopter pilot, earning his Private license in Utah before heading to Oregon to complete his Commercial license. Regulatory issues caused his flight school to dramatically reduce the flight training schedule, which left Trevor with few options. Always handy with a wrench, he elected to undergo his A&P training back in Utah. After earning his certification, he was hired by New Air Helicopters for three years before moving to Honolulu to take his position with Makani Kai. Trevor enjoys camping, hiking and fishing.



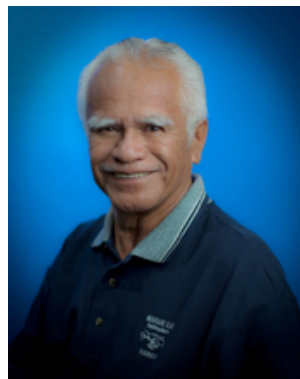
Jonathan Bernath – Mechanic

Aviation was in Jonathan's blood from a young age: he came into the world when his parents lived in Dayton, Ohio next to Wright-Patterson Air Force base. Jonathan grew up on the East Coast and spent his high school years at a boarding school onboard a tall ship, the Te Vega, in Gloucester, Massachusetts. For nine months each year, he visited far away ports while learning the finer points of rigging and sailing. Then he went off to Hong Kong for four years, where he had taken a job. Back in the U.S., Jonathan attended Northwestern Michigan's aviation management program and, along the way, earned his Commercial Pilot's license and aircraft powerplant designation. He took flying jobs on the Big Island Hoppers and Mokulele in Kailua-Honolulu, the Big Island and eventually wound up as a maintenance tech for Makani Kai. He has his piloting skills sharp flying for Island Air.



John Swinko – Mechanic

Originally from San Diego, John trained as an A&P mechanic at the Northrop Institute of Technology and got his first job with the Naval Air Rework Facility. Not one to shy from adventure, John headed to Anchorage, Alaska, to continue his career, first with Northern Air Cargo. There, he worked on DC-6s, C-119 Boxcars and other interesting aircraft. He also became a pilot, flying his Super Cub and, later, a deHavilland Beaver. John also worked on Metroliners, Saabs and Cessna Caravans for Peninsula Airways. In addition to wrenching and doing sheet metal work, John operated a bed & breakfast.



Val Kalaoa, Sr. – Driver

One of ten children, Val was born and raised on what are now the grounds of the Hilton Hawaiian Village. "It used to be bungalows back then," he says, "and we went into the swimming pool out by the pier." A medalist in golf when he attended Kaimuki High School, Val recalls caddying for the likes of Makalena and Francis I'i Brown. He entered the Army after high school, did his basic at Fort Ord, California, his advanced infantry training at Fort Sill, Oklahoma, and did a tour of duty in Vietnam. He worked for Dole Pineapple in Iwilei for 15 years as a can manufacturing mechanic. The factory was phased out in '96. He began working for Makani Kai in 2003 and says the best part of his job is meeting tourists from around the world.

breakfast on Lake Iliamna during the warm season. Speaking of warm, 33 years of Alaska cold finally got the best of John and he decided to move to Hawaii. John's interests include fishing and restoring hot rods.

He and his wife Charlene have 6 kids, 1 grandchildren and one great grandchild.



Vincent Kukahiwa – Driver

Born and raised on Oahu, Vincent was pushed into a caretaker position while still in high school after his mother died. Taking care of a younger brother and sister perhaps resulted in curtailed opportunities but Vincent didn't mind as he excelled as a father figure and felt the experience helped him mature. Vincent was a security supervisor at the Hawaii State Hospital and held retail jobs at The Home Depot and Rent-A-Center. He also ran a pet care service where, coincidentally, he arranged for "play dates", hauling a dozen or more dogs to a nearby spot for canine fun. Now that he's transporting people for Makani Kai, Vincent says he enjoys interacting with folks from all over the world. When he's not working, Vincent is taking classes to earn his Bachelor's degree. And when not doing homework, he likes to walk, go to the beach and spend time with family and friends.



Kevin Pedersen – Driver

Kevin is a local boy, born and raised on Oahu. Following high school, he became interested in auto body repair and enrolled in Honolulu Community College's program to learn the trade. But the toxic dust and debris inherent in the profession soon convinced him to move on. He became a courier for the banks, hauling checks and other documents around the city. His fondness for food preparation led him into the restaurant trade where he honed his culinary skills. But eventually he elected to join the Makani Kai team as one of our ace drivers. Kevin enjoys what he does, especially meeting people from around the world. "It certainly provides a new perspective on what's going on out there." In his spare time, Kevin enjoys hiking, camping and other outdoor pursuits, as well as building and flying radio control helicopters.



Harvey Lillard – Aircraft Detailer

Harvey was brought up in Temecula, California and held a variety of jobs out of school including bank teller, bowling alley mechanic, aircraft refueler and ranch hand. But the single theme running through his life is his absolute love for paragliding. The sport consumed him and was the impetus for him to travel to great paragliding spots in the Cascades, Rockies and Sierras from Canada to Mexico and the entire western U.S., as well as France, Spain and Turkey. Harvey worked in construction for many years but, when work dried up, wound up accepting the invitation of a childhood friend, a professional surfer based on Oahu's North Shore, to come visit. And what do you know? There's great paragliding on Oahu as well, so Harvey's a happy man. His other interests include snowboarding, skateboarding, basketball, climbing, hiking and playing classical guitar.

