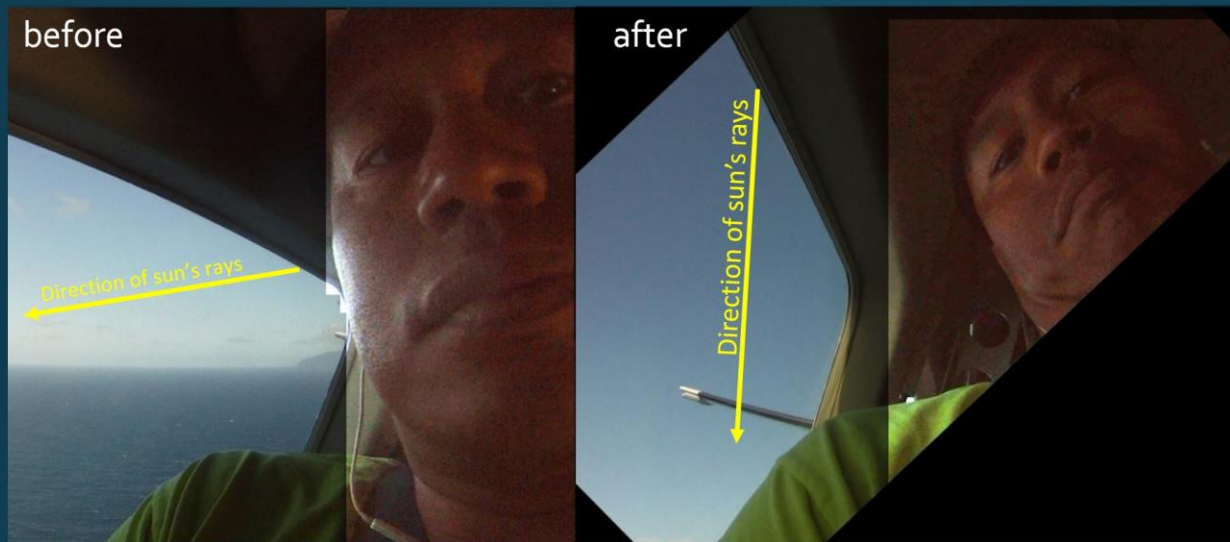


That face you make—before and after—when...



Despite the bland acting during several soon-to-be redacted seconds (above), in mere hours you'll pretend: that 1) the engine on your plane had here just made a loud “bang,” then stopped!
2) Your whole life had just flashed before your eyes!

And 3) you're ever-so sad and upset that you'll never see your family again or say good-bye to them!



After all, you are being paid to be an actor as well as the videographer.
Who's going to remember that the water was a snuggly 82+ degrees? (The Navy's records did.)
If no one else wants a shot at extra compensation for “suffering hypothermia,” too bad for them!
Even with your long sleeve shirt, long pants and boots, Jussie's gonna have nothing on you!

When you absolutely, positively must not let anyone challenge your legitimacy!



FFI of a hangared CGC



Above, a video frame portion containing N687MA's FFI, ~10 seconds after the claimed "bang" and engine stoppage

The NTSB report repeats, that the pilot observed "all gauges displaying zero", apparently without giving any appropriate thought as to how that could be. Two possibilities for All-Gauges-Displaying-Zero would be if the electrical system was not working or the Master Switch was OFF, but we know that neither of those was the case, because one hears the stall warning horn intermittently on the descent to the water.

Thoughtful experience with the CGC's type of powerplant tells us both the Inter-Turbine Temp and Oil Temp gauges necessarily would have been nonzero, as those temperatures would have taken multiple minutes to return to a zero indication after the engine had run for a time at take-off power.

If the engine had stopped after the "bang," as both the pilot and his lawyer would later claim, the Fuel Flow Indicator necessarily would have read ZERO in the descent to the water, but from the video, some 10 seconds after the claimed "catastrophic engine failure," we are able to see the Fuel Flow Indicator showing the engine is still using about 100pph of fuel. How could that video and audio evidence have escape the NTSB's notice? (Incompetence? Corrupt influences?)

It may be inferred, therefore, that since the Fuel Flow Indicator shows a high-idling flow and we hear a smoothly running engine on the recording, that the percent-RPM gauge was necessarily nonzero as well. In other words, the pilot lied about many things, and the NTSB uncritically simply repeated the pilot's false representations, so as not to uncover the multiplicity of crimes that had been committed and possibly add to them.

As the second "ditching" video starts, the smoothly running engine sound is heard to begin after some six seconds of engine silence. The engine sound jumps from zero RPM to 15,000+ RPM as if it was on a switch, with no gradual increase in RPM, even over a half second's time. That betrays the laws of physics and the experience hundreds of pilots have with their Cessna Grand Caravan P&WC PT6a-114a engines. The fact betrays that audio recording evidence the NTSB distributed with its crash report was edited and falsified. Through its silence about that evidence falsification, the NTSB either tacitly admits it was unable to determine that the audio was falsified, or possibly that it may not have wanted to call attention to the fact editing took place. Was the evidence exclusively under NTSB control after being handed over by the videographer, or who was sufficiently powerful to break the NTSB's chain of custody for this and other evidence in this incident?

Corrupt the NTSB to make sure they ignore relevant evidence as needed.

When you absolutely, positively can't let anyone challenge your eligibility...

Pilot claimed he "was at 300' rounding the turn for Honolulu" when the engine had a catastrophic failure.

videographer's view 18 seconds after rotation; craft is still on runway heading

estimated altitude plotted against background terrain

Altitude CGC attained: ~400' MSL for an estimated 1333 foot per minute climb rate. The orange height measure has been normalized at the lighthouse's distance from the lens.

138' height of lighthouse - 24' airport elevation at 18 seconds into the flight for the Caravan's climb rate.

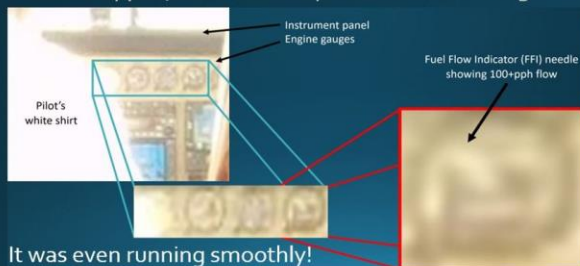
view after a total of 31 seconds of climb; turn has begun

Thirteen seconds after rotation, the Caravan is over water and not ground. Another 25 seconds of flight transpired before the end of the videographer's recording, making for an estimated altitude of 954' Mean Sea Level (MSL) by that time.

(Molokai's cliffs are estimated to average 3000' MSL.)



Even as both the pilot and his lawyer claimed the engine had stopped, this evidence proves it was running...



It was even running smoothly!

The Pilot Stated He Made Two (ill-advised) Engine Restarts

"was loud, like a metal hammer"

SECTION 3 EMERGENCY PROCEDURES CESSNA MODEL 208 (B75 SHP)

While gliding toward a suitable landing area, an effort should be made to identify the cause of the power loss. An engine failure might be identified by abnormal temperatures, mechanical noises or high vibration levels in conjunction with the power loss. A flameout will be noticed by a drop in ITT, torque and %Ng.

CAUTION
Do not attempt to restart an engine that is definitely known to have failed.

Prohibited EPL Manipulation!

CAUTION

- The emergency power lever and its associated manual override system is considered to be an emergency system and should be used only in the event of a fuel control unit malfunction. When attempting a normal start, the pilot must ensure that the emergency power lever is in the NORMAL (full aft) position; otherwise, an over-temperature condition may result.

7-41 (excerpts from CGC POH)

Operation of the emergency power lever is prohibited with the power lever out of the IDLE position.

2-6

Having both levers advanced simultaneously is prohibited!

"Once out of the plane, the pilot said he could not locate any of the cushions he had removed."



Use a pilot that can make a billowy splash landing, and is then willing to tell several misleading lies.

"The pilot said he briefed his passengers and told them all to don life jackets before exiting [the craft]." The NTSB report faulted the pilot's briefing claim. 5 of the first 6 passengers to exit weren't wearing life jackets and the 7th didn't inflate his.

When you absolutely positively must not let anyone challenge your legitimacy...

It's been well established that the Caravan was reached 1000'-1500' despite the pilot's claim it had had a catastrophic engine failure at ~300'.



Above left is the last frame of the take-off video, then at right the first frame of the ditching video, said to be only a few seconds either side of a catastrophic engine failure. But the craft has re-oriented itself 90° counter-clockwise, descended 750' or more and repositioned ¼ mile away from the airport. No combination of these changes is reasonable or possible for an engine-off glider pilot. Q.E.D., he lied. Evidence shows the plane had power at the time. The pilot had available power for a safe landing if that was his goal. His goal, however, was apparently to perpetrate a hoax.



Taking the pilot's possible state of mind into account, since he told the FAA/NTSB that he was at 300' at the time of his claimed catastrophic engine failure, as he "rounded the turn for HNL," an ATP certainly would have positioned the craft to ditch upwind. A downwind ditching (winds were out of 090@18kts) would add 30kts of groundspeed over touching down upwind, which even a student pilot would recognize as a bad and potentially-disastrous choice. In the depiction above, maneuvering into the wind from 300' for the ditching would have been his ONLY safe choice. Since the 18,000 hour pilot did not immediately maneuver into the wind, we know that he must have been lying about his altitude.



Given the sufficient actual altitude, it's easy to imagine that doing a teardrop entry, with possible S-turns to bleed off altitude, to a downwind landing to Runway 23 was certainly possible and not a bad choice. There may well have been an overrun onto the grass past the approach end of Runway 5, but it would have been a far less dangerous choice than the ditching the pilot chose.



From an altitude as 1000-1500' (as the takeoff video and two occupants attested, the latter almost certainly having heard it from the pilot's mouth) with a calculated 15kt tailwind, a power-off glide would have unquestionably allowed a safe, upwind landing onto Runway 5.



From the red X, where the take-off video ends, and within a couple of seconds, the videographer attested that there was an engine "bang" to the orange D, where we know conclusively the craft hit the water, could be a straight, downwind shot. Without power from 300', there really are no other choices than gliding the straight line between the X and D. However, we know from the video evidence that is NOT what the pilot flew! Against all laws of physics—if we assume the pilot was telling the truth—he flew the red line between the X and R, which is where the videographer started the ditching portion of his video. The video evidence attests the pilot flew the arc between the R and D, but to do that, his craft would have had to have enough power to fly ¼ mile away from the airport, only then turning back toward the runway. If the craft could do that, it surely could have made a safe landing onto Runway 5 without the first 60-degree right turn away from the airport.

have the pilot and videographer coordinate their stories and lie up a STORM!

When you absolutely, positively can't let anyone challenge your eligibility...

NTSB Factual Report: *"Review of video ... indicated that the plane impacted the water in a wings level, slightly nose-high attitude."*



At left is the last video frame before the plane contacted the water. At right, the next 3 frames.

Note the 20° left bank and nose-low flight attitude, represented by the NTSB as being "wings level, slightly nose-high attitude," even after review of video.

This pilot was erroneously claimed by the former Green Beret and even the plaintiffs' lawyer to have done "everything right." When could it ever be in the plaintiffs' interests to claim that?

NTSB: "[T]he airplane landed within open ocean water"



But the NTSB statement wasn't true. It actually went down in a very shallow area only 234 yards from shore.

Corrupt the NTSB to make sure they will misrepresent evidence for you.

When you absolutely, positively can't let anyone challenge your eligibility...

MOLOKAI (HawaiiNewsNow) - Makani Kai Air CEO Richard Schuman told Hawaii News Now this morning that the pilot -- who flew the Cessna Caravan that crashed about a mile off of Kalaupapa, Molokai yesterday afternoon -- indicated catastrophic engine failure.

The National Transportation Safety Board said that the aircraft appears to be unrecoverable at this time, but they will proceed with an investigation.

Aerial view of crash site



(real images of the plane at crash site)

Map at lower right shows a water depth between 1m and 4-1/4m (< 17') at the D. The asterisk denotes an outcropping of ocean floor sticking out above the water at times.

(Computer-generated image below)

Above: The left-most plane is the actual Grand Caravan image. To the right are 13 plane Photoshopped images, showing the total distance from shore (13.5x52'=702').

At right: the yellow pushpin shows the coordinates where the FAA was told the plane ditched (.5 mile out), when it really went in at the capital D.

X marks location of claimed catastrophic engine failure.
Red line = claimed flight path.



...make fake news, saying the plane lay a mile off shore and was 400-1000' under-water when you know it really ran aground less than an 1/8th of a mile out in shallow water.

To hide the fact of your ineligibility at all costs, video a snuff film, where the CIA asset that procured your LFBC supposedly dies...

The blue areas are deeper, underwater pools (3-5m) while the green areas may be 2-3m deep. White areas are 0-1m deep, potentially rising above the water surface, dependent on the tides.

The computer-generated aircraft silhouette depicts approximately where the Caravan came down.

To shoot video, the actors could rest by standing on the edge of the underwater pools, then be videoed in deeper water as they'd step off the edges of those underwater pools. (As below:)



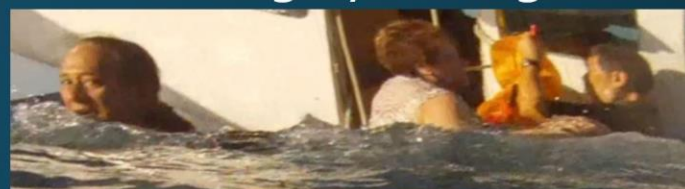
Yellow box above shows extent of larger view

(enhanced satellite view)

Go to the secluded area where the asset is honorary mayor, a place with submarine and aviation access and a variegated underwater stage.

When you absolutely positively can't let anyone challenge your legitimacy!

On-scene USCG helicopter pilot: “Survivors ... were able to get their lifejackets on before they ditched the aircraft, which ultimately saved their lives.” (emphasis added)



Yet five of the first six passengers out of the plane weren't wearing a life jacket before leaving the craft at all, contrary to the Caravan pilot's claimed instructions. The 5th passenger inflated his life jacket only much later.



At 3:53 MC Fire Dept. Computer Aided Dispatch Supervisor 117 changed the event from **Priority 1** to **Priority 0** (which would indicate the patient has already died), fostering a 26 minute delay before rescue helicopter Air 1 departed its Maui base to the crash site. Fuddy was in Puentes' video very much alive at that timestamp and no incident communication would so much as hint at a possible death for almost another hour.

An official observer that was also MC Police Officer falsely stated the event happened on the “East Side of Kalaupapa” and that the plane and passengers then drifted farther east. An author's FOIA appeal reaffirmed the false claim.

Evidence makes clear that the day after the crash, the MC Police Spokesman knowingly and falsely claimed that “Fuddy's body [had] been recovered from the wreckage”, which was reported in the LA Times and other media.

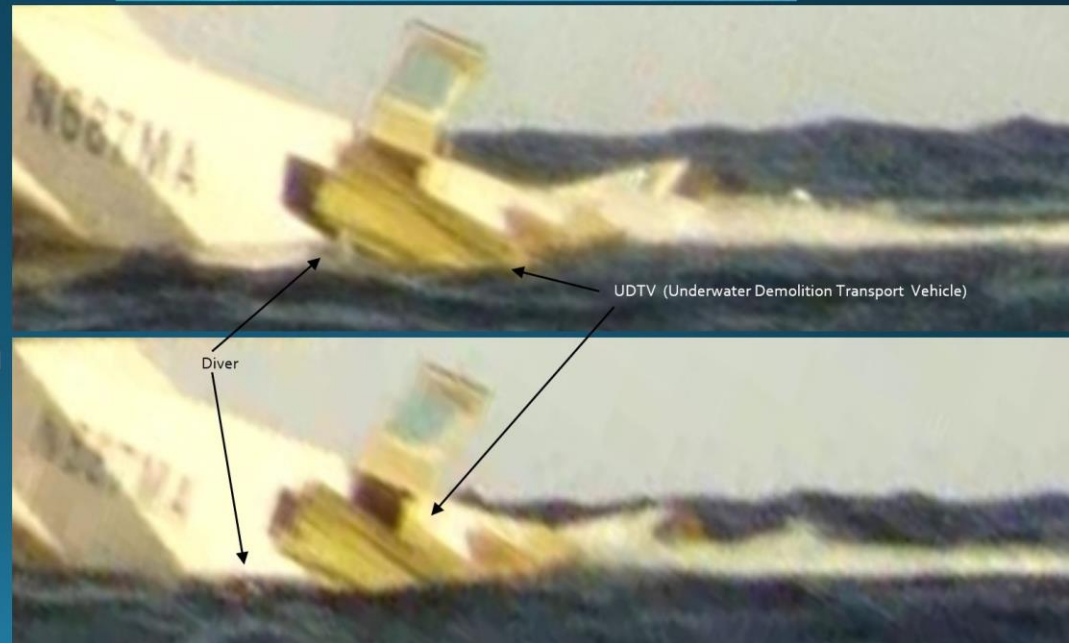
USCG medical personnel: Fuddy was assessed as “critical” at 5:17pm even after she had been left as “obviously dead” at 4:37pm, 40 minutes earlier! TV news reported a fatality in the event, time-stamped 4:40pm.

Corrupt every agency associated with this event... “because you can!”

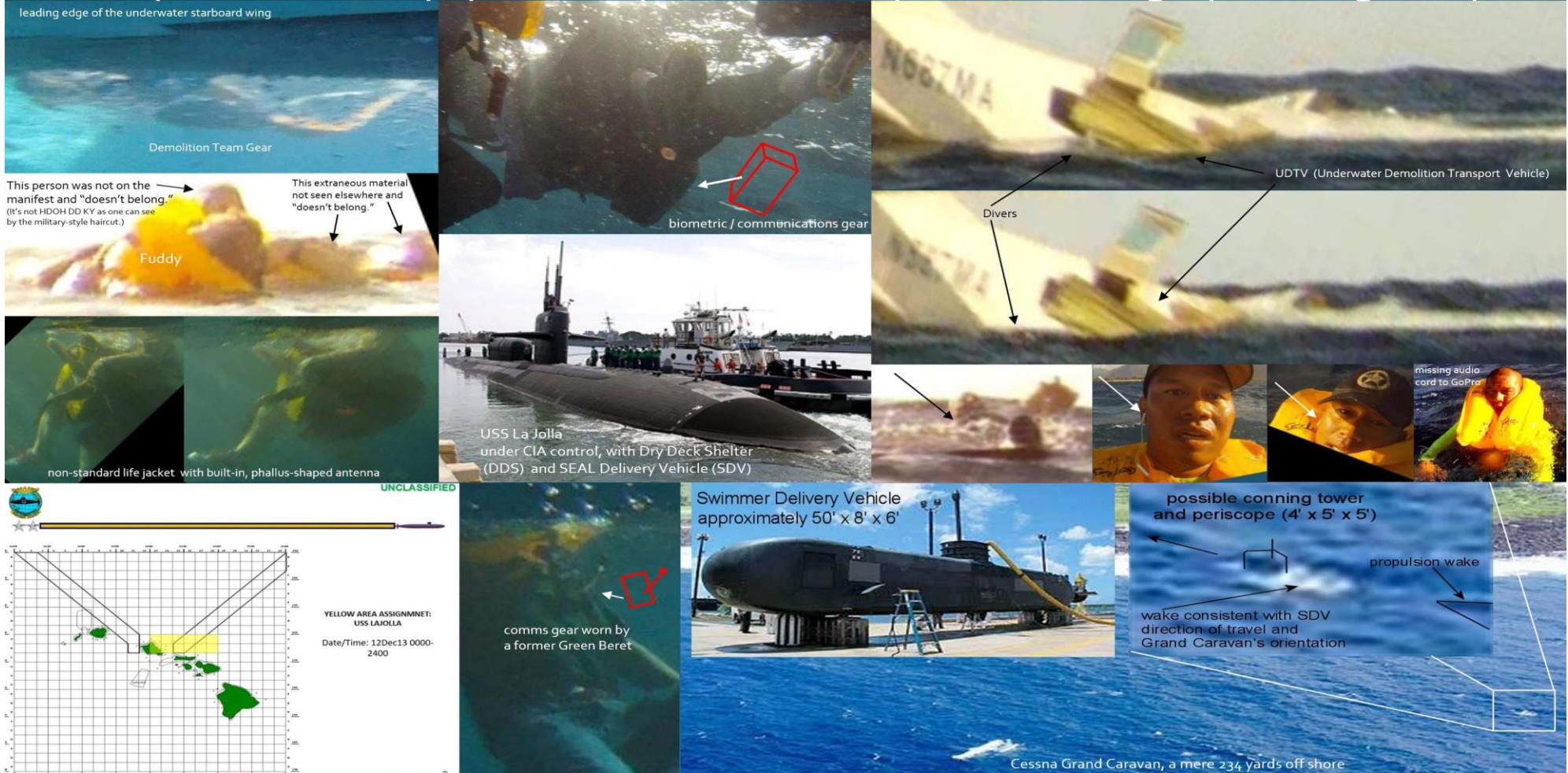
You're in a plane crash! Both you and your spouse may have broken ribs. Ow! Within seconds, divers appear and begin their work by setting equipment atop the wing (see underwater pictures below). While you forge ahead, fueled by adrenalin, you realize these divers are paying no attention to you whatsoever! Hmph! Then you see the divers aren't even equipped to give you first aid! Is all this according to the prior representations made to the plane's occupants and what "they signed up for?" Apparently so.



The divers also aren't going to use their Zodiacs to bring you ashore! The pilot says you may not swim ashore in your life jackets, which you could otherwise do easily—if painfully—in just a few short minutes. You're just going to have to tough it out there on the water, for what turns out to be the next 90+ minutes! Did you really sign up for this!?

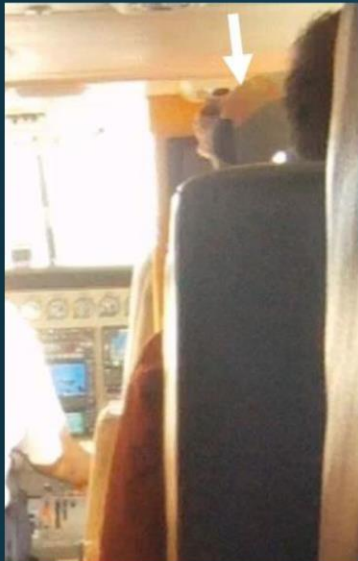


When you absolutely, positively can't let anyone challenge your eligibility...



Have Director Brennan send a \$2B CIA submarine loaded with operators, gear and transports there before the plane crashes.

When you absolutely positively must not let anyone challenge your legitimacy!

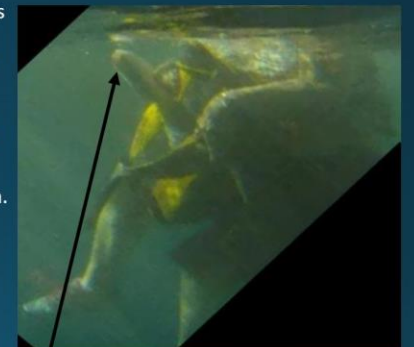


helmet



In his book Briley says, *"I, unfortunately, cannot float, so I must exert effort with legs or arms to keep my head above water, even with my lungs expanded to the fullest; doing so, of course is exhausting."* That's apparently how he got special dispensation to bring along a unique, belt life jacket.

The black and yellow bag on which Prof. Briley is resting his hand was packaged and disguised to appear like a passenger's carry-on bag. Over the course of 10 minutes or so, the bag changes shape almost continuously. When it's fully ready, his wife literally "straps on" the recumbent, engorged phallic life jacket about which she's apparently been trained to keep the tip above water. There was an admission against interest that Briley says the life jacket at right was the pilot's (inside joke: it's about the antenna dimensions) and given her by him.



antenna

keeping the tip above the water line

In his book about the Fuddy plane ditching, Bruce Briley makes the following statement about his and his wife's life jackets that the two wore for the ditching:

"Marilyn and I had three different types [of life jackets] between us: we both had the standard type II (though incompletely deployed), a throwable one which Marilyn had received from the pilot, and a buoyant seat cushion.)"

In the NTSB report, all the life jackets that were supposedly worn after the ditching were arrayed (at right). They're all Type II. "Somehow" the two non-standard ones worn by the Brileys in the 5 top-right photos shown here were kept hidden. We shouldn't wonder why for very long: To disclose those would show that they were each specially brought on board with foreknowledge to play a role in the planned ditching aftermath. Obviously, we've seen them wear three life vests but none of them were seat cushions.



Allow the Brileys to display foreknowledge by his wearing a helmet and their wearing non-standard life jackets.

If you're much more worried about your legitimacy than the safety of 9 plane occupants...

For fear of being pulled under by a quickly sinking plane, the pilot said he told the passengers not to hold onto the plane. But if they're just treading water in their life jackets anyway, why wouldn't the 7-minute-or-less swim/dog-paddle to shore be the far better choice for everyone, especially the injured? Instead, the plane's complement stayed out on the water for an average of 100 minutes. The choice to stay out on the water for 15x longer than necessary telegraphs the planners' actual intentions.



Who can imagine sharing an airplane with such stiff-necked passengers that would be so non-compliant concerning crew instructions? Like Rodney Dangerfield, the pilot's claimed instructions seemed to get "no respect." Or maybe, just maybe, this is yet another instance of the pilot saying he did one thing when he actually did another.

Of course, a diver team's Zodiac could have taken all the injured to shore in less than a minute, but that would surely have run counter to the script for the hoax.

Have the pilot keep the life-vested passengers from swimming or dog-paddling to shore in the 7 minutes that that would take a beginner swimmer, then keep 'em out on the water for 100 minutes shooting a snuff video.

When you absolutely positively must not let anyone challenge your legitimacy!

NTSB: "The airplane floated for approximately 25 minutes and then sank."

Passengers abandoned the plane about 25 minutes after ditching, but two independent shore observers noted the plane submerged and sank variously 54 or 58 minutes post-ditching. Note at lower right that the plane has sunk no more than earlier, when the passengers were still around it.

The three passengers interviewed by the police each said:

- 1) "When it started to sink, everyone moved away from it." "Got separated from everyone during this time due to strong ocean currents." (Passenger RK)
- 2) "When it started to sink, everyone moved away from it." "Got separated from everyone during this time due to strong ocean currents." (Passenger JK)
- 3) "Tried to stay close to each other...until the aircraft started to sink, that's when everyone got separated from each other." (Passenger CH)



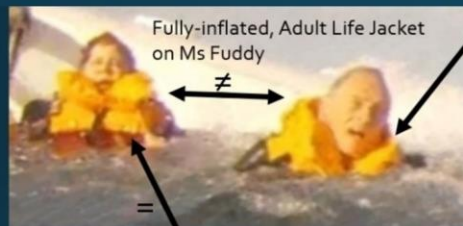
But 25 minutes after leaving plane where it had ditched, all nine were still together among the gentle waves, within 20 yards of one another, somehow avoiding being separated by "strong ocean currents" for over 50 minutes! How could the reports have been so uniform and yet so false?



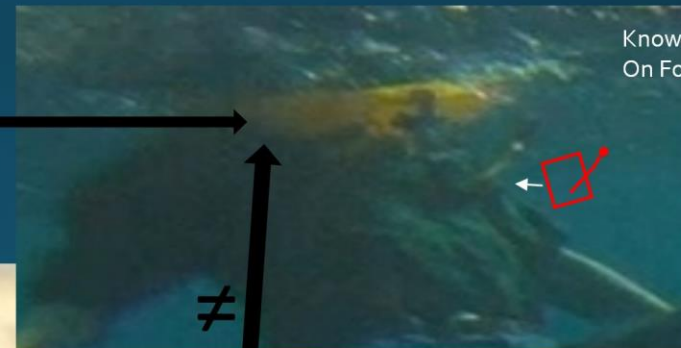
Make sure all the passengers know the script for the planned event!

When you absolutely positively must not let anyone challenge your legitimacy!

NTSB Factual Report: "the fatally injured passenger exited the airplane...wearing an inflated ... infant life vest. One of the two CO₂ cartridges installed in the vest was...was full, consistent with a partially inflated life vest."



Ms Fuddy was seen to be wearing what by all the evidence appears to be a FULLY-inflated adult life jacket, NOT a partially- inflated infant life jacket.

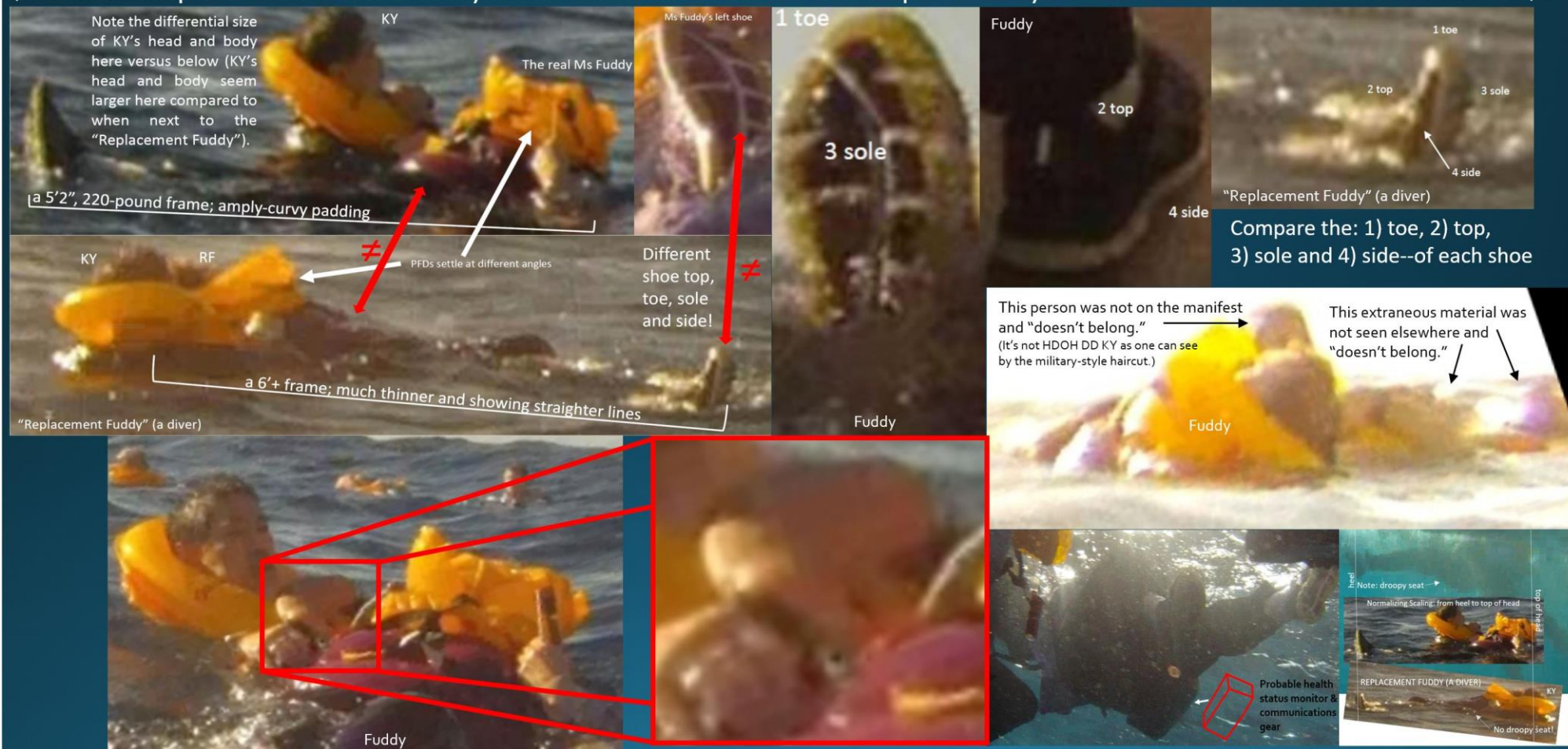


Passengers KY and Fuddy (rt)
Fuddy's PFD is fully inflated



The NTSB and even the Medical Examiner are corrupted and turned to unprofessional practices.

When you absolutely, positively can't let anyone challenge your eligibility
(while it's important for show that you would let the CIA asset that procured your LFBC have a safe exit to Valhalla)...



Have Dir. Brennan send operators, gear, video, audio and biometrics to the site so the fake decedent's life has no chance of being compromised.

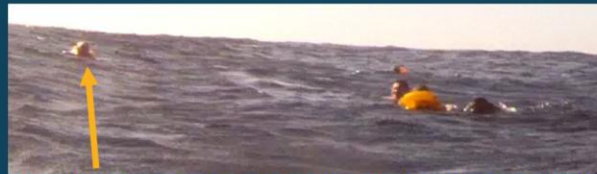
When you absolutely, positively can't let anyone challenge your eligibility...

"[The former Green Beret] ... swam for shore, guessing it took 90 minutes.."

USA TODAY, 12/13/2013

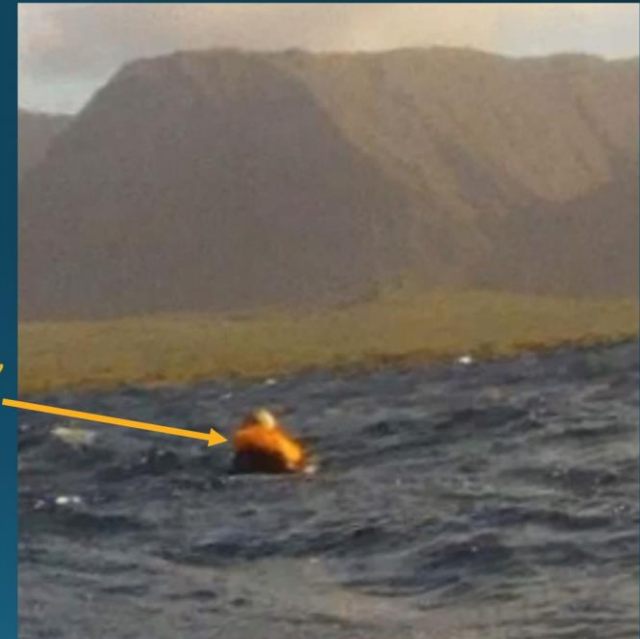


At 4:09pm, the former Green Beret is one of two passengers farthest from shore.



At 4:10pm, he begins his swim toward shore.

...then at 4:13pm, he walks the last 30 or so yards to shore.



At 4:15pm, he was logged as reaching shore!

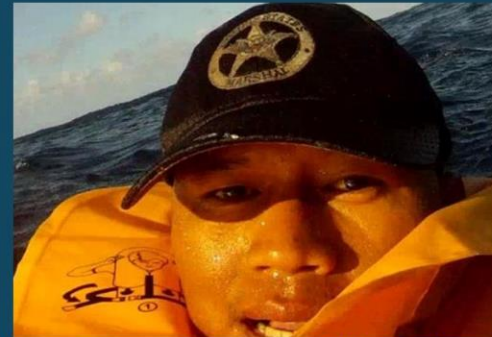
If you can, use SpecOps military people,
as they're superbly well-trained

(in disinformation, too).

When you absolutely, positively must not let anyone challenge your legitimacy...

Videographer says: "[M]y laces on one my boots were becoming undone and were about to slip off."

Yet, after 51 minutes of his 65 minute swim, both his boots were still 100% securely laced.



He claimed he **couldn't stay buoyant** because of his steel-toed shoes, long denim pants and long-sleeve shirt. He weighed only **150 lbs.** yet was OK with a half-inflated life vest.

He pretends otherwise, and doesn't disclose that he actually had at his seat with him:

1) not just one camera, but two GoPros, and 2) a head-mount GoPro strap and attached flotation gear; 3) the silhouette of the staff he later showed, claiming he had along on crash day, did not match the shadow of the staff seen in the actual video.



He also told the media that:
"As the sirens and bells of the airplane was going, and we —you know—it just, it was quiet."

Make sure even your videographer knows to lay down disinformation.

When you absolutely, positively can't let anyone challenge your eligibility...

You hire the best Hollywood/Island Stunt Pilots money can buy,
the Makani Kai team of "Hawaii Five-O" and "LOST" fame.

Neither Josh Lang nor Makani Kai Owner, Richard Schuman—a former Army officer—bothered to mention to the media that both men worked together on the sets of "Hawaii Five-O" and "LOST" for years as helicopter stunt pilots in Makani Kai Helicopters.

Lang, Schuman and the Cessna Grand Caravan pilot (who also was Director of Operations for Makani Kai) had all grown to trust each other over years of collaboration! Lang, as the first pilot on-scene, pretended his being there with his girlfriend and a planeload of cameras and video equipment was a stroke of "pure luck" to aid in the rescue of those on the Makani Kai Cessna Grand Caravan. [They] "just happened to be at the right place at the right time," HawaiiNewsNow reported.

Hollywood know-how is the essence of the magic that makes staged events seem real. That's why the Makani Kai team was so valuable to this fraud on the American electorate. An Army officer would know to follow his Commander in Chief and how to spread disinformation.



Josh Lang

JOSH LANG
LEAD GUIDE / HELICOPTER PILOT

- Flew onscreen for the TV show Hawaii Five-O and was rescued from a hijacker by McGarrett and Danno
- Aerial film work for ... "HAWAII FIVE-O" and "LOST"

Posted on February 22, 2013

When you absolutely, positively can't let anyone challenge your eligibility...

Airline Owner's False Representations & Other Misconduct

On 12/06/2009, the owner wrote: "[the pilot [of the 12/11/2013 crash] was his] *"Director of Operations"*

On 02/05/2010, the owner wrote "[The pilot has been working for him] *since 06/06/2009"*

The day after the crash, the owner told media: "[the] *pilot ...[had been] working for Makani Kai for 1 year"*

In 2013 the FAA informed the owner that the airline was facing up to \$30,000 in penalties for each of 26 infractions related to flights the airline had made in 2012 without having gotten prior, written authorization. After the crash, the total amount of the penalties was administratively [thankfully?] reduced to \$40,000.

In the Fuddy-related lawsuits' pleadings, the owner claimed to be *"without sufficient knowledge"* about the pilot's acting as a Makani Kai Air employee. What are some other possibilities, Mr. Airline Owner?

The owner: the crash took place at *3:15, 3:30, 3:45 & "10 minutes after it took off"* to various media.

Salvor's saying the Caravan lay *"200-300 yards"* [off shore] became the owner's *"400-500 yards"* [off shore].

The owner and/or the pilot to FAA and/or NTSB: Caravan lay *"400+ [foot down] or else a [sic] ocean drop-off to over 1000 Ft depth"* (FAA Incident report) The salvor later said it was dredged up from 60-75'.

Corrupt even a private airline owner to assure he will lie and do your bidding.

When you absolutely positively must not let anyone challenge your legitimacy!

Federal Aviation Administration

- Records required to be kept 5 years confirmed in writing to have been **destroyed** in 7 months, using faulty logic and false justification!
- Record-handling **not in accordance with FAA policy**
- Apparently worked to delay, hide and obfuscate
- Computer hacking (criminal behavior); potential to alter history

Maui County Fire & Police Departments

- Records kept in an obviously-false manner,
- Jumbled, excised log,
- Clearly-and-easily-disproved, false statements, and
- Obviously false statements weren't fixed on appeal, but the errors were reaffirmed

Hawai'i State Government

A Hawai'i State vehicle & personnel on-site at K'papa

Evidence of Hawai'i Attorney General involvement

Nation Transportation Safety Board

- Didn't secure the crash site, allowing changes to evidence
- Willingly swayed by false information for its Factual Report
- Caused Image falsification and misrepresentation of evidence

United States Coast Guard

- USCG swimmer and helicopter logs: missing, altered, re-copied, excised/redacted
- Authored a painfully misrepresentative FOIA response

United States Navy

- Its first FOIA response used weasel-speak to pretend there were no US Navy vessels in the area
- Its 2nd and 3rd FOIA responses came clean, disclosing there were two destroyers and a submarine in the area. Since the information was deemed **classified**, the only information about the submarine that was supplied was its name. That an on-site Navy vessel had been assigned to the CIA was consistently, curiously omitted entirely

Assure that all agencies involved are compromised!

When you absolutely, positively can't let anyone challenge your eligibility...

LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE LIE

Passenger RK noted to the media *"The water was rough. ... The pilot was trying to get everybody together, but that's kind of impossible because of the waves."* This is a false because for 50 minutes all plane occupants were able to stay not only together within twenty yards of one another, but consistently within the 50 or so degrees field of view of the camera's lens, so as to capture all of them at the same time throughout that time.

"The wind and the wave conditions were so bad, I couldn't catch it [a water cooler (to use for flotation)]. No way," [the pilot] said. "It was horrible." Many frames contradict that idea.

Videographer (on FB): *"As I stepped out into the ocean, I noticed how strong the energy of the current and swells of the ocean is."* Video frames and another passenger contradicted him.

Videographer (to TV media): *"As the sirens and bells of the airplane was going, and we—you know — it just, it was quiet."* Surely this speaks for itself in its self-contradiction.

The pilot claimed to the NTSB that he made a MAYDAY distress call, a claim also found in incident media reports. The transcript of the air-to-ground radio conversations include multiple reports of pilots that were attentively listening to 121.5MHz where all distress calls would be heard and reported, but no such call was mentioned.

The pilot claimed to the USCG that he briefed the passengers on a water landing and had them "don PFDs" (Personal Flotation Devices). No such briefing is heard airside the cabin and no passenger is seen on the video to reach for—let alone don—a PFD. In its report, the NTSB would later fault the pilot for inadequate passenger briefing, after several attestations to the same effect from passengers.

The pilot claimed to a press conference audience that he told the passengers to keep from hanging onto the aircraft, as it might sink and pull someone down with it. No such admonition is heard on the video while around the plane, and passengers uniformly were seen hanging onto the craft until they all left the area.

The USCG Commander wrote in his log that Ms. Fuddy had sustained severe internal injuries during the ditching and that she later succumbed to those injuries. As the Commander never disembarked from his C-130 aircraft on-station, the report had to have been conveyed to him. That would seem to imply the information came via one or both of the on-scene helicopter rescue crews, as both had in-water experience with what was claimed to be Ms. Fuddy. Both the Deputy Coroner and Medical Examiner implicitly contradict the Coast Guard by not mentioning any "severe internal injuries" in their independent, respective coroner and autopsy reports.

The Commander also noted in his log that the pilot claimed to have made two restart attempts of the Caravan engine. The video's audio track, which clearly captures the engine sound, in no way reflects the easily discernable sounds of an actual engine restart attempt. By preponderance of the evidence, such attempts did not happen.

The pilot was quoted in the media *"Once out of the plane, [the pilot said he] could not locate any of the cushions he had removed"*, even though the video captures the pilot for multiple minutes with his hand on a seat cushion, using it for his personal flotation.

Have everyone lie as much as possible, making it impossible for any journalist or researcher to figure out what actually happened.

The Strange, “Reported” Death of Loretta Fuddy

There were Six Sequential, Changing Causes of Death claimed. In sequence:

- 1) HDOHDD said she was no longer breathing and floated off
- 2) she was trapped in the fuselage: Maui Police Spokesman
- 3) had received severe internal injuries: USCG
- 4) acute cardiac arrhythmia from hyperventilation (Deputy Coroner)
- 5) drowning, pending toxicology report (after autopsy): MExaminer
- 6) acute cardiac arrhythmia from hyperventilation: ME’s report

A USCG swimmer unofficially deemed “she” was “clearly dead” at 4:37pm. (TV report of the death, 4:40pm) He left “her” in the water and moved on to other “victims” without hoisting “her” into the helicopter or administering CPR.

Forty minutes later (5:17pm) a different USCG rescuer found “her” in the water, then reported “her” condition as “critical”!

The Cessna Grand Caravan Commuter Airline pilot declared at 5:26pm HST on the airport grounds that she had expired.

Neither the Deputy Coroner nor Medical Examiner mentioned Fuddy had received any—let alone “severe”—internal injuries.

Fuddy’s brother-in-law was present to work the Fuddy crash as a MCFD EMT. Fuddy’s sister was the Maui County Police Chaplain. She also identified the “body” as that of her sister. (The Fuddy Estate was later compensated via settled lawsuit.)

The Coroner closed the case 11 minutes after viewing the “body,” then an hour later reopened the case.

The Medical Examiner’s autopsy report took almost a month to complete after the autopsy.

Since the two photos below purport to depict the same engine and propeller combination, in each of the pictures...

Find the severely rearward bent propeller blade!

NTSB frame

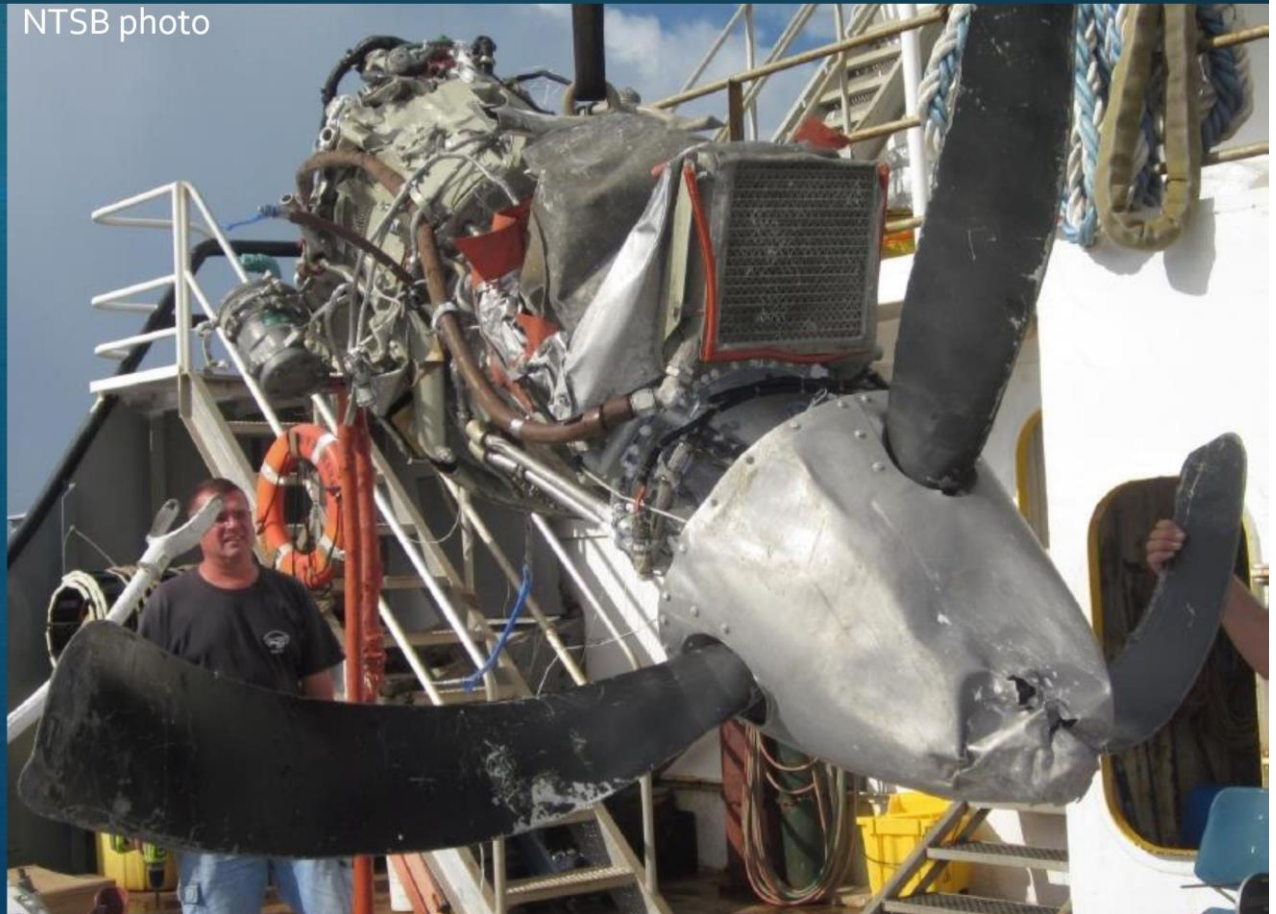
You say you see a severely bent prop blade in the photo below (arrow), but not on the right? Correct! But how can that be?

It took the motive force of a descending-glide, three-ton, 80kt airplane to bend that feathered prop in this underwater photo. After the ditching, the engine at right was lifted and claimed to have rolled around on underwater rocks in a swell. Those blades at right are then the supposedly resulting bent prop blades.

Sorry, that's just an impossible story. Once a prop bends as the **arrowed** one below, no natural force can make it appear as any of the blades at right.

No one at the vaunted NTSB picked up on that? Are they all incompetent? (No, they're generally known as the cream of the crop.) Maybe they all wanted to keep such a highly relevant, dispositive fact quiet. Would that be *de rigueur*, their normal operating procedure?

NTSB photo



When you absolutely, positively can't let anyone challenge your eligibility...

NTSB Report: "Airframe was fragmented into numerous pieces which were crushed and battered in a manner consistent with being repeatedly rolled over on a hard, uneven surface by wave action"

The NTSB determination above is unquestionably FALSE. Wave action cannot account for the power-tool saw cuts that are seen at many places on the engine and firewall in these images.



From opposite side of engine, two "Jaws of life" type pipe cuts.



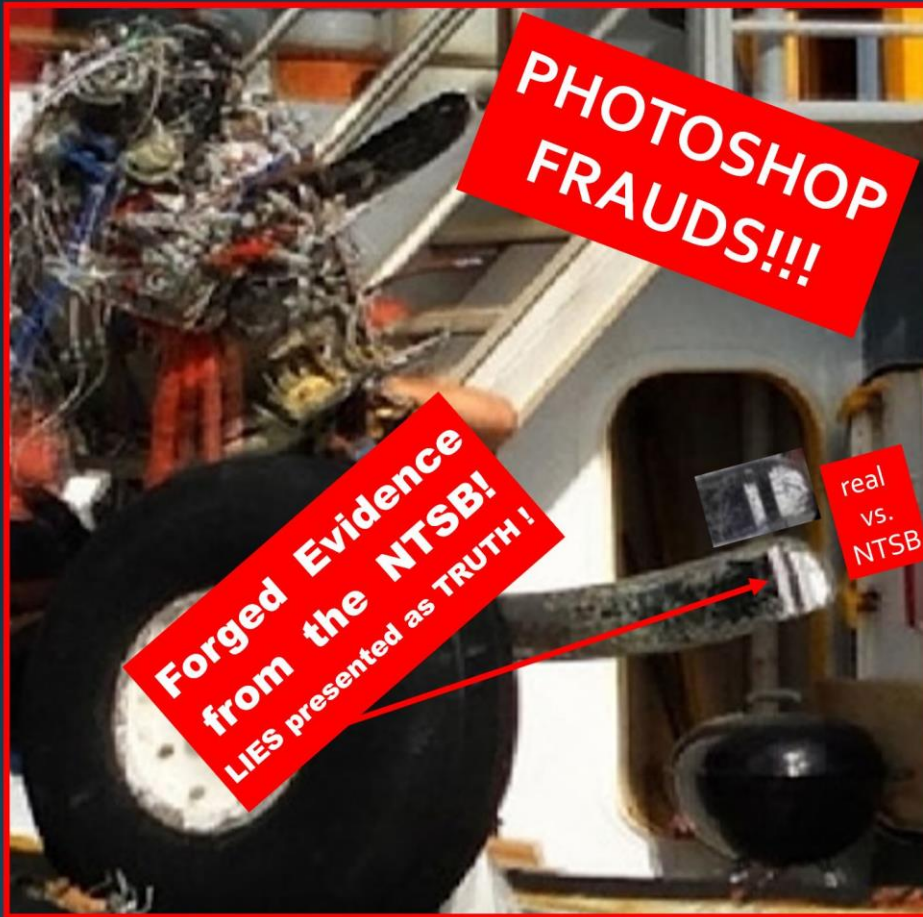
special non-shearing bolts were manually removed



Not only were there saw cuts, but they were all non-complementary saw cuts.

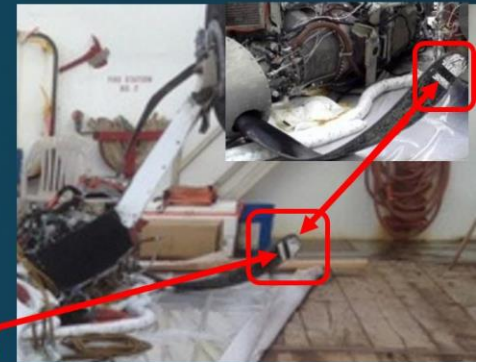
Make the NTSB your corrupt play toy.

When you absolutely, positively can't let anyone challenge your eligibility...



In the upper left corner of the NTSB image at left, see the back of the engine is double-exposed, despite that nothing else in the image is. That may have been done to obscure the fact that there were many man-made saw cuts otherwise seen on the back of the engine.

The NTSB claimed "the engine was found on the ocean floor, already separated from the fuselage in a manner consistent with the plane's rolling around on the ocean floor rocks during a swell." Left untouched, the saw cuts that the NTSB photo obscured (at left) with their opportunistic double exposure (found in the only NTSB report photo of the engine's back side in the) otherwise would have exposed the fact that the non-failing P&WC engine that went down with the ditched airplane was replaced with a pre-damaged engine and different propeller). The two different propellers unfortunately had been painted with different blade tip paint patterns. Major oversight! (How much effort the NTSB might have been spared if the two different propellers would have had the same paint pattern!)

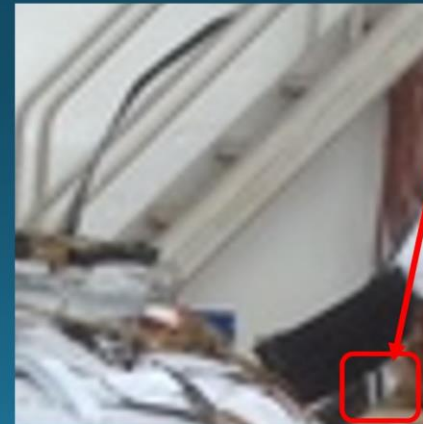


After the media published pictures of the barge-based propeller, the hoax planners had a strong incentive to Photoshop to obscure that fact in its barge-based image's pattern (at left) didn't match existing crash-day images from the videographer's ocean floor frames.

Unfortunately, their crude, "outside-the-lines" Photoshopping left tell-tale signs of their activity while there were still other, published and independently-sourced photos with which to compare.

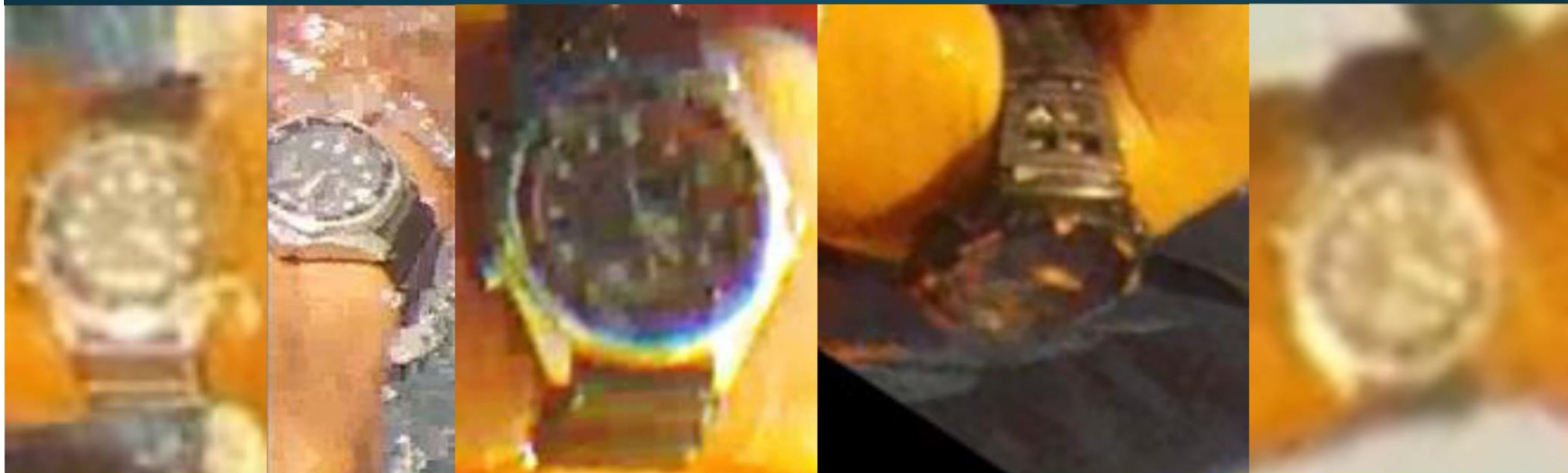
The NTSB image (the lower of the top/bottom comparison in photo at far left) is above and near left compared to the actual blade tip paint patterns of two media photos. A different, yet consistent paint pattern is seen in the media's images versus what the hoaxers had crudely, digitally "repainted."

The tip labeled "NTSB" at far left contains the only blade tip paint pattern seen in the NTSB report for this incident. Note the low-resolution of the scraping and wear on length of that NTSB blade compared to the higher-res imagery of items even 10' behind that blade.



Corrupt the NTSB to make sure they will falsify evidence for you.

When you absolutely, positively can't let anyone challenge your eligibility...



Did everybody on the plane wear a fake, expensive watch to be later compensated for its failure? Every watch on the plane stopped at the same time? Isn't a diver's watch resistant to do a depth of 300'? These all seemed to fail 3' under!! At exactly the same minute? Fishy?! WATCH THE WATER!

make sure all watches
are set to 3:22 through-
out the scenario...



...and be sure the Finback is
on its way to the crash site.

Multimedia Links

M1. Engine just... made a...made a sound and ... and then it just... just happened, you know you just... you realize at that moment what was going on

<https://drive.google.com/open?id=0B7wCsd9iZQe4dGFrE51lcElqc1k>

M2. All I know is... ‘bang’, and I had annunciator panel that was... nothing but red and yellow lights and... fire warning was goin’ off.

<https://drive.google.com/open?id=0B7wCsd9iZQe4MUc5blhWdS1BNUk>

M3. Fire Warning Horn starts only 36 seconds after ditching and then continues for a total of 15 seconds.

<https://drive.google.com/open?id=0B7wCsd9iZQe4TV9HUnl0cDFpNmc>

M4. Clear capture of the high-RPM sound (on the engine the pilot said was stopped).

<https://drive.google.com/open?id=0B7wCsd9iZQe4Z0ZhQzNIUUtLU1k>

M5. The ABC World News segment records a normally-running engine, with a clear-audible RPM decrease in the engine sound.

<https://drive.google.com/open?id=0B7wCsd9iZQe4aFpDUE9V53VDRtg>

M6. As the sirens and bells of the airplane was going, and we—you know—it just, it was quiet

<https://drive.google.com/open?id=0B7wCsd9iZQe4cVdQbkdME15NUk>

M7. Listen to the physical impossibility of the NTSB’s audio track beginning about 6 seconds in as the engine just starts from nothing

<https://drive.google.com/open?id=0B7wCsd9iZQe4di1TTWlvSDNLRtQ>

M8. rising in RPM

<https://drive.google.com/open?id=0B7wCsd9iZQe4RUpyeGs5U1A4RnM>

M9. The engine quickly winds down only as it ingests ocean water.

<https://drive.google.com/open?id=0B7wCsd9iZQe4QIM5ZDYtSGtxaUU>

M10. “[T]he plane, when it was brought up, even though it went down whole, was brought up and crushed—broken apart—the experts say, by a mechanical machine that breaks the airplane apart, and crushed. Now why would you do that, except to destroy the evidence of the airplane?

<https://drive.google.com/open?id=0B7wCsd9iZQe4WHRkS21Ka0puaUE>

M11. The salvor blamed inferred wave action from a large winter storm that was said to have occurred on the intervening Saturday for the plane damage that occurred post-crash

<https://drive.google.com/open?id=0B7wCsd9iZQe4MFhVajl4OURoZ00>

M12. The wings were separate. The fuselage was separate. The engines were separate...and...uh...from rolling on the rocks i-in the swell.

<https://drive.google.com/open?id=0B7wCsd9iZQe4M2FaaDZkdzjHaUE>

M13. ocean damage video

<https://drive.google.com/open?id=0B7wCsd9iZQe4MFhVajl4OURoZ00>

M14. The videographer’s story is that no sooner did he turn his camera off (at what has been determined to be the red X, at somewhere between 1000’ and 1500’) did the engine bang happen. Within two-to-three seconds thereafter, he say he turned his camera back on and then kept on rolling until his batteries ran out.

<https://drive.google.com/open?id=0B7wCsd9iZQe4VHhITlpOM1p5S2M>

M15. The pilot wanted everyone to stay away from the airplane, lest it sink and drag them down with it.

<https://drive.google.com/open?id=0B7wCsd9iZQe4ajBGdJfNMDfHeDg>

M16. This audio segment is a portion of the Good Morning America audio, with both the clearly-heard engine whine and a bit of the narrator’s speech.

<https://drive.google.com/open?id=0B7wCsd9iZQe4Z0ZhQzNIUUtLU1k>

M17. an increasing-frequency engine whine 2.5-5 seconds into this segment

<https://drive.google.com/open?id=0B7wCsd9iZQe4RUpyeGs5U1A4RnM>

M18. An increasing engine RPM whine is covered over by narration.

<https://drive.google.com/open?id=0B7wCsd9iZQe4UKvYyVBWwWxZcWs>

M19. Nightline’s version has an additional, low rumble sound.

<https://drive.google.com/open?id=0B7wCsd9iZQe4RFRuNHNZaIBBdkk>

M21. the added sound that Nightline included that overlays the engine whine

<https://drive.google.com/open?id=0B7wCsd9iZQe4X3E4LTvzT3p6THc>

M22. the entire Nightline segment audio, including the sonogram plot for it

<https://drive.google.com/open?id=0B7wCsd9iZQe4dW54bnZETWl3SiA>

M23. “Water was rough, so everybody was kind a... pilot was trying to get everybody together, but that’s kind of impossible because of the waves.”

<https://drive.google.com/open?id=0B7wCsd9iZQe4bS0tZkZvVDJMc1k>

The following are links that afford the reader the ability to download the NTSB videos that are written about herein:

Take-off portion: <https://drive.google.com/open?id=0B7wCsd9iZQe4ZWJINHo2RmxFVjQ> - (323 MB)

Ditching portion: <https://drive.google.com/open?id=0B7wCsd9iZQe4YUJVWYVWZicmg3S3M> - (2GB)