

	Event Date	Probable Cause Released	Make / Model	Regist. Number	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)			
1	8/13/2004	10/28/2004	Cessna 172S	N3554Y	Nonfatal	Part 91: General Aviation	The airplane experienced a hard landing, porpoised, and veered off the runway. The student pilot was attempting to land. During the landing flare, the airplane touched down hard and bounced back into the air. The airplane continued to bounce down the runway, veering to the right. On the third bounce the nose gear collapsed and the airplane continued to the right, off the runway, coming to rest on a grass median. The student pilot did not report any mechanical problems with the airplane prior to the accident. In a telephone conversation with a National Transportation Safety Board investigator, the student pilot reported that he was attempting to land on runway 04L.	A	Airport Airplane only No injury Stopped on grass median, no damage to buildings on property
2	2/15/2004	4/28/2004	Cessna 177A	N30599	Nonfatal	Part 91: General Aviation	The airplane made a hard landing while attempting to execute an instrument landing system (ILS) approach. The pilot said that during the landing flare, the airplane encountered a gust of wind from the left side. The airplane went into a nose-low attitude, hit the runway surface hard, and porpoised. The pilot reported no preimpact mechanical malfunctions or failures with the airplane. An aviation routine weather report (METAR) for Honolulu International Airport at 2053, reported steady state winds from 010 degrees at 10 knots and visibility at 10 statute miles.	A	Airport Airplane only No Injury Never left runway Taxied back to parking, no damage to buildings on property
3	7/7/2002	9/29/2004	Aerospatiale AS350 BA	N141MK	Nonfatal	NSCH Part 135: Air Taxi & Commuter	The helicopter's tail rotor collided with terrain while the pilot was attempting to land downwind on downsloping terrain. The passengers reported that as the helicopter began the approach to landing, it passed over a 6-foot fence and settled hard onto dirt. The pilot told an FAA inspector that he had landed downhill, because while in the air, he ascertained that would be the best angle to execute a landing in the confined operation zone. The downwind conditions resulted in the tail of the helicopter being lower than normal. During touchdown, the helicopter's tail boom collided with the upslope terrain. The gear box was destroyed and the tail boom was bent 30 degrees.	Oa	On airport, no injury, no damage to anything but helicopter, no damage to buildings on property Possibly near Wiliwili
4	12/9/2001	10/24/2002	Cessna 150K	N6136G	Nonfatal	Part 91: General Aviation	The pilot rented the airplane and did not fill the fuel tanks prior to taking off for a planned round-robin flight between the islands of Oahu and Lanai. The pilot spent about 30 minutes on the ground at Lanai during which time he did not check the quantity of fuel in the tanks. No fuel was obtained at Lanai, and the pilot attempted to fly back to Oahu. After flying a total of approximately 1.9 hours, fuel starvation occurred about 8 miles east of the pilot's intended destination, the Honolulu International Airport. The pilot made a forced landing in a park and during rollout the airplane collided with a mango tree. During the postimpact airplane examination, the undamaged right wing fuel tank was found containing several drops of fuel. The damaged (but not breached) left wing fuel tank contained about 1 quart of fuel. According to the Cessna Aircraft Company, the airplane's nominal fuel consumption rate is 6.0 gallons per hour, and its unusable fuel in all flight conditions is about 3.5 gallons.	oa	Off airport, 10 miles from airport Waialae Iki Park
5	2/5/2000	12/14/2001	Piper PA-28-161	N140ND	Nonfatal	Part 91: General Aviation	At the time of the pilot's approach and landing on runway 4L the winds were from 170 degrees at 8 knots. The pilot reported that the local controller instructed her to make a short approach for following traffic. She said that while the landing was long and she felt "rushed by the short approach request," the touchdown and initial landing ground roll was normal. Near the intersection of taxiway E as she began applying brakes, the airplane suddenly turned right and ran off the side of the runway. The pilot reported that she was afraid to apply left brake because the airplane "might tip over." As the airplane left the pavement, the left wing hit runway signs. The pilot stated there were no mechanical malfunctions with the airplane and the operator's maintenance department found no discrepancies during the repair process.	A	Airport Hit some signs No damage to buildings
6	11/7/1999	7/25/2002	McDonnell Douglas DC-10-30F	N602GC	Nonfatal	NSCH Part 121: Air Carrier GEMINI AIR CARGO	The DC-10 captain, in response to a Traffic Collision Avoidance System (TCAS) alert, made an aggressive pitch change and felt a slight buffet as the airplane decelerated. The maneuver resulted in wrinkling of the elevator skins. Air Traffic Control (ATC) instructed a DC-9 crew to maintain visual separation and the DC-9 crew accepted the instruction. The airplanes were about 7 miles from each other in night conditions on converging courses; the DC-9 was descending out of 5,000 feet and the DC-10 was climbing through 3,800 feet. The controller had to repeat instructions to the DC-10 crew, as well as other crews. One crew informed ATC that their radio transmissions were weak. Douglas Flight Operation Letter AOL, C1-E60-HHK-L033 dated January 21, 1988, explained probable resultant damage to aircraft components when speed was reduced to buffet speeds indicated on the Cruise Buffet Onset Boundary Chart as presented in the DC-10 Aircraft Flight Manual. It noted that in some cases this buffeting resulted in wrinkled outboard elevator skins. It emphasized that speed reduction down to or near the clean configuration stalling speed greatly increased the chance of experiencing elevator damage.	Oa	Off airport 8 miles away from airport
7	6/30/1999	8/14/2001	Cessna 150M	N63614	Nonfatal	Part 91: General Aviation	On the downwind leg of the traffic pattern for the joint civil/military airport, the instructor saw a Navy UH3H helicopter on the base leg to the same runway. The CTAF operator cautioned them about wake turbulence. The student asked if he should extend the downwind, but the instructor advised him to just stay above the helicopter's flight path. The instructor said that while turning to the base leg, they could see that the helicopter was still on the runway. On short final approach nearing the runway, the instructor announced their position on the CTAF. The helicopter remained on the runway, so the instructor advised the student to go around. At that point, the airplane was slightly past the runway threshold and the helicopter was about 2,500 feet down the 4,000-foot runway. The instructor stated that as the student initiated the go-around, the aircraft encountered some turbulence, and rolled 90 degrees to the right. The instructor then noticed the helicopter lifting off the ground. He took over the controls but had difficulty maintaining control of the aircraft. He stated that he attempted to fly out of the rotor wash, but didn't have sufficient altitude to maneuver safely. The airplane sank onto its right wing, bounced, and landed on the nose gear, which then collapsed. The airport is an auxiliary landing field for a naval air station. According to the airport facility directory, civil operations were permitted, but limited to daylight VFR conditions, and all aircraft must conform to the traffic pattern and CTAF advisories.	Oa	Ford Island runway, not HIA, no injury no damage to buildings at least 3.8 miles from site

8	8/7/1997	2/11/2000	Lockheed L-1011-385-1-15	N740DA	Nonfatal	SCHD Part 121: Air Carrier DELTA AIR LINES INC.	After maintenance completed troubleshooting and the aircraft taxied out for the final time, the aircraft had taxied 11.3 miles within a 3-hour period. There was no temperature gauge or tabular data available that could have informed the crew that heat buildup resulting from taxi distance was now at a level that potentially threatened the integrity of the tires. During the takeoff roll, the 3F tire exploded, resulting in vibration, shudder, and yaw. The sudden instability, combined with a phantom C1 cargo door light, caused the Captain to abort. The abort was initiated about Vr (165 knots) with approximately 6,000 feet of runway remaining. As the aircraft came to a stop, the nose wheels were 164 feet short of the overrun area for runway 8R. A brake fire began while the aircraft was stopping and the captain directed an emergency evacuation. The 2R and 4R doors failed to open, and the 4L and 3L doors were not used due to their proximity to the fire and smoke. The 4R door was jammed by a broken piece of backboard, and the 2R door malfunctioned due to a partially broken counterbalance spring. The flight attendant who attempted to open the 2R door did not attempt to manually lift the door. All evacuations were made through the 1L, 1R, 2L, and 3R doors. Firefighters had difficulty communicating with the flight crew and in verifying the total number onboard because the airline's passenger count does not include lap children. A total of 56 passengers and 2 flight attendants were treated for minor injuries, while 1 passenger received a broken ankle. All injuries were attributed to the use of the slides. Passengers failed to follow flight attendants and attempted to evacuate with their carryons. The airline did not effectively supervise the passengers after the evacuation and several began walking toward an active runway. An inspection of the 3R tire showed bead separation had occurred. The estimated bead temperatures during the takeoff roll reached between 350 and 400 degrees Fahrenheit. The bead begins to degrade between 250 and 280 degrees Fahrenheit.	A	Airport Airplane only, no damage to buildings on property.
9	6/21/1997		McDonnell Douglas MD-11	EICDK	Nonfatal	SCHD Part 129: Foreign GARUDA INDONESIAN AIRWAYS PT	On June 21, 1997, at 1222 Hawaiian daylight time (HDT), a McDonnell Douglas MD-11 airplane, EI-CDK, operated by Garuda Indonesia as flight 800, was substantially damaged due to a tail strike during a go-around from an attempted autopilot autoland landing on Runway 8L at Honolulu International Airport (HNL), Hawaii. The flight crew completed a touch down and a go-around followed by an uneventful landing at 1235. Visual meteorological conditions prevailed and an instrument flight plan was filed. There were no injuries to the 289 passengers, 4 flight crew and 15 cabin attendants. The flight, a scheduled CFR Part 129 operation, originated at 2355 (June 20, HDT) from Jakarta, Indonesia.	A	No injury, Airport airplane only, plane was able to land with out further problem, no damage to airport buildings
10	2/22/1997	12/31/1998	Beech H18	N7969K	Nonfatal	NSCH Part 135: Air Taxi & Commuter	The airplane was loaded with mail & freight within 57 lbs of its max takeoff weight limit. No malfunction was noted during start or taxi. The pilot made a near-midfield intersection departure from runway 8L at 0622:35 local time. Seconds earlier, a Boeing 747 had completed its landing roll-out on runway 4R, which crossed runway 8L near its departure end. Winds were from 285 deg at 2 kts. The pilot & loader (a private pilot) said nothing unusual occurred during takeoff until the aircraft climbed to 100' agl, then 'suddenly the airplane yawed to the left as though the left engine had lost power.' Despite use of full right rudder, directional control was lost, & the pilot decreased the pitch attitude because of 'severe yawing and rolling tendencies.' The airplane's left wing tip impacted the right side of the runway, the tricycle gear collapsed, & the airplane slid to a stop & was consumed by fire. Due to fire damage & lack of accurate records, neither the total fuel load, the freight's actual weight, the cargo's preimpact location within the aircraft, nor the adequacy of the cargo tie down system could be validated. Weight & balance documents filed with the FAA were at variance with 'duplicate' documents held by the operator. Exam of the engines did not reveal evidence of a preimpact failure. Propeller ground scars on the runway indicated both engines were operating during impact. The accident occurred during the pilot's last flight as an employee with the company.	A	Airport airplane only
11	12/15/1996	3/31/1998	de Havilland DHC-8	N801WP	Nonfatal	SCHD Part 121: Air Carrier ALOHA ISLANDAIR INC. (D.B.A. ISLAND AIR)	Hydraulic fluid was leaking from a deteriorated O-ring in the landing gear selector solenoid valve, rendering the normal landing gear extension system inoperative. The crew actuated the alternate gear extension system and was unable to extend the right main landing gear. The first officer pulled the main landing gear alternate extension cable until it stopped and the right main landing gear uplock actuator did not release. On advice from company maintenance, after completing the alternate gear extension procedure, the crew retracted the nose gear and the left main gear using the normal system and then attempted another normal extension. Only the left main landing gear extended. The airplane's number 2 hydraulic system was depleted with 1.5 quarts of fluid remaining. The crew attempted another retraction to raise the left main landing gear without success. The captain then landed the airplane with only the left main landing gear extended. Examination of the alternate gear system revealed the main gear extension cable would bind after the left main landing gear uplock actuator would release. Subsequent testing of the system while the airplane was on jack stands reduced the binding, but in all tests the left main landing gear uplock actuator would release before the right uplock actuator. Examination of the main landing gear alternate extension cable revealed the plastic coating was missing in two places adjacent to a pulley. The right main landing gear wheel well was excessively dirty with areas of exfoliated white paint, exposing the underlying primer.	A	Airport airplane only, landing on with only 1 landing gear down, did not damage anything else, no one hurt
12	7/8/1996	3/31/1998	Hughes 369D	N64MK	Nonfatal	Part 91: General Aviation	The Hughes helicopter, N64MK, and the Mooney airplane, N5801N, had departed on a formation flight to film a movie. Cameramen were in both aircraft, and an actress was in the Mooney's right front seat. By prior arrangements, the Mooney was the lead aircraft and was flown by its left seated airline transport pilot. A commercial certificated pilot was flying the Hughes, also from the left seat. The pilots were in radio contact with each other. Videotape taken from both aircraft was reviewed. While cruising past Diamond Head at 100 knots and 1,000 feet above sea level, the Hughes decreased its distance from the Mooney's right wing, joined up in a tight side-by-side formation, and at times was several feet higher, lower, in front of, and behind the Mooney. The Mooney pilot reported that she observed the Hughes. Seconds prior to the Hughes' main rotor blades impacting and severing the outer 3 feet of the Mooney's right wing, the Mooney pilot diverted her attention away from the Hughes. The Mooney pilot looked outside her left windshield and pointed out to the actress the presence of a shoreline hotel. After the collision, the Mooney landed without further mishap. The Hughes autorotated into the ocean and sank.	Oa	Off airport, happened near Diamond Head approximately 7 miles away
13	7/8/1996	3/31/1998	Mooney M20J	N5801N	Nonfatal	Part 91: General Aviation	The Hughes helicopter, N64MK, and the Mooney airplane, N5801N, had departed on a formation flight to film a movie. Cameramen were in both aircraft, and an actress was in the Mooney's right front seat. By prior arrangements, the Mooney was the lead aircraft and was flown by its left seated airline transport pilot. A commercial certificated pilot was flying the Hughes, also from the left seat. The pilots were in radio contact with each other. Videotape taken from both aircraft was reviewed. While cruising past Diamond Head at 100 knots and 1,000 feet above sea level, the Hughes decreased its distance from the Mooney's right wing, joined up in a tight side-by-side formation, and at times was several feet higher, lower, in front of, and behind the Mooney. The Mooney pilot reported that she observed the Hughes. Seconds prior to the Hughes' main rotor blades impacting and severing the outer 3 feet of the Mooney's right wing, the Mooney pilot diverted her attention away from the Hughes. The Mooney pilot looked outside her left windshield and pointed out to the actress the presence of a shoreline hotel. After the collision, the Mooney landed without further mishap. The Hughes autorotated into the ocean and sank.	Oa	Duplicate of above 7 mi

14	12/30/1995	6/6/1996	ATR ATR 42-300	N4202G	Nonfatal	SCHD Part 121: Air Carrier MAHALO AIR	According to statements from the captain and the injured flight attendant, the captain was anticipating moderate turbulence for the flight due to frontal system activity over the Hawaiian Islands. The captain briefed the flight attendant on the expected turbulence for the entire flight and kept the seatbelt sign illuminated continuously. Turbulence was encountered for the majority of the flight. Radar vectors were provided for an LDA Runway 26L approach to Honolulu. Also, a descent was made to 7,000 feet with the aircraft heading toward the only clear area between cells shown on both the aircraft and approach control radars. No turbulence had been encountered for several minutes, and the flight attendant elected to do a passenger/seat belt compliance check. The captain said three strong 'jolts' were encountered, accompanied by altitude excursions. The turbulence was encountered as the attendant was returning to her seat in the rear of the aircraft. The flight attendant was bounced off the ceiling twice and sustained a displaced fracture of her left ankle.	Oa	Off airport, injury to crew member due to turbulence 8mi
15	5/30/1995	3/21/1996	PIPER PA-28-151	N6243J	Fatal(3)	Part 91: General Aviation	The pilot called ATC and advised that he was experiencing a rough running engine, an intermittent engine, and finally, engine failure. The pilot reported he had less than 10 gallons of fuel and that there were three people onboard. ATC then lost radio and radar contact with the aircraft. A pilot flying in the vicinity reported seeing the aircraft inverted in the water. Two victims were recovered from the water and the third remains missing. A witness said the pilot was anxious to return to Honolulu. Fueling records showed 35.1 gallons of fuel was delivered on 5/27. The pilot then flew the aircraft on a local test flight of about 1 hour. There was no record of a fuel purchase on 5/26, or subsequent fuel purchases. On two prior occasions the pilot had been forced to make unplanned landings due to low fuel.	Oa	Off airport 8 mi
16	5/10/1995	11/6/1995	SCHWEIZER SGS 2-33A	N7768S	Nonfatal	Part 91: General Aviation	AFTER BEING TOWED TO AN ALTITUDE OF 1,000 FEET MSL, THE PILOT INITIALLY CLIMBED AN ADDITIONAL 100 FEET. ABOUT 5 MINUTES LATER HE ENCOUNTERED AN AREA WHICH WAS NOT GENERATING ANY LIFT AND DECIDED TO TURN BACK TOWARD THE AIRPORT. WHILE FLYING AN UPWIND COURSE, WHICH WAS IN CLOSE PROXIMITY AND NEARLY PARALLEL TO THE NORTH SIDE OF A NEARBY RIDGE LINE, THE GLIDER ENCOUNTERED AN UNEXPECTED DOWNDRAFT. UNABLE TO MANEUVER OUT OF THE CONDITION, THE GLIDER WAS FORCED DOWN, IMPACTING STEEP, ROCKY TERRAIN. THE PILOT REPORTED THAT THE PREVAILING WINDS AT THE ACCIDENT SITE WERE GUSTING FROM THE SOUTHEAST.	Oa	Off airport near Dillingham field 20 mi from HNL
17	3/16/1995	1/29/1996	de Havilland DHC-6-200	N37ST	Nonfatal	Part 91: General Aviation	THE AIRCRAFT DEPARTED OVERWEIGHT FOR A 17-HOUR FERRY FLIGHT. EARLY IN THE FLIGHT THE CREW EXPERIENCED SOME FUEL PROBLEMS AND DECIDED TO CONTINUE WHEN THEY RESOLVED THE PROBLEM. THE CREW INDICATED THE EN ROUTE WINDS WERE CLOSE TO FORECAST. THE FERRY FUEL SYSTEM IS A SIMPLE 5-TANK GRAVITY FUEL FEED INTO THE FORE AND AFT MAIN TANKS. ABOUT 6 HOURS FROM DESTINATION, THEY REALIZED THE FERRY TANKS WERE NOT FLOWING INTO THE MAIN TANKS AS PLANNED. THEY BEGAN MANUALLY TRANSFERRING FUEL FROM THE REAR FERRY TANK TO THE FORWARD FERRY TANK, AND SHUT DOWN THE RIGHT ENGINE TO REDUCE FUEL CONSUMPTION. THIS DID NOT STOP THE NEGATIVE FUEL FLOW FROM THE MAIN TANKS. AT THE TIME OF DITCHING, THE CREW ESTIMATED THE FUEL REMAINING IN THE FERRY TANKS WAS ABOUT 170 GALLONS, MOST OF WHICH WAS IN THE 3 AFT FERRY TANKS. AN AERO ENGINEER CALCULATED THAT THE AIRCRAFT WAS AT LEAST 10 INCHES BEHIND THE MAXIMUM AFT CG AT THE TIME OF DITCHING, AND SUGGESTED THAT THE FERRY FUEL SYSTEM WAS NOT MANAGED TO MAINTAIN THE CG WITHIN THE ALLOWABLE LIMITS, A TASK MADE MORE DIFFICULT WITH THE REAR FUSELAGE CARGO.	Oa	Off Airport 175 NM Northeast of Honolulu
18	11/22/1994	10/13/1995	ROBINSON R-22B	N31MK	Nonfatal	Part 91: General Aviation	THE STUDENT PILOT WAS TAKING A PRIVATE PILOT PRACTICAL FLIGHT TEST WITH A DESIGNATED EXAMINER ON BOARD. ACCORDING TO THE EXAMINER, THE APPLICANT COMPLETED THE FIRST PART OF THE PRACTICAL TEST SATISFACTORILY. THE LAST MANEUVER TO BE PERFORMED WAS A RECOVERY FROM A 180-DEGREE AUTOROTATION. THE APPLICANT ENTERED THE MANEUVER SATISFACTORILY; HOWEVER, AT THE BOTTOM HAD ALLOWED THE MAIN ROTOR RPM TO DECAY AND BEGAN TO ADD COLLECTIVE INPUT WITHOUT ADEQUATE THROTTLE INPUT. THE EXAMINER SAID HE TOOK CONTROL OF THE HELICOPTER, BUT COULD NOT REGAIN MAIN ROTOR RPM PRIOR TO GROUND IMPACT.	A	Airport aircraft only, no buildings damaged
19	11/4/1994	12/19/1995	PIPER PA-28-140	N3198Q	Fatal(2)	Part 91: General Aviation	THE PIPER PA-28-140, AIRCRAFT OWNER/PILOTS WERE DEPARTING FOR THE ISLAND OF KAUAI TO PERFORM SOME MASONRY WORK. THE ACCIDENT SITE WAS LOCATED ABOUT 1/2-MILE FROM THE RUNWAY END. THE AIRPLANE WAS LOADED WITH MASONRY TOOLS, TILES, CLOTHES, A LIFE RAFT AND A LARGE ICE CHEST. THE BAGGAGE/CARGO THAT HAD NOT BEEN CONSUMED IN THE POSTCRASH FIRE WAS WEIGHED. THE AIRPLANE WAS OVER MAXIMUM ALLOWABLE GROSS WEIGHT BY ABOUT 241 POUNDS. THE REAR SEAT HAD BEEN REMOVED AND ITS WEIGHT SUBTRACTED FROM THE LOAD WHICH WAS NOT SECURED. WITNESSES SAW THE AIRPLANE FLYING LOW AND SLOW WITH A NOSE-HIGH ATTITUDE.	Oa	Off airport, crashed into building .5 mile
20	8/10/1993	7/18/1994	ROBINSON R-22 BETA	N4017J	Fatal(2)	Part 91: General Aviation	ABOUT 10 MI FROM THE DESTINATION, THE PILOT RADIOED APPROACH CONTROL TO ENTER THE TCA. HE WAS GIVEN A TRANSPONDER CODE BY THE CONTROLLER, BUT DID NOT ACKNOWLEDGE THE TRANSMISSION. WITNESSES NEAR THE ACCIDENT SITE REPORTED HEARING A LOUD 'EXPLOSION', OR A METAL TO METAL SOUND, AND THEN OBSERVED THE HELICOPTER IN AN UNCONTROLLED DESCENT. ONE WITNESSES SAID THE ROTOR DISK TILTED AND STRUCK THE AIRFRAME. POST-CRASH EXAMINATION REVEALED THAT ONE MAIN ROTOR BLADE HAD ENTERED THE FORWARD LEFT SIDE OF THE CABIN.	Oa	In Ocean, 8 miles from airport
21	7/7/1993	9/15/1994	ROBINSON R22B	N501R	Fatal(1)	Part 91: General Aviation	AFTER COMPLETING A PERIOD OF DUAL, THE CFI SAID HE FELT THE STUDENT WAS READY FOR HIS FIRST SUPERVISED SOLO, AND HE EXITED THE AIRPLANE AFTER INSTRUCTING THE STUDENT TO COMPLETE 3 TAKEOFF, APPROACH TO A HOVER, & LANDING MANEUVERS. DURING THE 3RD LANDING MANEUVER THE HELICOPTER BEGAN ROTATING, THEN DESCENDED RAPIDLY AND IMPACTED THE GROUND. THE STUDENT HAD RECEIVED 21 HRS OF HELICOPTER DUAL INSTRUCTION, FROM 3 DIFFERENT INSTRUCTORS, DURING 15 LESSONS. ALL 3 INSTRUCTORS USED THE ROBINSON FLIGHT TRAINING GUIDE AS A SYLLABUS; THE GUIDE STATES 'UNDER NO CIRCUMSTANCES ARE STUDENTS PERMITTED TO FLY SOLO IN WINDS IN EXCESS OF 15 KNOTS.' THE PERFORMANCE SECTION OF THE PILOT OPERATOR HANDBOOK STATES THAT CONTROLLABILITY HAS BEEN DEMONSTRATED FOR CROSSWINDS AND TAILWINDS UP TO 17 KNOTS. AT THE TIME OF THE ACCIDENT THE TOWER WAS REPORTING RAIN SHOWERS NORTHEAST; PERIODIC WIND GUSTS TO 25 KTS WERE ALSO REPORTED DURING THE TIME OF THE FLIGHT. A LLWAS WIND SENSOR NEAR THE ACCIDENT SITE WAS REPORTING AVERAGE SPEEDS OF 15-18 KTS.	A	Airport aircraft only

22	8/8/1992	5/3/1993	CESSNA 310M	N26070	Fatal(2)	Part 91: General Aviation	THE FLT DEPARTED HONOLULU FOR A LOCAL VFR FLT & WAS RECEIVING RADAR ADVISORIES. THE FLT CLIMBED TO 1,500 FEET MSL. RADAR DATA SHOWED THAT AFTER TAKEOFF, THE ACFT FLEW IN A SOUTHEASTERLY DIRECTION ALONG THE COAST & TURNED EAST WHEN IT WAS ABEAM DIAMOND HEAD. UPON APPROACHING KOKO HEAD, THE ACFT ENTERED A 450 DEGREE TURN TO A SOUTHERLY HEADING. WHILE IN THE TURN THE ACFT BEGAN A DESCENT, THEN DISAPPEARED FROM THE RADAR SCOPE AT ABOUT 700 FT MSL. THE ACFT HAD BEEN FLYING FOR 12 MIN. GROUND WITNESSES REPORTED HEARING THE ACFT FLY OVER THEIR HOMES BEFORE IT CRASHED OFF-SHORE IN OCEAN WATERS. THUNDERSTORMS WITH LIGHTNING WAS REPORTED NEAR THE ACNT AREA. SEVERAL ACFT FLIGHTCREWS CONFIRMED THE THUNDERSTORMS & LIGHTNING. U.S. NAVY RADAR DISPLAY VIDEO PHOTOCOPIES SHOWED THE PRESENCE OF THUNDERSTORMS IN THE ACNT AREA. NO RECORD WAS FOUND OF THE PILOT RECEIVING A WX BRIEFING BEFORE DEPARTING ON THE ACNT FLT. SEARCH & RESCUE PERSONNEL RECOVERED ONLY 2 ACFT SEATS.	Oa	Off airport, crashed into ocean 15 mi from HNL
23	7/31/1992	9/14/1993	HUGHES 369D	N64MK	Nonfatal	Part 91: General Aviation	ACCORDING TO THE STATEMENTS BY BOTH PILOTS, THE PURPOSE OF THE FLIGHT WAS TO CHECK OUT A NEW FLIGHT INSTRUCTOR ON THE HELICOPTER TYPE. WHILE PRACTICING AN AUTO ROTATION TO TOUCHDOWN, THE NEW FLIGHT INSTRUCTOR OVER ROTATED DURING THE FLARE AND SCRAPED THE TAIL SKID ON THE PAVEMENT. IN HIS STATEMENT, THE NEW FLIGHT INSTRUCTOR SAID HE THEN PULLED UP ON THE COLLECTIVE AND THE HELICOPTER BALLOONED UPWARD TO ABOUT 15 FEET AGL. THE MAIN ROTOR SPEED WAS LOW, AND, AS A RESULT, THE HELICOPTER LANDED HARD. THE MAIN ROTOR THEN FLEXED DOWNWARD AND SEVERED THE TAIL BOOM. THE FLIGHT INSTRUCTOR WHO WAS CHECKING OUT THE NEW PILOT SAID HE HAD HIS HANDS ON THE CONTROLS DURING THE MANEUVER BUT WAS 'UNABLE TO CORRECT FOR THE UNEXPECTED INPUT BY [THE STUDENT]' IN TIME TO PREVENT THE BALLOON AND THE SUBSEQUENT HARD LANDING.	A	Airport aircraft only, did not impact building
24	1/14/1992	7/2/1993	CESSNA 310Q	N787AM	Fatal(5)	Part 91: General Aviation	THE FLT DEPARTED HONOLULU WITH RADAR FLIGHT FOLLOWING TO THE THE LIMIT OF THE TCA; THE LAST RADIO COMMUNICATION WAS AT ABOUT 0850 HRS. FOR THE NEXT APRX ONE HOUR, RECORDED RADAR DATA SHOWS THE AIRPLANE N AND E OF MOLOKAI AND MAUI AT ALTITUDES VARYING FROM 100 FT TO 13,600 FT BEFORE DISAPPEARING FROM RADAR. THE LAST POSITION WAS ABOUT 45 MI N OF MAUI IN THE PACIFIC OCEAN. PILOTS FLYING IN THE GENERAL VICINITY OF LANAI, MOLOKAI AND MAUI ISLANDS REPORTED ENCOUNTERING LOWERING CEILINGS & VISIBILITIES AS THEY PROGRESSED E FROM HONOLULU, WITH IFR CONDITIONS IN THE AREA OF LANAI. WEATHER FORECASTS FOR LOCATIONS W AND E OF THE ACCIDENT AREA WERE FOR MARGINAL VFR CONDITIONS. THE 0945 WEATHER AT MOLOKAI WAS 300 FT SCATTERED, 1,000 FT OVERCAST, AND VISIBILITY 1-1/2 MI IN RAIN AND FOG. A NEARLY STATIONARY FRONTAL SYSTEM WAS LOCATED JUST W OF KAUI. THE AIRPLANE WAS NOT RECOVERED; DAMAGE AND INJURIES ARE PRESUMED	Oa	Off airport 45 mi N of Maui Or approx 100 mi from HNL
25	10/3/1991	12/4/1992	ROBINSON R22B	N900AB	Nonfatal	Part 91: General Aviation	ACCORDING TO STATEMENTS FROM BOTH THE INSTRUCTOR AND STUDENT, THE FLIGHT WAS PRACTICING PINNACLE APPROACHES IN A MOUNTAINOUS AREA. THE INSTRUCTOR SAID HE PERFORMED A HIGH RECONNAISSANCE OF THE SPOT, AND THEN THE FLIGHT ENCOUNTERED A DOWN DRAFT DURING THE FINAL APPROACH TO THE PEAK. THE INSTRUCTOR SAID HE PERFORMED A RIGHT PEDDLE TURN TO FLY DOWN THE SLOPE OVER A STREAM. THE LOW ROTOR HORN CAME ON AND THE INSTRUCTOR SAID HE ATTEMPTED TO GET THE ROTOR RPM BACK INTO THE GREEN ARC BUT BEFORE HIS CONTROL INPUTS WERE EFFECTIVE THE MAIN ROTOR BLADE COLLIDED WITH TREES ON THE STREAM BANK AND THE HELICOPTER CRASHED INTO THE WATER.	Oa	Off airport conservative 4 mi from HNL
26	3/30/1991	3/31/1993	HUGHES 269C	N8656F	Nonfatal	Part 91: General Aviation	THE CERTIFICATED FLIGHT INSTRUCTOR ENTERED A NORMAL PRACTICE AUTOROTATION. HE NOTED ROTOR IN THE GREEN, 55 KIAS, AND THE AIRCRAFT IN TRIM. JUST PRIOR TO THE ALTITUDE WHERE HE WOULD HAVE BEGUN A DECELERATION, ABOUT 50-100 FEET AGL, HE NOTED THE AIRSPEED HAD BLED TO ABOUT 20 KIAS AND THE AIRCRAFT HAD DEVELOPED A HIGH RATE OF DESCENT. HE ATTEMPTED TO PERFORM A POWER RECOVERY, BUT THE AIRCRAFT CONTINUED TO DESCEND AND LANDED HARD. THE TAIL ROTOR SEPARATED FROM THE AIRCRAFT. THE AIRCRAFT BOUNCED BACK INTO THE AIR. THE AIRCRAFT AGAIN LANDED HARD, THEN ROLLED OVER. ACCORDING TO THE PILOT'S OPERATING HANDBOOK, THE ALTITUDE AND AIRSPEED WHERE THE PILOT ATTEMPTED A RECOVERY WAS WITHIN A FLIGHT AVOIDANCE AREA, WHICH PREVENTED THE PILOT FROM PERFORMING REMEDIAL ACTION.	A	Airport aircraft only, no buildings affected
27	3/8/1991	3/31/1993	BELL 206B	N2072C	Nonfatal	NSCH Part 135: Air Taxi & Commuter	IN WRITTEN AND ORAL STATEMENTS PROVIDED BY THE PILOT AND PASSENGER, THE AIRCRAFT'S ENGINE WAS STARTED ABOUT 1420 HOURS HST. THE HELICOPTER DEPARTED HONOLULU, HAWAII, FOR A RESEARCH VESSEL LOCATED ABOUT 130 NAUTICAL MILES SOUTH. THE PILOT WAS NOT ABLE TO LOCATE THE SHIP AND DECIDED TO RETURN TO HONOLULU. THE PILOT ESTABLISHED RADIO CONTACT WITH HONOLULU TRACON AND REPORTED MINIMUM FUEL STATUS. ABOUT 15 NAUTICAL MILES SOUTH OF HONOLULU, THE ENGINE LOST TOTAL POWER DUE TO FUEL EXHAUSTION. THE PILOT SUCCESSFULLY AUTOROTATED TO THE WATER, BUT AFTER TOUCHING DOWN THE RIGHT FORWARD EMERGENCY FLOTATION GEAR DEFLATED, CAUSING THE AIRCRAFT TO SINK.	Oa	Off airport, 15 mi from Honolulu
28	7/27/1989	8/22/1990	CESSNA 337H	N2AC	Nonfatal	Part 91: General Aviation	WHILE CRUISING AT 6000 FEET MSL ENROUTE TO AUSTRALIA ON A FERRY FLIGHT, THE PILOT OF A CESSNA 337 EXPERIENCED SUDDEN AND SEVERE TURBULENCE WHICH CAUSED SUBSTANTIAL DAMAGE TO THE WINGS. DURING THE ENCOUNTER THE AIRCRAFT PITCHED UP THEN PITCHED DOWN TO A NEAR VERTICAL ATTITUDE. THE PILOT WAS UNBUCKLED AT THE TIME TO TUNE AN HF RADIO LOCATED BEHIND HIS SEAT. AFTER THE ENCOUNTER THE PILOT WAS ABLE TO REGAIN CONTROL OF THE AIRCRAFT AND HE RETURNED UNEVENTFULLY TO HONOLULU.	Oa	Off airport
29	2/24/1989	6/25/1990	BOEING 747-122	N4713U	Fatal(9)	SCHD Part 121: Air Carrier UNITED AIRLINES (D.B.A. UNITED AIRLINES,INC.)	FTL #811 WAS A SCHEDULED PASSENGER FLIGHT FROM LOS ANGELES TO SYDNEY, AUSTRALIA, WITH STOPS IN HONOLULU (HNL), HI, AND AUCKLAND, NEW ZEALAND. THE FLT WAS UNEVENTFUL UNTIL AFTER DEPARTURE FROM HNL. WHILE CLIMBING FROM FL220 TO FL230 THE CREW HEARD A 'THUMP' FOLLOWED BY AN EXPLOSION. AN EXPLOSIVE DECOMPRESSION WAS EXPERIENCED AND THE #3 AND #4 ENGS WERE SHUTDOWN BECAUSE OF FOD. THE FLT RETURNED TO HNL AND PASSENGERS WERE EVACUATED. INSPECTION REVEALED THE FORWARD LOWER LOBE CARGO DOOR DEPARTED INFLT CAUSING EXTENSIVE DAMAGE TO THE FUSELAGE AND CABIN ADJACENT TO THE DOOR. NINE PASSENGERS WERE EJECTED AND LOST AT SEA. INVESTIGATION CENTERED AROUND DESIGN AND CERTIFICATION OF THE DOOR WHICH ALLOWED IT TO BE IMPROPERLY LATCHED, AND THE OPERATION AND MAINTENANCE TO ASSURE AIRWORTHINESS OF THE DOOR AND LATCHING MECHANISM. (SEE NTSB/AAR-90/01)	Oa	Off airport landedwithout further incident

30	2/8/1989	12/10/1990	CESSNA 150K	N6149G	Nonfatal	Part 91: General Aviation	ATP PLT (AP) IN CESSNA 150 (C150), N6149G, APCHD ARPT FM EAST FOR STRAIGHT-IN LNDG AS STUDENT PLT (SP) IN CESSNA 152 (C152), N88TE, APCHD FM NW. TFC WAS HVY & PLT OF 3RD HI WING CESSNA (C172, N758ND) WAS INBND TO ENTER RGT TFC BHND C152 & LND ON RWY 22R. AT 1748:43, TWR CTR (LC) CLRD C150 TO LND (STRAIGHT-IN) ON RWY 22L; 58 SEC LTR, SP (C152) CTCD TWR FOR LNDG INSTRN & ENTERED ANGLING DWNWWD. WHEN SP CTCD TWR, LC SAW HI WING CESSNA (PROBABLY C172) NW OF ARPT, THOUGHT IT WAS SP'S C152 & CLRD SP TO LND ON RWY 22R. AT 1751:32, 3RD PLT (C172) CTCD TWR, REQD LNDG ON RWY 22R & WAS CLRD TO LND; 19 SEC LTR, JUST BFR TURNING TO BASE LEG, SP'S CLNC WAS CHGD TO LND ON RWY 22L. SUBSEQUENTLY, C150 & C152 COLLIDED, ABT 20 TO 30 FT AGL ON FINAL APCH FOR RWY 22L. THEY CONVERGED WHILE TRAVELING AT ABT SAME SPD. NEITHER PLT SAW OTR ACFT BFR ACDNT. LC HAD C150 IN SIGHT ON FINAL APCH, BUT INDCD HE ACTUALLY SAW C172, WHEN HE THOUGHT HE HAD C152 IN SIGHT. ALSO, HE NOTED THAT WITH DEVELOPMENT OF HOUSING ON MTNS TO NORTH, ACFT FLYING NORTH OF ARPT BLENDED WITH BACKGROUND.	A	On airport aircraft only No buildings were affected. Injuries were minor.
31	2/8/1989	12/10/1990	CESSNA 152	N88TE	Nonfatal	Part 91: General Aviation	ATP PLT (AP) IN CESSNA 150 (C150), N6149G, APCHD ARPT FM EAST FOR STRAIGHT-IN LNDG AS STUDENT PLT (SP) IN CESSNA 152 (C152), N88TE, APCHD FM NW. TFC WAS HVY & PLT OF 3RD HI WING CESSNA (C172, N758ND) WAS INBND TO ENTER RGT TFC BHND C152 & LND ON RWY 22R. AT 1748:43, TWR CTR (LC) CLRD C150 TO LND (STRAIGHT-IN) ON RWY 22L; 58 SEC LTR, SP (C152) CTCD TWR FOR LNDG INSTRN & ENTERED ANGLING DWNWWD. WHEN SP CTCD TWR, LC SAW HI WING CESSNA (PROBABLY C172) NW OF ARPT, THOUGHT IT WAS SP'S C152 & CLRD SP TO LND ON RWY 22R. AT 1751:32, 3RD PLT (C172) CTCD TWR, REQD LNDG ON RWY 22R & WAS CLRD TO LND; 19 SEC LTR, JUST BFR TURNING TO BASE LEG, SP'S CLNC WAS CHGD TO LND ON RWY 22L. SUBSEQUENTLY, C150 & C152 COLLIDED, ABT 20 TO 30 FT AGL ON FINAL APCH FOR RWY 22L. THEY CONVERGED WHILE TRAVELING AT ABT SAME SPD. NEITHER PLT SAW OTR ACFT BFR ACDNT. LC HAD C150 IN SIGHT ON FINAL APCH, BUT INDCD HE ACTUALLY SAW C172, WHEN HE THOUGHT HE HAD C152 IN SIGHT. ALSO, HE NOTED THAT WITH DEVELOPMENT OF HOUSING ON MTNS TO NORTH, ACFT FLYING NORTH OF ARPT BLENDED WITH BACKGROUND.	A	Duplicate of above
32	5/29/1988	7/10/1989	BELL 206B	N83203	Nonfatal	NSCH Part 135: Air Taxi & Commuter	DURING A SIGHTSEEING FLT, JUST AFTER TAKE OFF, THE HELICOPTER BEGAN TO SPIN TO THE RIGHT, THE PLT TRIED TO CORRECT THE SITUATION BY APPLYING LEFT RUDDER. THE HELICOPTER CONTINUED TO SPIN. THE PLT REDUCED THE THROTTLE AND ADJUSTED THE COLLECTIVE. THE SPIN STOPPED. HOWEVER, AT THIS TIME THE HELICOPTER WAS LOW OVER THE WATER. A WAVE CAUGHT THE SKID AND THE HELICOPTER ENTERED THE WATER AND ROLLED TO THE LEFT. INSPECTION OF THE HELICOPTER DID NOT REVEAL ANY MECHANICAL FAILURES OR MALFUNCTIONS.	Oa	Off airport, airplane only
33	3/17/1988	1/24/1990	BELL 206B	N2995W	Nonfatal	Part 91: General Aviation	AFTER TOUCHDOWN THE PLT REDUCED THE THROTTLE AND REMOVED HIS LEFT HAND FROM THE THROTTLE/COLLECTIVE PITCH CONTROL TO RETUNE THE RADIO. HIS ATTENTION WAS DIRECTED TO THE FREQUENCY INDICATOR DURING THE PROCEDURE. THE HELICOPTER BECAME AIRBORNE AND MOVED TO THE RIGHT TOWARDS A FENCE. THE PILOT REDUCED THE COLLECTIVE PITCH AND ATTEMPTED TO STOP THE HELICOPTER'S MOVEMENT TO THE RIGHT. ON TOUCHDOWN, HOWEVER, THE HELICOPTER COLLIDED WITH THE FENCE. THE RIGHT HEEL SEPARATED FROM THE SKID; THE LANDING GEAR REAR CROSS TUBE ROTATED IN ITS ATTACH FITTING, AND THE TAILBOOM WAS BUCKLED.	Oa	Off airport hit a fence. 8 miles away'
34	11/20/1987	5/26/1989	PIPER PA-31-350	N27512	Nonfatal	SCHD Part 135: Air Taxi & Commuter	THE PILOT ESTIMATED THAT THE AIRCRAFT'S REDUCED FUEL QUANTITY WAS ADEQUATE FOR THE FLIGHT DURING HIS PREFLIGHT INSPECTION. AS THE AIRCRAFT DESCENDED FOR THE TRAFFIC PATTERN NEAR THE DESTINATION AIRPORT BOTH ENGINES FAILED. AFTER THE LOSS OF POWER THE PILOT EXECUTED A FORCED LANDING INTO A PARK WITH THE LANDING GEAR NOT FULLY EXTENDED. THE AIRCRAFT IMPACTED THE TERRAIN AND SLID INTO A FENCE BEFORE COMING TO A STOP.	Oa	Off airport 8 miles from airprot
35	11/17/1987	1/25/1989	CESSNA 150M	N2973V	Nonfatal	Part 91: General Aviation	THE PILOT STATED THAT THE ENGINE LOST POWER WHILE HE WAS FLYING LOW OVER THE OCEAN ON A FISH SPOTTING FLIGHT. SUBSEQUENTLY, HE DITCHED THE AIRCRAFT IN THE OCEAN & IT WAS NOT RETRIEVED.	Oa	Off airport at sea
36	11/14/1987	1/11/1989	HUGHES 369D	N1113L	Nonfatal	Part 133: Rotorcraft Ext. Load	THE PLT RPRTD THAT DURING AN EXTERNAL LOAD OPERATION, THE HELICOPTER RAN OUT OF FUEL. SUBSEQUENTLY, IT WAS DAMAGED WHEN IT TOUCHED DOWN HARD DURING A FORCED LANDING.	Oa	Off Airprot aircraft only
37	5/14/1987	4/24/1989	CESSNA 150M	N704QH	Nonfatal	Part 91: General Aviation	THE STUDENT AND CFI LANDED AT FORD ISLAND AND THE CFI DEPLANED TO OBSERVE THE STUDENT PERFORM SOLO LANDINGS. THE STUDENT EXECUTED ONE TAKEOFF AND LANDING WITHOUT INCIDENT. ON THE SECOND APPROACH THE STUDENT ELECTED TO MAKE A GO-AROUND. HE USED FULL FLAPS FOR THE APPROACH AND DID NOT RAISE THE FLAPS FOR THE GO-AROUND. THE AIRCRAFT STRUCK THE TOP OF A TREE, BUT THE PILOT RETAINED CONTROL AND LANDED WITHOUT FURTHER INCIDENT.	Oa	off airport ford island
38	4/10/1987	3/10/1988	NIHON YS-11A	N118MP	Nonfatal	SCHD Part 121: Air Carrier MID PACIFIC AIRLINES, INC.	DURING THE TAKEOFF GROUND RUN APPROACHING V1/VR, THE #1 ENGINE FIRE WARNING LIGHT ILLUMINATED AND THE FIRE BELL SOUNDED. THE TAKEOFF WAS ABORTED AND THE ACFT WAS TURNED OFF THE RWY ONTO A TAXIWAY. THE ENGINES WERE SHUTDOWN AND THE CAPTAIN ORDERED A RIGHT SIDE EVACUATION. HOWEVER, THE LEFT SIDE, NOT ORDERED, WAS ALSO UTILIZED. DURING THE EVACUATION ONE PASSENGER WAS SERIOUSLY INJURED. INSPECTION REVEALED THAT THE CHAFING ON THE FIRE SENSING ELEMENT OUTER TUBE AGAINST THE ENGINE THERMOCOUPLE FUNCTION BOX CREATED A CHANGE IN CAPACITANCE WITHIN THE ELEMENT SUFFICIENT ENOUGH TO ENERGIZE THE FIRE WARNING CIRCUITS. THERE WAS NO FIRE. ONE PASSENGER SUFFERED A FRACTURED ANKLE DURING THE EVACUATION.	A	Airport airplane only plane never out of control

39	2/8/1987	2/20/1989	HUGHES 369D	N1102U	Fatal(1)	Part 91: General Aviation	DRG TKOF CLB, A LOUD NOISE OCCURRED AS 1 OF 5 MAIN ROTORS (MRB'S) & THE TAIL BOOM SEPD FM THE HELICOPTER (HEL). THE HEL THEN CRASHED & HIT A SUBMERGED REEF APRX 200' FM THE HELIPOINT. AN EXAM OF THE FAILED MRB SHOWED ITS RETENTION STRAP ASSY(RSA), PN 369D21210-501, FAILED FM FATIGUE IN AN AREA OF CORROSION; 11 OF THE MRB'S 16 STRAP LAMINATES HAD PREEXISTING CRACKS. CORROSION WAS FND ON 78 OF 80 LAMINATES. THE MAINT HNDBK REQD THE RSA'S BE INSPECTED AT 25, 100 & 600 HR INTER- VALS. SVC INFO NOTICE (SIN) DN-77.1 RDMDD A 300 HR INSPN IF ANY CRACK OR LAMINATE FAILURE WAS FND DRG A 100 HR INSPN. AD'S 77-15-09R1 & 81-10-08 REQD INSPN W/I (BUT NOT OUTBRD OF) THE PITCH HOUSING. DRG 100 HR/AD INSPNS AFTER 1768 & 1839 HRS OF OPN, UP TO 3 CRACKS WERE FND IN LAMINATE LEGS, BUT THEIR LCTNS WERE NOT DOCUMENTED FOR LTR INSPN. HOWEVER, DRG 2 SUBSEQUENT 100 HR INSPNS BY ANOTHER MECH, NO CRACKED LAMINATES WERE NOTED. THE HEL HAD 2135 HRS OF OPN WHEN THE ACDNT OCCURRED. SVC INFO LTR DL-54 RCMDD A TRI-FLOW WASH PROC AFTER THE LAST FLT OF EACH DAY WHEN OPNG IN A MARINE ENVIRONMENT	Oa	Off airport 6m from airport went into water
40	11/6/1986		CESSNA 172N	N6184D	Nonfatal	Part 91: General Aviation	THE ACFT EXPERIENCED A LOSS OF ENGINE POWER WHILE DESCENDING DURING A PRACTICE INSTRUMENT APCH. THE TEMPERATURE WAS 81 DEGREES (F) WITH THE DEW POINT OF 71 DEGREES (F). ACCORDING TO THE ICING PROBABILITY CHART, THERE IS A POSSIBILITY OF SERIOUS CARBURETOR ICING AT GLIDE POWER UNDER THOSE CONDITIONS. BOTH PILOTS REPORTED NO OTHER MECHANICAL FAILURE OR MALFUNCTION WITH THE ENGINE PRIOR TO THE LOSS OF POWER.	Oa	Off Airport aircraft only
41	3/3/1986	1/25/1988	BOEING 747-122	N4729U	Nonfatal	SCHD Part 121: Air Carrier UNITED AIRLINES	THE SCHEDULED PASSENGER FLIGHT FROM HONOLULU TO CHICAGO ENCOUNTERED CLEAR AIR TURBULENCE (CAT) ABOUT 500 NM EAST OF HONOLULU WHILE IN CRUISE FLIGHT AT FLIGHT LEVEL 330. THE TURBULENCE WAS UNEXPECTED, HAD NOT BEEN FORECAST, AND THE FASTEN SEAT BELT WAS NOT ILLUMINATED. TWO PASSENGERS WERE SERIOUSLY INJURED DURING THE TURBULENCE ENCOUNTER. THE FLIGHT THEN CONTINUED TO THE DESTINATION AIRPORT WITHOUT FURTHER INCIDENT.	Oa	Off airport no damage to aircraft
42	12/11/1985		CESSNA 150K	N6347G	Nonfatal	Part 91: General Aviation	THE PLT REPORTED THAT 5 MINS AFTER TAKEOFF THE ENG REDUCED TO IDLE PWR, & ATTEMPTS TO RESTORE FULL PWR WERE UNSUCCESSFUL. THE PLT DID STATE THAT BRIEF PERIODS OF PWR OBTAINED BY USING THE HAND PRIMER. THE ACFT WAS UNABLE TO MAINTAIN ALT & WAS DITCHED ABOUT 25 YDS FROM SHORE. THE ACFT WAS RECOVERED, & LATER EXAMINED BY FAA INSPECTORS. THE #3 CYLINDER INTAKE MANIFOLD WAS FOUND ATTACHED TO THE CYLINDER WITH A CASTLATED NUT & COTTER PIN. HOWEVER, IT WAS FREE TO MOVE ABOUT 1/8TH OF AN INCH AWAY FROM THE CYLINDER WITH MINOR HAND PRESSURE. NO OTHER MALFUNCTIONS OR FAILURES WERE REPORTED BY THE FAA INSPECTORS.	Oa	Off airport 5 m from airport
43	1/21/1985		HUGHES 369E	N121JP	Nonfatal	Part 91: General Aviation	WHILE IN FLT OVER WATER AT ABOUT 400 FT AGL & 1/2 MI FROM SHORE, THE PLT SAW A LARGE FLOCK OF WHITE BIRDS. HE REPORTED THAT HE FLARED TO A STOP, BUT WAS UNABLE TO AVOID THE BIRDS. AFTER THE HELICOPTER STRUCK BIRD(S), AN EXTREME VIBRATION DEVELOPED. THE PLT ELECTED TO 'GET DOWN TO THE WATER.' THE HELICOPTER TOUCHED DOWN ON THE WATER, ROLLED OVER & SANK, BUT THE PLT EGRESSSED & SWAM TO SHORE WITHOUT INJURY.	Oa	Off airport 16 m from airport
44	11/16/1984		BOEING 747-122	N4714U	Nonfatal	SCHD Part 121: Air Carrier UNITED AIRLINES	AFTER ACCELERATING TO ABOUT 153 KTS DRG THE TAKEOFF ROLL, THE #7 TIRE FAILED & THE FLT CREW ABORTED THE TAKEOFF. THE ACFT WAS STOPPED WITH APRX 3000 FT OF RWY REMAINING. DUE TO A FUEL LEAK FROM THE RIGHT WING, THE CAPT ORDERED AN EVACU- ATION FROM THE LEFT SIDE OF THE ACFT ONLY. HOWEVER, THE 2ND OFFICER DID NOT RELAY THE CAPT'S INSTRUCTIONS OVR THE PA, & WHEN THE CAPT ACTIVATED THE EVACUATION SIGNAL, THE SLIDES/RAFTS WERE DEPLOYED ON BOTH SIDES OF THE ACFT. AFTER APRX 20 OCCUPANTS HAD EVACUATED THRU EXIT 1L, THE STITCHING IN THE GRID BAR LOOPS FAILED AT THAT LOCATION. SUBSEQUENTLY, THE SLIDE/RAFT SEPARATED & 2 PAX WERE SERIOUSLY INJURED. ALSO, 1 FLT ATTENDANT HAD TAKEN A SMALL GIRL TO THE LAVORATORY & WAS NOT IN A PSN TO OPEN HER ASSIGNED EXIT (DOOR 4L); HOWEVER, A PAX WHO TRAVELED OFTEN BY AIR, OPENED THE DOOR. AN INVESTIGATION REVEALED THE #7 TIRE HAD FAILED AFTER THE INNER BEARING OF THAT WHEEL HAD FAILED. THIS CAUSED THE WHEEL & TIRE TO OVERHEAT, WHICH ALLOWED THE FUSES TO MELT & BLOW OUT. THE REASON FOR THE BEARING FAILURE WAS NOT VERIFIED.	A	Airport no threat Never out of control
45	7/17/1984		BEECH H18S	N21S	Nonfatal	NSCH Part 135: Air Taxi & Commuter	DURING TAKEOFF AT ABOUT 50 FT AGL & 4,000 FT DOWN RWY 4R, THE RIGHT ENG LOST POWER. ACCORDING TO THE PLT, HIS AIRSPEED WAS 105 MPH & THE RIGHT ENG 'POPPED' BEFORE IT LOST POWER. HE ALSO STATED THAT POWER ON THE LEFT ENG DETERIORATED AFTER THE THE RIGHT PROP WAS FEATHERED. THE ACFT WENT INTO A RIGHT BANK & THE PLT MAINTAINED CONTROL OF THE ACFT UNTIL IMPACT WITH THE WATER. EXAMINATION OF THE RIGHT ENG REVEALED THAT THE RIGHT MAGNETO, AMERICAN BOSCH SB9RU-3, SER #B88470, WAS NOT TIMED CORRECTLY. DISASSEMBLY OF THE MAGNETO REVEALED THAT ALL EXCEPT 11 DISTRIBUTOR GEAR TEETH WERE STRIPPED OFF. AT THE TIME OF THE POWER LOSS OF THE RIGHT ENG, ABOUT 5,000 FT OF RWY WAS REMAINING. Runway 4R, ditched in lagoon	A	Airport went off runway into water
46	5/25/1984		HUGHES 369D	N211EH	Nonfatal	Part 91: General Aviation	THE HELICOPTER EXPERIENCED A TAIL ROTOR FAILURE SHORTLY AFTER DEPARTING THE AIRPORT ON A VFR LOCAL SLING LOADING FLT. THE PLT STATED THAT, 'AT APPROX 500 FT ASL ON CLIMB OUT EXPERIENCED SUDDEN, SEVERE VIBRATION. MADE A 180 DEGREE TURN TO RETURN TO AIRPORT & STARTED A RAPID DESCENT. AT ABOUT 200 FT TURNED BACK INTO WIND FOR AUTOROTATION LANDING TO TAXI-WAY H. HAD NO TAIL ROTOR CONTROL AT THIS POINT SO ELECTED TO MAKE A RUNNING LANDING ON TAXIWAY.' INVESTIGATION REVEALED AN INFLT FAILURE OF THE TAIL ROTOR AFTER THE LEADING EDGE ABRASION STRIP HAD BECOME DE- TACHED. EXAMINATION REVEALED EVIDENCE OF A COHESIVE FAILURE THE MANUFACTURING PROCESS.	A	Airport aircraft only No damage to any other building
47	12/22/1983		de Havilland DHC 7-102	N929HA	Nonfatal	SCHD Part 121: Air Carrier HAWAIIAN AIRLINES , INC.	WHILE ON A FIVE MILE FINAL APCH TO RWY 26R THE DHC 7 ENCOUNTERED MODERATE TURBULENCE AND TWO CABIN ATTENDANTS SUSTAINED INJURIES. AT 1506:02 HOURS HST A WESTERN AIRLINES DC10 REQUESTED AN S TURN TO LOSE ALTITUDE IN ORDER LAND ON RWY 26L. SEVEN SECONDS LATER N929HA WAS GIVEN A WAKE TURBULENCE CAUTION BY THE SAME ATC SPECIALIST. ACCORDING TO A REVIEW OF THE REPORT BY AN ATC SPECIALIST FROM THE BUREAU OF TECHNOLOGY, NTSB, WASHINGTON, DC, ALL FAA ATC SEPARATION REQUIREMENTS WERE MET.	Oa	Off airport 5 miles away Injury to crew only no damage to plane

48	1/9/1983		PIPER PA-28-151	N32658	Nonfatal	Part 91: General Aviation	THE PLT & PASSENGERS DEPARTED ON A SIGHT-SEEING FLT TO VIEW A VOLCANO ON THE ISLAND OF HAWAII VIA KONA, HI & RETURN. THE FUEL TANKS HAD BEEN TOPPED OFF BEFORE DEPARTURE, & REPORTEDLY, THERE WAS SUFFICIENT FUEL FOR THE FLT. EXCEPT FOR DIFFICULTIES IN STARTING THE ENGINE (WHICH REQUIRED A JUMPED START DUE TO A LOW BATTERY), THE FLT WAS UNEVENTFUL UNTIL THE ACFT WAS BETWEEN MOLOKAI & HONOLULU. AT THAT TIME, THE ENGINE SPUTTERED & BEGAN TO RUN ROUGH. THE PLT MANAGED TO GET THE ENGINE RUNNING SMOOTHLY FOR A TIME BY ADJUSTING THE MIXTURE CONTROL, BUT THEN IT SPUTTERED AGAIN & QUIT RUNNING. THE ACFT WAS DITCHED IN THE OPEN SEA, & ABOUT 2 HRS LATER, THE OCCUPANTS WERE RESCUED BY THE COAST GUARD. THE ACFT SANK & WAS NOT RECOVERED.	Oa	Off airport 18 miles from airport
49	11/16/1982	11/16/1983	PIPER PA-28-140	N56351	Nonfatal	Part 91: General Aviation	THE ENG QUIT & THE PLT DITCHED IN THE OCEAN NEAR THE BEACH. THE #4 CONNECTING ROD SHANK WAS FOUND BROKEN AT THE CRANKPIN BEARING HOUSING. ONE ROD BOLT HEAD WAS BROKEN OFF & THE BOLT GRIP WAS NECKED DOWN. THE NUT ON THIS BOLT WAS STILL ON THE BOLT & FLUSH WITH THE THREADED END OF THE BOLT. THE OTHER BOLT & NUT WERE STILL ATTACHED TO THE CRANKPIN BEARING HOUSING HALVES WITH APPROXIMATELY THREE THREADS SHOWING BEYOND THE NUT. THE FOLLOWING TORQUE READINGS WERE NOTED ON THE CONROD BOLTS: #1 ROD UPPER & LOWER BOLTS - 660 INCH POUNDS; #2 ROD UPPER BOLT - 250 INCH POUNDS; #2 ROD LOWER BOLT - 300 INCH POUNDS; #3 ROD UPPER & LOWER BOLTS - 0 INCH POUNDS. REQUIRED TORQUE ON THESE BOLTS IS 480 INCH POUNDS.	Oa	Off airport
50	1/17/1982	1/17/1983	CONVAIR 440	N21DR	Nonfatal	SCHD Part 135: Air Taxi & Commuter	AFTER LIFT-OFF, THE PILOT CALLED FOR THE LANDING GEAR TO BE RAISED. AS THE PLANE WAS CLIMBING THROUGH ABOUT 100 FT AGL, THE PILOT NOTED A LOSS OF POWER IN THE RIGHT ENGINE AND SAW A FIRE LIGHT. GROUND WITNESSES HEARD A MUFFLED EXPLOSION AND SAW SMOKE AND FIRE TRAILING FROM THE RIGHT ENGINE. THE RIGHT ENGINE WAS FEATHERED AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT, BUT WAS UNABLE TO MAINTAIN ALTITUDE. THE PLANE WAS DITCHED NEAR THE ENTRANCE OF PEARL HARBOR. A TEARDOWN OF THE RIGHT ENGINE REVEALED THAT THE TOP RING LANDS OF THE NO. 10 AND NO. 14 PISTONS WERE BROKEN AND THE TOP RING WAS MISSING FROM EACH OF THE PISTONS. ALSO, THE REAR COUNTER- BALANCE DRIVE INTERMEDIATE GEAR WAS WORN AND 11 GEAR TEETH WERE MISSING. ADDITIONALLY, THE REAR COUNTERBALANCE DRIVE GEAR WAS WORN.	Oa	Off airport pearl harbor