

| Aircraft Accidents at Honolulu International Airport (HNL) | | | | | | |
|--|------------------------|------------|----------------|--|---|---------------|
| Year | Number of Fatal Events | Event Date | Event Severity | Type of Air Carrier Operation and Carrier Name | Information from NTSB Report | Comments |
| 2006 | 0 | | | | | |
| 2005 | 0 | | | | | |
| 2004 | 0 | | | | | |
| 2003 | 0 | | | | | |
| 2002 | 0 | | | | | |
| 2001 | 0 | | | | | |
| 1999 | 0 | | | | | |
| 1998 | 0 | | | | | |
| 1997 | 0 | | | | | |
| 1996 | 0 | | | | | |
| 1995 | 1 | 5/30/1995 | Fatal (3) | General Aviation | The aircraft, on route from Keahole airport to Honolulu, was destroyed on impact with the ocean, approximately 8 mi away . The pilot and two passenges died. Visual meterological conditions prevailed at the time of mishap. The pilot was directed to proceed directly to HNL when the engine was running rough. The engine failed subsequently. The probable cause of this mishap is fuel exhaustion resulting from pilot's inadequate preflight fuel planning for the over water flight. | Away from HNL |

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| 1994 | 1 | 11/4/1994 | Fatal (2) | General Aviation | <p>The aircraft was destroyed after descending into a commercial building during the initial climb at HNL. According to the communications tapes at Honolulu Air Traffic Control Tower (ACTC), the pilot had declared an emergency and was returning to the airport. The accident occurred about 1/4-mile north of the airport. Visual meteorological conditions prevailed for the personal cross-country flight. Both the pilot and passenger received fatal injuries. The airplane departed runway 4L 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 over maximum allowable gross weight by about 241 pounds. Witnesses saw the airplane flying low and slow with a nose-high attitude. According to the radar data the accident airplane did not climb above 200 feet msl. The probable cause is improper loading of the airplane. Contributing to the accident was the pilot's failure to maintain minimum control airspeed.</p> | |
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| | | 8/10/1993 | Fatal (2) | Helicopter | <p>The helicopter collided with the Pacific Ocean following an uncontrolled descent about eight miles southeast of Honolulu, Hawaii. The helicopter was destroyed. The certificated airline transport pilot and his passenger received fatal injuries. About 10 mi from the destination, the pilot radioed approach control to enter the terminal control area. 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. A divergence of the main rotor from its normal plane of rotation for an undetermined reason(s) which resulted in rotor contact with the airframe is the probable cause.</p> | Helicopter |
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| 1993 | 2 | 7/7/1993 | Fatal (1) | Helicopter | The helicopter crashed on a taxiway at HNL, following a loss of control during hover. Visual meteorological conditions prevailed at the time. The helicopter was destroyed in the ground collision sequence. The student pilot, the sole occupant, sustained fatal injuries. The Robinson flight training 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 wind sensor near the accident site was reporting average speeds of 15-18 kts. The instructor allowed the student to fly solo in wind conditions exceeding the maximum allowable winds in the training syllabus, and also near the maximum demonstrated controllability envelope for the helicopter. Factors which contributed to the accident were the unfavorable wind conditions. | Helicopter |
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| | | 8/8/1992 | Fatal (2) | General Aviation | <p>The flight departed HNL for a local VFR flight and was receiving radar advisories. The flight climbed to 1,500 feet MSL. Radar data showed that after takeoff, the aircraft flew in a southeasterly direction along the coast and turned east when it was above Diamond Head. Upon approaching Koko head, the aircraft entered a 450 degree turn to a southerly heading. While in the turn the aircraft began a descent, then disappeared from the radar scope at about 700 ft MSL. The aircraft had been flying for 12 min. Ground witnesses reported hearing the aircraft fly over their homes before it crashed off-shore in ocean waters. Thunderstorms with lightning was reported near the accident area. Several aircraft flight crews confirmed the thunderstorms and lightning. U.S. navy radar display video photocopies showed the presence of thunderstorms in the accident area. Loss of aircraft control for an undetermined reason after the pilot took off at night and flew the aircraft into the area of a thunderstorm and lightning is the probable cause.</p> | Away from HNL |
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| | | | | | The flight departed Honolulu with radar flight following to the limit of the terminal control area. For the next approximately one hour, recorded radar data show the airplane north and east 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 east from Honolulu, with IFR conditions in the area of Lanai. Weather forecasts for locations west and east of the accident area were for marginal VFR conditions. The 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 west of Kauai. The airplane was not recovered; damage and injuries are presumed. The pilot's continuation of VFR flight into instrument meteorological conditions resulting in spatial disorientation and loss of aircraft control. Factors which contributed to the accident were: the adverse weather c | Away from HNL |
| 1992 | 2 | 1/14/1992 | Fatal (5) | General Aviation | | |
| 1991 | 0 | | | | | |
| 1990 | 0 | | | | | |

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| 1989 | 1 | 2/24/1989 | Fatal (9) | Air Carrier United Airlines Inc. | Flight 811 was a scheduled passenger flight from Los Angeles to Sydney, Australia, with stops in Honolulu and Auckland, New Zealand. The flight 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 engines were shutdown. The flight returned to HNL and passengers were evacuated. Inspection revealed the forward lower lobe cargo door departed inflight causing extensive damage to the fuselage and cabin adjacent to the door. Nine passengers were ejected and lost at sea. The sudden opening of the improperly latched forward lobe cargo door in flight and the subsequent explosive decompression is probable cause of the accident. Contributing to the accident was a deficiency in the design of the cargo door locking mechanisms, which made them susceptible to in-service damage, and which allowed the door to be unattached, yet to show a properly latched and locked position. Also contributing to the accident was the lack of proper maintenance and inspection of the cargo door by United | Aircraft on ground, accident away from HNL |
| 1988 | 0 | | | | | |
| 1987 | 1 | 2/8/1987 | Fatal (1) | Helicopter | During take off climb, a loud noise occurred as 1 of 5 main rotors and the tail boom separated from the helicopter. The helicopter then crashed and hit a submerged reef approximately 200 ft from the heliport. An examination showed its retention strap failed from fatigue in an area of corrosion. Corrosion was found on 78 of 80 laminates. The helicopter had 2135 hours of operation at the time of the mishap. | Helicopter |
| 1986 | 0 | | | | | |
| 1985 | 0 | | | | | |
| 1984 | 0 | | | | | |
| 1983 | 0 | | | | | |
| 1982 | 0 | | | | | |

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| 1981 | 1 | 12/5/1981 | Fatal (11) | General Aviation | The aircraft departed Haliive, Hi for the intended destination of Honolulu. The aircraft entered spin during turn toward parachute jump area as the pilot failed to maintain flying speed. The aircraft came to rest in water and was destroyed. Inadequate pre-flight preparation and/or planning, improperly loaded aircraft weight and/or center of gravity, and unqualified person operated aircraft are the contributing factors. | Away from HNL |
| 1980 | 1 | 1/8/1980 | Fatal (2) | Air Taxi | Pilot in command had inadequate preflight preparation and/or planning and continued VFR flight into adverser weather conditions. Low ceiling, rain, and thunderstorm activities probably contributed to the accident. Pilot was briefed by Flight Service personnel by radio. IFR weather conditions. Collided with 35 ft wooden utility pole and 50 ft tubular steel microwave antenna tower approximately 600 ft MSL in normal cruise flight mode . | Away from HNL |
| 1979 | 0 | | | | | |
| 1978 | 0 | | | | | |
| | | 8/13/1977 | Fatal (0) | Air Carrier Foreign | The intended destination of this China Airlines flight was to Tokyo, Japan. The aircraft was being towed from the gate when a ground crewman fell of the tug and was run over by the aircraft nose and body gear. | Aircraft on ground |
| | | 5/24/1977 | Fatal (1) | General Aviation | The aircraft departed Honolulu and was destroyed for undetermined causes. Phase of the flight is unknown. | Away from HNL |
| | | 4/13/1977 | Fatal (5) | General Aviation | The pilot continued the flight in VFR in adverse weather conditions and got spatially disoriented. The aircraft descended uncontrollably and crashed in the ocean . The aircraft was not recovered. There was 8 knots of wind with rain around the time of mishap. There was no record of the pilot receiving a weather briefing. | Away from HNL |

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| 1977 | 4 | 3/16/1977 | Fatal (2) | General Aviation | The helicopter was in normal cruise when it collided with wires and poles. The wires were painted black-gray and were masked against foliage. The pilot failed to see and avoid the obstruction, probably due to fatigue. The helicopter caught fire after impact and was destroyed. | Helicopter |
| 1976 | 2 | 8/11/1976 | Fatal (1) | General Aviation | The aircraft while taking off sustained complete engine failure. Due to lack of familiarity with this type of aircraft, the mismanaged the fuel and caused starvation of the engine. The pilot was forced to land on the airport. The aircraft caught fire after impact and was destroyed. | Aircraft on ground |
| | | 1/9/1976 | Fatal (1) | General Aviation | The helicopter impacted the water while hovering. The pilot made improper inflight decisions and planning. Additionally, the pilot failed to maintain adequate rotor RPM and misjudged and altitude and clearance. The helicopter settled in water in a downwind gust. It suffered substantial damage. | Helicopter |