



Aviation Investigation Final Report

Location:	Honolulu, Hawaii	Accident Number:	WPR19LA041
Date & Time:	December 12, 2018, 14:30 Local	Registration:	N323AX
Aircraft:	Hawker HAWKER HNTR FMK 58	Aircraft Damage:	Destroyed
Defining Event:	Loss of engine power (total)	Injuries:	1 Serious
Flight Conducted Under:	Public aircraft		

Analysis

The pilot reported that he experienced a loss of engine power at or below 500 ft above ground level during departure turnout from the runway. The pilot attempted to restart the engine, but the airspeed continued to decay, and he ejected. The airplane then impacted the water and became submerged in the ocean about 2.86 nautical miles southeast from the departure end of the runway in an area with a water depth of about 250 ft.

Postaccident examination of the recovered wreckage revealed that all recovered components were fully functional at the time of the accident. Because the rest of the wreckage was not recovered and could not be examined, the reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Enroute-climb to cruise	Loss of engine power (total) (Defining event)
Post-impact	Collision with terr/obj (non-CFIT)

On December 12, 2018, about 1430 Hawaii-Aleutian standard time, a Hawker Hunter MK-58, N323AX, was destroyed when it was involved in an accident near Honolulu, Hawaii. The pilot was seriously injured. The airplane was operated as a Title 49 *United States Code* Sections 40102 and 40125 non-military public aircraft.

The pilot reported that the airplane taxi and runup on the runway were normal. After takeoff, he experienced a loss of engine power at or below 500 ft above ground level during the departure turnout from runway 08R at Daniel K Inouye International Airport (HNL), Honolulu, Hawaii. He attempted to restart the engine, but the airspeed continued to decay, so he decided to eject. Before ejecting, the pilot maneuvered the airplane and waited until he was clear of a parasailing boat before assuming an optimal body position and pulling the ejection handle. After he ejected from the airplane, the pilot reported that he swung once in the parachute before water entry.

The airplane impacted the water and became submerged in the ocean about 2.86 nautical miles southeast from the departure end of runway 08R in an area with a water depth of about 250 ft.

Witnesses reported two external fuel tanks floating on the ocean surface shortly after impact but reported that the remainder of the airplane was intact and sunk. Wreckage recovery personnel recovered portions of the instrument panel, fuselage, and engine sections; the throttle quadrant, low pressure cock, exhaust gas temperature gauge, rpm gauge, temporary traffic control switch, temporary traffic control box, and G3X secure digital card were not recovered.

Postaccident examination revealed that the recovered instrument panel gauges exhibited extensive damage due to the impact; the airspeed gauge indicated 179 knots. The engine's compressor blades showed signs of damage from the engine casing being pushed inward, consistent with water impact. The degree of blade impact deflection observed and lack of "corn cobbing" indicated that the blades were turning upon impact but not likely at full power. The engine was rotated by hand and showed no indications of seizure. The throttle linkage to the fuel control unit moved smoothly, indicating no signs of failure. The fuel line gaskets were in good condition and the line was fully functional. The bleed air valve opened and closed when moved by hand. The fuel filter was clean. The high-pressure fuel pumps turned when rotated by hand. All recovered components that were inspected or tested and that could reasonably have resulted in a loss of engine power were assessed to be fully functional at the time of the accident.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 28, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 29, 2018
Flight Time:	(Estimated) 4417 hours (Total, all aircraft), 1239 hours (Total, this make and model), 4377 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hawker	Registration:	N323AX
Model/Series:	HAWKER HNTR FMK 58 MARK 58A	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	41H-679995
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	February 20, 2018 AAIP	Certified Max Gross Wt.:	25000 lbs
Time Since Last Inspection:		Engines:	1 Turbo jet
Airframe Total Time:	4784.9 Hrs as of last inspection	Engine Manufacturer:	Avon
ELT:	C126 installed	Engine Model/Series:	203/7
Registered Owner:		Rated Power:	10150 Lbs thrust
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PHNL, 7 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	00:53 Local	Direction from Accident Site:	326°
Lowest Cloud Condition:	Few / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	26°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (HNL)	Type of Flight Plan Filed:	IFR
Destination:	Honolulu, HI (HNL)	Type of Clearance:	IFR
Departure Time:	14:28 Local	Type of Airspace:	Class D

Airport Information

Airport:	DANIEL K INOUE INTL HNL	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	08R	IFR Approach:	None
Runway Length/Width:	12000 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	21.255277,-157.87889(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Maja		
Additional Participating Persons:	Darett Kanayama; FAA FSDO; Honolulu, HI		
Original Publish Date:	February 9, 2022	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98765		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).