Asymmetrical Thrust Induced Loss of Control (ATILOC) Accident Data (with other notable accidents and incidents)

A resource of <u>ATMEsafety.com</u>

Data compiled by Alexander J. Grzelecki

Information page and legend - Read this first!

Thank you for viewing this spreadsheet, where I have compiled hundreds of notable accidents as a critical part of my aviation safety research project. All of these accidents were found utilizing the National Transportation Safety Board (NTSB) Aviation Accident Database, primarily using the CAROL query search tool. Due to the nature of the NTSB accident investigation process, only domestic (United States and its territories) accidents have been included. While there are notable accidents which have occurred in foreign countries with foreign pilots, such accidents are not investigated under the jurisdiction of the NTSB, and as such, very little information is provided about these accidents in the Aviation Accident Database. However, information about certain foreign ATILOC accidents may be included in the aviation safety report where the investigations are relevant. Although the primary purpose of this research was to study the characteristics of ATILOC accidents, several other types of accidents were also added to the spreadsheet as they are relevant to other aspects of flying multi-engine airplanes safely. Please read the following sections to understand how the data was collected and organized. As the spreadsheet is still a work in progress, it is being updated frequently and may also contain errors or sections which are incomplete. The spreadsheet is available for download in both Microsoft Excel and Adobe PDF formats at <u>atmesafety.com/accident-data</u>. If you have any questions or comments about the data, including accidents which you think are missing from the list, please let me know. Email me at alex@atmesafety.com

Event Type Legend	
Event Type (with color code)	Description
ATILOC	High Energy ATILOC is categorized as an "ATILOC" in the accident spreadsheet which differentiates it from the two less severe types of ATILOC accidents. It is aptly named as it is the highest energy level of ATILOC accident, characterized by the most severe aircraft damage and injuries, which are usually fatal.
RE-ATILOC	Reduced Energy ATILOC. These accidents are characterized by a reduced amount of kinetic (impact speed) and potential energy (accumulated height above the surface), which usually results in less severe aircraft damage and injuries, however, the risk of serious injury is still high. The reduction of impact energy may also be caused by a situation where control inputs immediately before or during the accident sequence prevented a more violent crash.
G-ATILOC	Ground ATILOC. As the name implies, this type of ATILOC occurs with the airplane on the ground, or, it is only airborne very briefly with the lowest overall kinetic and potential energy. Most are accidents as they result in substantial damage, however a limited number may be classified as incidents by the NTSB (less than substantial damage). Regardless, most occupants escape with no injuries or minor injuries.
ATIUR	Asymmetrical Thrust Induced Upset Recovery. An ATIUR is the result of the pilot's intentional action to remove asymmetrical thrust forces following a Thrust Asymmetry Event in which an ATILOC accident was imminent, thus resulting in a landing without engine power. This is the conventional multi-engine training concept of "recovery" from the V _{MC} demonstration maneuver. However, as the ATIUR is often a far from ideal type of forced landing, the risk of serious injury or death is still almost as high as with ATILOC accidents.
LOTIFL	Loss Of Thrust Induced Forced Landing. A LOTIFL results from insufficient one engine inoperative climb performance which occurs either after takeoff, rejected landing (go-around), or during landing approach while close to the surface, which results in the pilot being forced into executing a landing off-airport. Most of these accidents are survivable, as the LOTIFL is characterized by a landing made under control, however, substantial damage and injury is still possible.
LOTP	Loss Of Thrust Performance. This is characterized by insufficient performance following a loss of engine power or thrust, similar in nature to a LOTIFL. However, the LOTP category is characterized by more severe aircraft damage and injury as a result of a landing made under little or no control.
CTME LOTP	Centerline Thrust Multi-Engine Loss of Thrust Performance. Same as above, except for CTME airplanes.

RTRO	Rejected Takeoff Runway Overrun. A rejected takeoff which results in a runway overrun or forced excursion to the side of the runway due to insufficient runway remaining for stopping
OEILRO	One Engine Inoperative Landing Runway Overrun. An OEILRO results when an engine inoperative approach and landing results in a runway overrun or forced excursion to the side of the runway due to excessive landing energy and/or a long landing.
Part 121 Critical TAE	Thrust Asymmetry Event (TAE) in a critical phase of flight for a Part 121 operator. These are rare events (incidents) which are important to the aviation safety report as Thrust Asymmetry Events in the airlines are hypothesized to be a significant safety hazard.
TBD	Event type is yet to be determined because additional information is not yet available. Event may not be relevant to the research project and may therefore be subsequently deleted.
Spreadsheet Legend	
Column	Description
Event Type	Type of accident or incident as best determinable from the available information. For more details on all of the event types, please see the event type legend. In some cases, a reasonably conclusive determination of the applicable event type is not possible even when considering all of the information available from accident reports and dockets. In these cases, the accident may be completely excluded from the list, or, if there is some evidence to suggest that a particular event type is applicable, an asterisk will be added to the event type, which designates it as a "possible" event. In addition, there may be evidence which suggests that multiple event types could have been responsible for the accident, which will be designated by inclusion of "with other" in the event type column. These event type modifiers help to separate incontrovertible accidents from those which provide less certainty as to the true cause. Both "possible" events and "with other" events are excluded from the data analysis sheet.
Possible Event	This cell will be marked with a "Y" when the Event Type cannot be conclusively determined with reasonable certainty, but when the event type cannot be ruled out either. This may be due to incomplete information as currently available from the NTSB due to an ongoing accident investigation, or it could also be a result of inconclusive information even if a final report and accident docket is available.
NTSB Record	This is each accident's NTSB identification. Blue cell shading indicates an accident which may be discussed in greater detail in the final aviation safety report or in a dedicated case study.
NTSB Report Type	Report types include: No Report, Preliminary, Factual, and Final. In some cases, an accident description will be created without an NTSB identification being generated. This will be marked as No Report, and it will be updated when available. Preliminary reports include a synopsis of the accident, with varying degrees of detail. Accident Dockets may or may not yet be available with Preliminary reports. In some cases, event type can be conclusively determined using the information provided in the Preliminary report and/or Docket. Factual reports expand upon the preliminary report and include release of the accident Docket. Final reports indicate conclusion of the NTSB's investigation and they include an accident Docket.
Powerplant Type	Powerplant types, as relevant to accident classification, include: Piston engine powered - counter rotating propellers (PCR), Piston engine powered - non-counter rotating propellers (PNCR), Turboprop engine powered - counter rotating propellers (TCR), Turboprop engine powered - non-counter rotating propellers (TNCR), and Jet engine powered (J). For CTME airplanes, the powerplant types includes only: CTME piston engine powered - counter rotating propellers (CPCR).
Injury Severity	NTSB injury severity categories include: Fatal, Serious, Minor, and None. Only the injuries of the airplane occupants are considered in this column and in the injury count columns. Injuries to persons on ground will be listed in the Event Summary.

Aircraft Damage	Accidents are chiefly identified by aircraft damage which is either Substantial, or Destroyed. A limited number of incident reports are included in the database in which less than Substantial damage occurred. However, this column is not included in any ATILOC accident data analysis, as the differentiating factors between what defines Substantial damage and what defines Destroyed may not represent the accident severity appropriately. Thus, Injury Severity will be used instead to differentiate accident severity.
Flight Phase	Phases of flight, as appropriate to classification of these accidents, are differentiated as follows:
Takeoff	From the start of the takeoff roll, through rotation and liftoff, landing gear and flap retraction, and beginning of enroute climb. The takeoff phase ends when it transitions to any one of the other phases.
Rejected Takeoff	From initiation of a rejected takeoff by reduction of engine power with the intention of conducting a rejected takeoff.
Approach	Descent and maneuvering for landing prior to final landing configuration.
Landing	Descent and maneuvering with the airplane fully configured for landing, or flying the traffic pattern.
Rejected Landing	From initiation of a rejected landing by application of engine power with the intention of conducting a rejected landing (go- around).
Other Low Altitude	Any type of low altitude flying that does not fall into a different category.
Other High Altitude	Any type of high altitude flying that does not fall into a different category.
Accident Fatality Rate	The accident fatality rate is the percentage of airplane occupants who received fatal injuries, if there was at least one fatal injury.
Pilot in Command's	In cases where the particular type of flight experience data is unavailable, this is marked with a "NA". Blank cells indicate that
Experience (hours)	additional data has yet to be released by the NTSB.
Pilot in Command's Ratings	Certificate and Rating categories are as follows: ATP (Airline Transport Pilot Multi-Engine), CFI (Certified Flight Instructor Multi-Engine), P (Private pilot), C (Commercial pilot), I (Instrument Rating), CTME only (Centerline Thrust Multi-Engine Only), SE only (Single Engine only), and ME solo (Multi-Engine solo).
Pertinent Weather	This column is used to indicate any weather conditions which may have been a contributing factor to the accident. These include: IMC (Instrument Meteorological Conditions, including precipitation, clouds, or other significant visibility reduction which existed at the aircraft altitude), and MVFR (Marginal Visual Flight Rules, reduced cloud ceiling or partial visibility reduction which existed at the aircraft altitude). Also included are lighting conditions: Day (if with IMC or MVFR), Night, Dusk, and Dawn.
Status Checked	For accident reports awaiting publication of additional information, this is the last date on which the database was checked.
Event Summary	Excerpt of notable information taken from the NTSB Preliminary, Factual, or Final reports, or accident docket files. Remarks added by the author are enclosed in brackets [].

Asymmetrical Thrust Induce A resource of <u>ATMEsafety.co</u> Publish Date:	d Loss of C m 10/31/202	ontrol (ATILO	IC) Accident Data (with o	ther notable acci	dents and inciden	ts)																	
Data compiled by Alexander J. This, and future revisions of thi	Grzelecki s spreadshe	et are availat	le at atmesafety.com/accid	ent-data									Sou	Is On Board	1	Pilot	t in Comma	and's Experi	ience (hou	urs)			
Event Type	Possible Event?	Event Date	Location	NTSB Record	NTSB Report Type	Aircraft Type	Powerplant Type	Aircraft Registration	Injury Severity	Aircraft Damage	Flight Phase	Total	Killed Se	rious Mir juries Inju	nor Accid ries ^{Fatality}	Rate Total	Multi Engin	i Make ne Mode	å Ra	itings ^F	Pertinent Weather	Status Checked	Event Summary
LOTP (with other)	nay not yet i	7/15/2021	Easton, MD	ERA21LA289	Preliminary	Piper PA-23		N776MC		Substantial	Other Low Altitude	2	o	0	0								The plate reacting state-time where the plate instruction completed an approach to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and reported to barding state (flags and page down) and report and the plate (flags and page down) and
RTRO		7/10/2021	Longmont, CO	CEN21LA315	Preliminary	Cessna 421C		NGENC		Substantial	Takeoff	4	0	0	4				-				and the flaps and landing gear remained extended. The flight was below 800 ft mst, descending fast, and unable to reach the airport. The flight instructor subsequently landed the airplane in a com field. After the airplane lifed off from the runway, the pilot didn't led that the engine(s) were making full power. The airplane settled back onto the runway, then exted off the departure end of the runway. The airplane error to rect unoblet and a rund not creating for devolved.
TBD	¥	7/5/2021		GAA21WA165	Preliminary														-				terparane came to rear uproget, and a ansain post-crister me deretoped.
TBD	Y	6/29/2021		WPR21LA261	Preliminary										_	-			-				
TBD	Y	6/25/2021		WPR21LA247	Preliminary	Short Bros SD-360- 300		N970AA	None														
TBD TBD	Y	6/10/2021	Smyrna, TN Myrtle Beach, SC	ERA21FA234 ERA21FA224	Preliminary Preliminary	Cessna 501 Piper PA-31P	J	N66BK	Fatal		Takeoff	6	6	0	0		-		-				
TBD	Y	5/13/2021		GAA21WA140 CEN21FA209	Preliminary Preliminary						-				-				_				
TBD TBD	Y	4/29/2021		WPR21LA179 ERA21LA196	Preliminary Preliminary				-				_		_				_				
TBD TBD	Y	4/23/2021		WPR21FA175 CEN21FA195	Preliminary Preliminary																		
TBD TBD	Y	4/16/2021		ANC21LA030 CEN21LA190	Preliminary Preliminary												-						
ATLOC		4/5/2021	Springfield, TN	ERA21LA173	Preliminary	Piper PA-23-250		N5018Y	Serious	Destroyed	Takeoff	2	0	2	0 -					N	lone		According to wherease, their affection was dame to be argined during that before from runwy 22 de to this runsuland' score that was non-settent with beef process means that be argined to the score of
RTRO		3/23/2021	Franklin, NC	ERA21LA152	Preliminary	Cessna 421B		N80056	None	Substantial	Rejected Takeoff	3	0	0	0 -								According to be pild, this was a planned load light. The pilot stated that I was a normal start, taki, and n-un-pelotes takkoff. He initiated the takkoff or and calles opeckes in 10 kmcl (bis) consents of the initiated take of the list operation operation of the list operation operat
ATILOC		2/16/2021	Janesville, Wi	CEN21FA130	Preliminary	Velocity VTwin	PNCR	N13VT	Fatal	Substantial	Landing	2	2	0	0 10	00%							These we report for detailed (decasion), locating to achieve at their control (VTC) recording, at both one multitude at their control (VTC) recording, at both one multitude at their control (VTC) recording. The short of the process the stude, and after the signate decasion of the stude at the stude at their control (VTC) recording. The short of the process the stude, at their the signate decasion of the stude at the stude at their control (VTC) recording. The short of the process the stude at t
TBD	Y	2/7/2021	Belvidere, TN	ERA21LA124	Preliminary	Cessna 441		N44776	Fatal	Destroyed		2	2	0	0 10	00%			-			9/5/2021	Toward on the ground. As the airplane was descending to 4,000 ft mean sea level (msi), the pilot established contact with the Bowling Green, Kentucky radar controller. The flight was then cleared for the RNAV runway 36 Lacorcach. As the airplane descended through 2,300 ft, the radar tareet disappeared, which was normal due to the madar coverage in the area. About 3 minutes later, the controller attempted to contact the
TBD	Y	1/28/2021	Davenport, IA	CEN21LA118	Preliminary	Beech 300	TNCR	N217US							-							9/5/2021	plot with no response. There was no further communication with the plot. No accident description available)
TBD	Y	1/4/2021	Cash, AR	CEN21LA107	Preliminary	Hawker Beechcraft G58	PNCR	N325GC	Fatal	Destroyed					-							9/5/2021	After departure, the airplane flew southwest, climbed to about 2,300 ft msl, and then started to descend. The flight continued to track southwest until about 0932, when it turned right, and flew west-north- west briefly, until flight track data was lost about 0933. The location of the loss of flight track data coincided with the accident site location.
TBD	Y	12/13/2020	Leadville, CO Las Vegas, NV	CEN21LA086 WPR21LA030	Preliminary Preliminary	Eclipse EA 500 Cessna 310	PNCR	N686TM N101G	Fatal			2	2		- 10	00%	-		+			9/5/2021	[No according description available] At 0935, the pilot contacted Air Traffic Control (ATC), declared "engine-out" and requested to change the destination to Henderson Executive Airport (HND), Las Vegas, Nevada. About three minutes the transmission exampled & Engine contrast of IAID Airport
TBD	Y	9/11/2020	Homer, AK	WPR20LA314	Preliminary	Piper PA30	P	N7669Y	None	Substantial					-	-	-	-	+	D	lusk	9/5/2021	No accident description available) No accident description available
TED	Ŷ	8/30/2020	Ray, MI	CEN20LA372	Preliminary	Cessna 414 Beech 200	т	N698D	Fatal	Substantial	Takeoff	1	1	0	1 -	10%	-		+	N	lone	9/5/2021 8/31/2021	attempted to fly in ground effect with both wings wallowing near stall. One wing eventually dropped and the airplane pancaked sideways near the end of runway 28 in the grass field. Preliminary flight track data showed the plot initiated a takeoff from runway 19 at RFD. During the takeoff, the airplane departed controlled flight and impacted terrain. News reports indicated the airplane
LOTIO		8117/2020	Castan CT	CDA201 A207	Destiminant	Direct 0424		N41303	1. Gran	Eukatastial	Landan			0	2				+		liebt	8/34/303/	drifting well to the left side of the runway. During traffic pattern operations, the airgane's right engine lost power (it had "less output" than the left engine) on the base leg. The flight instructor took control, retracted flaps, and left the landing gear
	_	0/17/2020	Giduai, Ci	ER0420124287	Preminary	Pipel PA34	-	1941302	NIIDI	ousana	canoing	2	-		2.	_	_	_	-		ingini.	6/31/202	Extended on the observation of the apport of
TBD	Y	7/30/2020	Ennis, MT	WPR20LA245	Preliminary	Cessna 337	CPCR	N337V	Fatal	Substantial	Takeon	2	1	2	0 3	33%	_	_	_	N	lone	8/30/2021	(1) applied brakes, then applied this power, i oriowing an uneventual takeot role, the subant rotated and rated the taining get selector. I ne alignane then yawed to the right toward a line of trees. I ne instructor took the controls and attempted to correct with left rudger and alieron inputs; however, althoude could not be maintained and the airplane descended to the ground. Surviving assertione called police and said that they had crashed. Eurohe information not vet available
LOTIFL		7/15/2020	Vaughn, NM	WPR20LA223	Preliminary	Piper PA 30	Р	N8488Y	None	Substantial		2	0	0	0 -					N	lone	8/30/2021	About 3 hours and 15 minutes into the flight, with the airplane cruiting at 8,000 feet mean sea level (md), the right engine surged hixe and subsequently quit producing power. The airplane was unable 1 maintain aithade and there were no airports close. The plot notified an Ar Traffic Controller that he was making an offairport emergency landing. The airplane touched down on desert terrain (about 6,300 films) and down on desert terrain (about 6,
G-ATILOC		7/2/2020	Crystal River, FL	ERA20CA239	Final	Beech 76	Р	N20121	None	Substantial	Takeoff	2	٥	0	0 -	1,65	51	252	231 CFI	N	lone		(photos) The fight instructor said that shortly after the airplane began to accelerate down the runway, she pulled the left throtile to joit to simulate an engine failure on takeoff and the private pilot "trace". She told him to bring the engine power to joit and bracks, which he ddi, but the arginane was latedol wereing left. The fight instructor them toxic control of the airplane and strated was engine. The the airplane exited the runway and impacted an embankment resulting in substantial damage to the fusebage. The private pilot said that he responded to the simulated engine failure by removing thrust or the airplane exited the runway and impacted an embankment resulting in substantial damage to the fusebage. The private pilot said that he responded to the simulated engine failure by removing thrust or
TBD	Y	7/1/2020	Round Rock, TX	CEN20LA256	Preliminary	Cessna 320	Р	N19AS	Fatal	Destroyed	-	1	1	0	0 10	00%			ATP	N	lone	8/30/2021	pour engines, appring the bakes, and sing of manan relevance control, noveen, bespite the measures taker, the paire souce of the tormay. Where so been ed airplane fixing low and "engine fixing the source of the source of the tormay."
TBD (ATILOC probable)	Ý	6/7/2020	Sioux Falls, SD	CEN20LA215	Preliminary	Mitsubishi MU-2B	T	N44MX	Fatal	Destroyed	Takeoff	1	1	0	0 10	00%	-		-	N	light	8/30/2021	The pilot-rated passenger further stated that the pilot taxied to the runway, was cleared for takeoff, and when the pilot applied power the airplane again immediately yaved to the feit. The pilot-rated
ATILOC		6/2/2020	San Juan, PR	ERA20LA202	Preliminary	Piper PA23	Р	N14181	Fatal	Substantial	Takeoff	3	2	1	0 6	57%				N	lone	8/30/2021	parsency attribute the year is to a cond power from the field engine, and the pield applied right radies and allows right. The pield redder to software the pield redder to the pield redd
LOTIFL	_	5/12/2020	Hollywood, FL	ERA20LA177	Preliminary	Piper PA34	Р	N887SP	Fatal	Substantial	Landing	2	1	1	0 8	50%	_	+	+	N	lone	8/30/2021	Balaer white turning the applicate book lowest HWO for stated that the applicate wait will be obtained in the applicate and possible of the applicate book lowest HWO for stated that the applicate wait will be obtained in the applicate wait wait to be applicate to the applicate book lowest HWO for stated that wait all adult 30 be obtained in the applicate wait and the applicate book lowest HWO for stated that wait all adult 30 be obtained in the applicate wait wait and the applicate book lowest HWO for stated that wait all adult 30 be obtained in the applicate book lowest HWO for stated that wait all adult 30 be obtained in the applicate book lowest HWO for stated that wait all adult 30 be obtained in the applicate book lowest HWO for stated how sould be able to be applicated book lowest HWO for stated that the average that advect here and that and the applicate book lowest HWO for stated that the average that advect here and that the applicate book lowest HWO for stated that the average that advect here and that the advect here and that the advect here and that the advect here and the advect here and that the advect here and the advect here and that the advect here and there advect here advect h
G-ATILOC (with other)		5/9/2020	Hampton, GA	ERA20CA176	Final	Cessna 402	Р	N4661N	Minor	Substantial	Landing	2	0	0	2 -	7,33	30 2,	,181	11 CFI	N	lone		Sup jours, the right engine logan supring, and soon after the fill engine stopped producing power. They turned both electric lead pumps to the loss seeing, both engines contraved to super, and the pields contraved towerd the mether approxit (Nem by ever abot). The life contrave producing power. They turned so that jours are the pields power streamed brefly to the left engine, which resulted in the alignate climbing and deprining to rill. The commercial pild piled the yolds aft to avoid a highway step, which resulted in an aerodynamic gail, and subsequent lenget with these and term. The angines custified adubatial diamongs to the wings and testage.
TBD	Y	4/30/2020	Hemet, CA	WPR20LA135	Preliminary	Piper PA-23-250	P	N6521Y	Fatal	Substantial	Other Low Altitude	1	1	0	0 10	00%	-	_	_	N	lone	8/30/2021	Process conducing and survey work, along with along put in a underline in plante. The security plot had a survey scan solutioning inter im going down - was a waygarout app of its lauter, ne observed the accident airplane descending rapidly. At the accident site, one propeller was unaccounted for. The plot recorded that he was taking off and everything accessed normal until shortly after the airclane life off, and the cild established a costive rate of climb and initiated the retraction of the landing.
LOTIFL*	Y	4/13/2020	Kirksville, MO	CEN20LA149	Final	Cessna 402	Р	N98649	None	Substantial	Takeoff	1	0	0	0 -	1,46	51	272	266	N	lone		par. He said hat as the landing goar instanction there was a substantial loss in engine power that instantion is an inabitity to maintain a positive rate of earls. He dott created lossing at the engine minutenest and could on very H fore was as sold power in a single role or being resonance in a heat hat the throttes and londer on the remaining runway without centering on the advance gase, resulting in substantial dismaps to the rate space cope in Biglit instructor moves that the polit concerning instruction was practicing a simulated single engine failure to a landing in the multilengine ariginare. The left engine was set to about 12% power.
G-ATILOC		4/1/2020	Palm Coast, FL	ERA20CA143	Final	Diamond DA42NG	Р	N311ER	None	Substantial	Rejected Landing	2	0	0	0 -	1,43	39	854	584 CFI	N	lone		antiasting a searches proper engine random winker on mar applicator to initia, the anjoine said to ord in right on the intrinse, and the proof technic grant callenge random reported train in the said sangular controlling the anjoine does to store preventing winds. The instruction reported train and the proof technic random and technic random and the proof technic random and the proof technic random and the proof technic random and technic random and the proof technic random and the proof technic random and the proof technic random and the proof technic random and techni
TBD (ATILOC probable)	Y	3/18/2020	Eagle Creek, OR	WPR20LA111	Preliminary	Piper PA 30	Р	N7155Y	Serious	Destroyed	Takeoff	1	0	1	0 -	_	_	_	ATP	N	lone	8/30/2021	Video of the accident revealed the airplane filed off the runway surface with a nose high, left-wing low attitude. After infind, the airplane immediately banked to a right-wing low attitude and appeared to be in a slow climb. When the airplane reached about 15-20 feet above the ground it made a left turn towards adjacent trees. The airplane continued the left turn until the left wing struck a tree. The nick treeship induction is deviced about 15-20 feet above the ground it made a left turn towards adjacent trees. The airplane continued the left turn until the left wing struck a tree The nick treeship induction is deviced about 15-20 feet above the ground it made a left turn towards adjacent trees. The airplane continued the left turn until the left wing struck at tree
G-ATILOC		1/16/2020	St. Charles, MO	CEN20CA062	Final	Beech 76	Р	N6630D	None	Substantial	Rejected Landing	2	0	0	0 -	15,78	88 2,	,131	706 CFI	N	lone		"add a small amount of power to the right operating engine." The pilot misunderstood the instruction as "abort" and added full power to the right engine to abort the landing. The airplane rolled left, and the instructor added right rudder to arrest the roll. The left wing hit the ground; the airplane rolled left, which resulted in substantial damage to the left wing; and the landing gear collapsed.
LOTIFL	_	1/8/2020	Helena, MT	WPR20CA066	Final	Piper PA 23	Р	N1428P	None	Substantial	Landing	2	٥	0	0 -	8,17	74	1	,874 ATP/	CFI N	lone		This report is actually two incidents in one. The first is the notable one, which was an LOTIFL after a failed inflight result attempt during an instructional flight resulting in a forced landing short of the destination airport. The instructor subsequently got the engine restarted on the ground attempted a takeoff from the field and hit a rut during the takeoff roll.
TBD	Y	12/28/2019	Lafayette, LA	CEN20MA044	Preliminary	Piper PA 31 T	т	N42CV	Fatal	Destroyed	Takeoff	6	5	1	0 8	33%				D	ay IMC	8/30/2021	(c) pleasant by down information of the control of
TBD	Y	11/1/2019	Stuart, FL	ERA20FA027	Preliminary	Grumman OV-1	T	N10VD	Fatal	Destroyed	Other Low Altitude	1	1	0	0 10	00%	-		-	N	lone	8/30/2021	Piot was flying in preparation for airshow demonstration the next day. (1 person on ground injured) The airplane continued to fly to the east and the pilot advised the controller that they needed to return to the airport. No additional details for the reason of their request to
TBD	¥	10/31/2019	Colonia, NJ	ERA20FA022 ERA20FA020	Preliminary	Beech 58 Cessna 414	Р	N959CM	Fatal	Destroyed	Approach	2	2	0	0 10	00% 7,80	73	+	СЛ	D	lone lay IMC	8/30/2021	return to the apport was communicated and no entregrency was declared Video incovered tom a nearby vehicle equipped with a camera showed the apport and a segment have a spruce throm the subtrast in a left income camera at a missionic distribution. The flight. The first Video, which was positioned about 20 nautical mile south of the accident site, showed the apparent in a shallow left bark as it indered the camera was, and subsequently the applice entering and discensing title hum and exilide the many veie. The second video, which was positioned about 20 nautical mile south of the accident site. South and an of the indered the camera was, and subsequently the applice entering and discensing title hum and exilide the camera veie. The second video, which was positioned about 20 nautical mile north of the milered the camera was, and subsequently the applice entering and discensing title hum and exilide the camera veie. The second video, which was positioned about 20 nautical mile north of the milered the camera was and subsequently the applice entering applice discensing title hum and exilide the camera veie. The second video, which was positioned about 20 nautical mile north of the milered the camera veiew.
G-ATILOC		10/25/2019	Opa Locka, FL	GAA20CA050	Final	Piper PA 30	Р	N8816Y	None	Substantial	Takeoff	2	0	0	0 -	1,48	59	217	45 CFI	N	lone		Seconds of d view. The plot receiving instruction in the multeregine aspisere reported that, during the nume, he and the light instructor brefefor a simulated engine failure during takeout. He added that, during the takeout, the instructor reduced the left engine threfle, and the aspisare versel etil. He taket is that is not takeout the instructor brefefore a simulated engine failure during takeout. He added that, during the takeout, and and and and and and and and brefer aspisare versel etil. He taket the state section is the signare complete takeout the registrate during takeout the signare end of the signare versel etil. He is not the complete takeout take
RE-ATILOC (with other)		10/2/2019	Windsor Locks, CT	ERA20MA001	Final	Boeing B17	Р	N93012	Fatal	Destroyed	Landing	13	7	5	1 8	54% 13,00	00 8,	,000 7	,300 C/I	N	lone		sight distant attracks" and the landing gene collapsed (b) (b) (B
TBD (ATILOC probable) LOTIFL	Y	9/29/2019 8/20/2019	Deland, FL East Brady, PA	ERA19FA283 ERA19LA252	Preliminary Preliminary	Cessna 421 Piper PA 31P	P	N731PF N90AP	Fatal None	Destroyed Substantial	Approach Landing	3	3	0	0 10	00% 50	00		CFI P/1	N	lone	8/30/2021 8/30/2021	Witnesses reported hearing abnormal engine sounds Left engine total power loss resulting in forced landing to a field
ATILOC		8/18/2019	New Castle, DE	ERA19FA250	Final	Beech 95855	Р	N678DM	Fatal	Substantial	Takeoff	2	2	0	0 10	8,90	00		0 CFI	N	lone		The National Transportation Statey Board determines the probable cause(s) of this accident to be: The pilots' failure to place the left fuel selector into the proper position, which resulted in a total loss of the left engine's power due to fuel starvation. Contributing was their failure to properly secure the left engine and their failure to maintain control of the airplane during the attempt to return to the airport.
TBD (ATILOC probable)	Y	8/17/2019 8/4/2019	Lagrangeville, NY De Queen, AR Gaineruille, TY	CEN19FA249	Preliminary Preliminary	Cessna 1303 Cessna 310	P	N303TL N310QA	Fatal Fatal	Substantial	Takeoff	6	2	3	0 0	5376 1,58 50%	50	-	P/1	N	ione Ione	8/30/2021	Surviving passenger reported abnormal engine operation Less than one mile away from airport, initial impact was right wing first

Asymmetrical Thrust Induced A resource of ATMEsafety.com	Loss of Contro	I (ATILOC) Accident Data (with ot	her notable acci	dents and inciden	its)																	
Publish Date: Data compiled by Alexander J.	10/31/2021 Grzelecki																						
This, and future revisions of this	spreadsheet are	available	at atmesafety.com/accide	ent-data	NTSB Report		Powerplant	Aircraft	Injury	Aircraft			So	uls On E erious	Board Minor	Accident	Pilot in	Command	's Experienc Make &	e (hours)	Pertinent	Status	
Event Type	Event? Eve	nt Date	Location	NTSB Record	Туре	Aircraft Type	Туре	Registration	Severity	Damage	Flight Phase	Total	Killed	njuries	Injuries F	atality Rate	Total	Engine	Model	Ratings	Weather	Checked	Event Summary (Please see report for detailed discussion) in summary, the available evidence indicates that the pilot improperly responded to the loss of thrust in the left engine by initially commanding a left rudder input
ATILOC	6/	30/2019	Addison, TX	CEN19MA190	Final	Beech BE-300	TNCR	N534FF	Fatal	Destroyed	Takeott	10	10	0	0	100%	16,450	16,250	1,100	ATP	None		and did not retract the landing gear or feather the left propeller, which was not consistent with the ariptane manufacturer's engine out procedure during takent. It would have been possible to maintain directional and lateral control of the airplane after the thrust reduction in the left engine if right rudder had been commanded initially rather than left rudder. A whereas renorted the airplane after the thrust reduction in the left engine if right rudder had been commanded initially rather than left rudder.
ATILOC	Y 6/	15/2019	Hiawatha, KS	CEN19FA189	Final	Beechcraft 58	PNCR	N4614S	Fatal	Destroyed	Approach	1	1	0	0	100%	7,000	NA	315	C	None		terrain. The National Transportation Safety Board determines the probable cause(s) of this accident to be: "The pilot's loss of control for undetermined reasons." Witnesses observed and airport surveillance video showed fire emanating from the airplane's right wing. As the airplane turned towards the runway, it entered a rightrolling descent and impacted the
ATILOC		5/2019	Santa Rosa, NM	ANC19FA018	Final	Beech A60	P	N102SN	Fatal	Destroyed	Approach	2	2	0	0	100%	4,100		100	СЛ	None		ground near the airport's perimeter fence. The right propelier was found feathered. As the airplane approached the diversion airport, witnesses observed the airplane flying low and rolling to the left just before impacting terrain, after which a postcrash fire ensued. A postaccident
ATILOC	4/	22/2019	Kerrville, TX	CEN19FA124	Final	Beech 58	PNCR	N501CE	Fatal	Substantial	Approach	6	6	0	0	100%	5.671	NA	2.409				examination and review or recorded data indicated that the left engine was secured and in the teamer position, and that the right engine was operating at a high term in the rest of the approximation of the rest of the approximation of the rest of
																							spin and ground impact. Because the left engine stopped producing power, the plot would have needed to configure the airplane for single-engine flight; however, examination of the left engine's propeller found that it was not
ATILOC	3/	12/2019	Madeira, OH	ERA19FA124	Final	Piper PA31	Р	N400JM	Fatal	Substantial	Approach	1	1	0	0	100%	6,421	NA	1,361	CFI	None		feathered. With the propeller in this state, the pilot's ability to maintain control the airplane would have been reduced, and it is likely that the pilot allowed the airplane's airspeed to decrease below the singleengine minimum controllable airspeed, which resulted in a loss of control and led to the airplane's roll to the left and rapid descent toward the terrain.
ATILOC	2/	23/2019	Winter Haven, FL	ERA19FA106	Final	STOL Corp UC-1	Р	N65NE	Fatal	Destroyed	Takeoff	2	1	0	1	50%	15,000	NA	NA	ATP/CFI	None		(r) person or good any post-or reduced power on the processor or might use ne work and any and a some point and another and the angle and reduced power. The instructor reduced power on the left engine, and the engine subsequently lost all power. The instructor was unable to establish a climb and upon realizing that the airplane would not reach the selected forced forming into site. In instructor selected a closer landow is in how the selected forced forward the airplane. The instructor was unable to establish a climb and upon realizing that the airplane would not reach the selected forced forward the site. He airplane is index-engine infinute moves as the turned the airplane left would how the two the airplane term of the airplane would not each the selected forced forward the site. He airplane is a closer landow site is index-engine minimum.
																							control airspeed, the left wing dropped, and the airplane impacted a house. The pilot in the left seat was receiving instruction to obtain a commercial multilengine rating and was performing a practice left engine-out approach. He indicated that he determined that he had the
RE-ATILOC	2/	21/2019	Frankfort, KY	ERA19TA105	Final	Beech 76	Р	N7KY	Minor	Substantial	Rejected Landing	2	0	0	1-	·	22,189	17,780	78	5	None		runway "made" and reduced throttle on the right engine. He stated that the arginane "settled" too much, and he added throttle without compensating with the appropriate aleron and rudder inputs. The approach became unstable, and he called for a go-around and added full right throttle while the airplane was below minimum controllable airspeed [no evidence of this provided in the accident docket].
LOTP	15	2/1/2018	Fort Lauderdale, FL	ERA19FA060	Final	Cessna 335	Р	N79HP	Fatal	Destroyed	Landing	2	2	0	0	100%	2,000	NA	NA	CFI	None		(1) person on ground injured) Shortly after takeout, a video depicted while smoke trailing the airplane from the left non-Subsequently the flight advised the tower controller that there was a fire in the left engine and the airplane was observed turning to the left or teturn to the airport. While maintaining controlled flight with the landing gear retracted and the left propeller in an unfesthered position, the
ATILOC	11/	29/2018	Marion, IN	CEN19FA035	Final	Piper PA 30	Р	N7751Y	Fatal	Destroyed	Takeoff	1	1	0	0	100%	2.306	NA	NA	ATP	None		airplane clipped the roof of a building adjacent to the airport, impacted the ground about 67 knots ground speed, and came to rest after impacting another building. (Photos) Witnesses reported that, after departure, the airplane climbed to about 500 ft above ground level and began a left turn. During the left turn, the airplane "nose dived" in a downward spiral, and the
170.00					e .								-										ampane impacted tetrain. (PFD data) (Please see report for detailed discussion) Recorded engine data indicated that, about 9 miles from the destination airport, the left engine lost all power for about 2 minutes. Power was restored for about 2 minutes before it was not analy as the airplane was on a left dramwind leg about 9 miles from the destination airport, the left engine's power output meanined relatively constant for
ATILOC	5	#9/2018	Lake Worth, FL	ERA18FA244	Final	Cessna 335	P	N2/0/3	Fatai	Destroyed	Landing	2	2	0	0	100%	1,779	NA	15/	P (revoked)	None		the remainder of the flight. The airplane continued the downwind leg for about 20 seconds, then began a left descending 180° turn. Data recovered from the primary flight display indicated that, at the end of this turn, the airspeed decreased to 73 knots (kts), below the airplane's published minimum control speed of 83 kts, and the airplane rolled inverted and descended into the ground.
																							The private pilot of the multi-engine airplane was conducting an instrument approach during night visual meteorological conditions. About 1.3 nautical miles (nm) from the final approach fix, the right engine loss total power. The pilot continued the approach and notified air traffic control of the loss of power about 1.3 seconds later. Subsequently, the pilot contracted the controler again and the destination of the loss of power about 1.3 seconds later.
ATILOC	9	N5/2018	Port Huron, MI	CEN18FA371	Final	Cessna 340A	Р	C-GLKX	Fatal	Destroyed	Approach	1	1	0	0	100%	690	NA	51	P/1	Night		reported that ne was brace to advise the airplane was about 450 ft above ground level at 72 kts groundspeed. The last nadar return indicated that the airplane was about 450 ft above ground level at 72 kts groundspeed. The last nadar return indicated that the airplane was about 450 ft above ground level at 72 kts groundspeed. The last nadar return indicated that the airplane was about 450 ft above ground level at 72 kts groundspeed. The singlane impacted the ground is a steep, vertical nose-down attitude about 112 nm from the decanture end of the runway. Examination of the weckage revealed that the land one gar and the fails were extended and that the indirit crocelier was not feathered. Data from onboard the airplane
LOTIE	7/	20/2018	Paton Poune I A	CEN18LA285	Final	Smith Aerostar 601	P	N12778K	None	Substantial	Takeoff	1		0	0		28 820	NA	600	Ci	None		also indicated that the pilot did not secure the right engine following the loss of power; the left engine continued to produce power until impact. Shortly after rotation he noticed the right engine was not producing full power and the engine speed was decreasing. With no remaining runway available to land, he continued and looked for an off-field
051100		202010	balan nooge, be					NULT DIC	140.12	0.1.1.5.1			-			-	20,023						landing location. He retracted the landing gear and feathered the right propeller. The airplane was unable to maintain altitude so the pilot made a hard forced landing to a grass-covered field. The pilot reported that, following a precautionary shutdown of the No. 2 engine, he diverted to an alternate airport that was closer than the original destination. During the landing in taliwind conditions, the
UEILRU	"	16/2018	Maniy Hot Springs, AK	ANC18CAU54	Final	Curtiss Wright C46	Р	N1822M	Minor	Substantial	Landing	2	0	0	2.		6,500	6,000	3,500	CEVCTME	None		ampane touched down "a lime tast." The pliot added that, as the brakes tabled from commuous use, the ampiane was unable to stop, and it overran the end of the nurway, which resulted in substantial damage to the fuselage.
CTMELOTP	6/	30/2018	Baldwin City, KS	CEN18LA246	Final	Cessna 337	CPCR	N107BL	None	Substantial	Rejected Landing	1	•	0	0 -		8,691	N/A	41	only	None		Shut down rear engine intentionally but was then unable to restart. Remaining engine power was insufficient to initiate a go around due to traffic on the runway (See report for detailed discussion) (NTSB attributes the accident to an aerodynamic stall. But, this was likely an RE-ATILOC on an Aircam, which has engines very close together on top of the wing.
RE-ATILOC	6/	16/2018	Greenwood, IL	CEN18LA228	Final	Lockwood Aircam	PNCR	N81047	Minor	Destroyed	Takeoff	2	0	0	2 -		10,700	10,188	80	ATP	None		However, this proves that even this configuration is not immune to ATILOC. Right engine lost power very shortly after takeoff as evidenced by witness video, and loss of control occurred in less than 1 second.]
RE-ATILOC	6	5/8/2018	Valparaiso, IN	CEN18LA165	Final	Piper PA 34-200	Р	N99GN	Serious	Substantial	Rejected Landing	2	0	1	1-		2,093	533	94	CFI	None		Uuring a simulated engine-out go-arcuna, when the pict advanced the throne of the operating engine to tui power, he allowed the anspeed to drop below the single-engine minimum controllable airspeed. Subsequently, the pilot lost airplane control, and the airplanet descended and impacted terrain. The nick was reforming furth-factor bakedits and landings in the airport traffic nation. After travition dawn, the pilot retracted the flans and advanced both throffers to take of power. Shortly thereafter
G-ATILOC	4/	20/2018	Clewiston, FL	WPR18LA124	Final	Piper PA 34-220T	Р	N8404B	None	Substantial	Takeoff	4	0	0	0 -		1,950	1,540	25	ATP, foreign	None		he felt the airplane yaw to the right, observed an overboost indicator light for the right engine, and the airplane exited the right side of the runway. The pilot said that once the airplane was in the grass, he regained control of the airplane and reduced both engines to idle power; however, the airplane impacted the edge of a crossing taxiway and briefly became airborne before landing on the opposite side of
		-							+							-							the taxway, resulting in substantial damage. According to the flight instructor, the student was practicing single-engine approaches to runway 30L, with a simulated engine out of the number 2 (left engine). The airplane was low on the approach, and
RE-ATILOC	1	2/2/2018	North Las Vegas, NV	WPR18LA082	Preliminary	Beech 95	Р	N128W	None	Substantial	Rejected Landing	2	0	0	0 -	·				CFI	None	8/30/2021	the subsert was instructed to add power to the number 1 engine (ngm). The subsert advanced the monte for the ngmt engine (ngme, but there was no increase in power/minust. The light instructor to the student to push both throttles full forward and make a go-around. The right engine returned to full power; however, the left engine failed to produce any thrust. The airplane entered a VMC (minimum control ensert) roll condition throad the critical engine (left) and impacted terrain.
G-ATILOC	1/	27/2018	Lapine, AL	ERA18LA073	Final	Aero Commander 680 F	Р	N900L	None	Substantial	Takeoff	1	0	0	0 -		3,000		20	CFI	None		The commercial pilot reported that he had recently purchased the airplane and that he had completed two full-stop takeoffs and landings. Just as he began to rotate the airplane during a third takeoff, the left engine lost all power, and the airplane veered left and struck trees, which resulted in substantial damage to both wings and the fuselage.
																							During a simulated single-engine instrument approach in a multi-engine airplane, the flight instructor, who was seated in the right seat, told the multi-engine rated plot receiving instruction, who was seated in the left seat, to go around. The plot applied full power to the right engine and attempted to fly the pattern with a simulated left engine failure. Shortly after, while the arginane was in a left
LOTP	12/	19/2017	Knoxville, TN	ANC18LA016	Final	Piper PA23-250	Р	N40285	Serious	Substantial	Landing	3	0	1	1-	·	2,328	220	23	CFI	None		Clossival on the ten engine has to a power. The mandoor observed that the hip poperer was stationally and look on the an partie. The this doubt on the an partie in the observed on the ten poperer was stationally and look on the an partie. The this doubt on the angle engine coult on the ten parties and the tendence that the failed engine coult on the angle engine coult on the tendence tendence tendence that and the tendence tendence tendence the angle engine coult on concentration. Approaching a residential area, the instructor manuscreative the angle engine for a fanding but was unable and first toward insign tendence tende
170.00				0511051050	e						.		_										the airplane to avoid a house, and the airplane subsequently impacted trees, fell to the ground, and came to rest on top of an automobile. Witnesses reported that the airplane was between 400 ft and 800 ft above the ground in a left bank and appeared to be turning back to land on an intersecting runway. They thought the airplane was
ATILOC	12	10/2017	Miami, FL	CEN18FA050	Final	Smith Aerostar 601	P	N/5295	Fatal	Destroyed	Takeon	1	1	0	0	100%	1,000	NA	NA	٢	None		going to make it back to the runway, but the arplane's bank angle increased past 90° and the nase suddenly dropped; the airplane subsequently impacted terrain. One of the pilots likened the maneuver to a stallispin, Ymc roll, or snap roll.
LOTIFL	11/	22/2017	Presque Isle, ME	ERA18LA033	Final	Cessna 421	Р	N421RX	Minor	Substantial	Landing	4	0	0	2 -	·	4,482	NA	NA	CFI	None		propeller, shut down the engine, and maneuvered the airplane below the clouds to remain in the local traffic pattern. He attempted to keep the runway environment in sight while drifting in and out of clouds. He was unable to align the airplane for landing on the department runway, on the training of the airplane for landing and that the airplane
G-ATILOC	11/	17/2017	Statesville, NC	ERA18LA038	Final	Beech B55	Р	N592SS	None	Substantial	Takeoff	2	0	0	0 -		2.834	1.739	200		None		would not reach the runway, he landed it on an adjacent grass field. The pilot was conducting a flight review with a flight instructor in the multiengine airplane when, during the initial climb following a touch-and-go landing, the airplane yawed to the left. The pilot noticed a
	10	16/2017	Sugar Grove II	CEN18LA008	Final	Piper PA 34-200T	Р	N4136D	None	Substantial	Takeoff	2		0			2 300	1 141	1 100	PI	IMC		crange in engine sound and the arphane egan to descend. In earphane bounced on the runway and coulded with a lotin before souding to a stop on the edge of the taxway. The private pilot of the multi-engine airphane reported that, shortly after takeoff, the right engine experienced a partial loss of power and the airphane yawed to the right. The airphane entered the clouds about 1100 thread he came more official to conclude the nose to increase aircred and the airphane exited the cloud lawer in a posed-war, right-wind waittude. He stated that he
															-	_							corrected the airplane's attitude and landed in a corn field. During the initial climb after takeoff, the pilot retracted the landing gear and noticed that the airplane did not accelerate as normal. The pilot reduced the angle of attack to aid in acceleration and noticed
LOTIFL (with other)	8/	24/2017	Salt Lake City, UT	WPR17LA187	Final	Cessna 310I	Р	N8170M	Minor	Substantial	Takeoff	1	0	0	1-		2,073		1,080	ATP	None		that both engines indicated fluctuations in power, fuel flow, and rpm. He confirmed that the propeller and throttle levers were full forward, and he placed the auxiliary fuel pump to "high." The airplane continued to decclerate and began to yaw to the left. The plot banked right and feathered the left propeller, but the airplane continued to descend, and the plot reduced the mixture controls to idle-cutoff. The airplane instanced has now concellar and the cryster of banked right and feathered the left propeller, but the airplane continued to descend, and the plot reduced the mixture controls to idle-cutoff.
ATILOC	7/	13/2017	Tyler, TX	CEN17FA266	Final	Piper PA31T	т	N47GW	Fatal	Destroyed	Takeoff	2	2	0	0	100%	17,590	NA	NA	ATP	None		The alignment impaction we power puters and the ground before should be a subjected to a country. Shortly after takeoff, the alignme banked left, descended, and impacted terrain about 1/2 mile from the end of the runway. Examination of the left engine found signatures consistent with the engine orgoducing oxymer at impact. Examination of the roline revealed rolizational scoring on the upstream side of the power vane and baffle.
																							which indicated that the compressor section was rotating at impact; however, the lack of rotational scoring on the power turbine disc assembly, indicated the engine was not producing power at impact [videos] The airplane collided with the freeway following a loss of right engine power shortly after departing from the John Wayne-Orange County Airport. The airplane was near the end of the downwind
ATILOC	6	30/2017	Santa Ana, CA	WPR1/LA136	Final	Cessna 310R	P	N8/29/	Senous	Substantial	Landing	2		2		· .	/50	NA	NA	РЛ	None		leg of the traffic pattern when the pilot stated that he lost engine power on the right engine. The airplane then turned right for the runway and the last radar returns from the flight track were near the accident site.
ATILOC	e	5/3/2017	San Juan, PR	ERA17FA195	Final	Piper PA23	Р	N21WW	Fatal	Destroyed	Takeoff	4	1	2	1	25%	1,200	200	20	СЛ	None		engine rpm, but it remained in the green arc. Subsequently, the pilot turned the airplane left with the yaw to return to the airplane was unable to maintain altitude and subsequently impacted water.
ATILOC	5/	27/2017	Haines, AK	WPR17FA108	Final	Piper PA30	Р	N7376Y	Fatal	Substantial	Landing	3	2	1	0	67%	NA	NA	NA	Р	None		Instead of deciding to perform a low-level pass to an airstrip with one inoperable engine, the pilot should have handled the inoperative engine as a critical situation that necessitated landing the airplane immediately with minimal maneuvering. It is likely that, after the low-level pass, the pilot attempted to turn the airplane to maneuver for the runway and failed to adequately maintain sufficient airspeed or
ATILOC	4/	25/2017	Huntsville, TX	CEN17FA167	Final	Cessna 421C	Р	N421TK	Fatal	Destroyed	Approach	1	1	0	0	100%	1,567	NA	219	сл	None		compensate for the asymmetrical trituits when he turned toward the inoperative engine which iso to an aerodynamic stall and a loss of control. A witness, who was an off-duty police office, reported seeing the airplane flying in a westerly direction about 150 ft above the ground. He said that the airplane banked left about 45° and he noticed that the left prometers was not humin and that the airplane was losing although
G-ATILOC	2/	14/2017	Columbus, OH	CEN17LA104	Final	Beech D55	Р	N88EB	None	Substantial	Takeoff	2	0	0	0 -		16,300	14,300	380	ATP	None		Left engine lost power shortly after liftoff. PIC handed controls to his pilot rated passenger (3234 total time) who conducted a rejected takeoff and landing on the remaining runway. Airplane landed hard on the left landing gear, collapsing it.
LOTIFL	12/	30/2016	Dunnellon, FL	ERA17LA077	Final	Beech 76	Р	N6627U	None	Substantial	Takeoff	2	0	0	0 -		24,600	4,000	24	ATP/CFI	None		During a commercial multi-engine practical test, the right engine lost power after takeoff when the dual magneto housing broke off from the engine. Examiner took control of the airplane after the pilot delayed his response in maintaining control, and executed a forced landing after OEI performance was inadequate to continue flight.
ATILOC	11/	18/2016	Elko, NV	WPR17FA024	Final	Piper PA 31T Cheyenne II	TNCR	N779MF	Fatal	Destroyed	Takeoff	4	4	0	0	100%	7,050	NA	NA	ATP	Night		recer exposition unuser account provide a parking for and expited into famore, the arrgance made a set run of about 30° from the runway beading, then stopped climbing, made an abrupt left bank, and began to descend. The airplane impacted a parking for and expited into famore. Postaccident examination revealed that the right engine and propeller displayed more pronounced rotational signatures than the felt enjoyies and proceeder. This is consistent with the left engine not producing power or operating a supersonal processing and the runway the bank and dreamer shown with the withwest than the felt enjoyies and proceeder. This is consistent with the left engine not producing power or being at a low gover setting at limaget. Further, the abrupt left hank and dreamer shown with the withwest
																							are consistent with a loss of left engine power during initial climb. During a practice single engine approach with one propeller feathered, the student extended flaps for landing and airspeed dropped. The pilot added power which initiated a loss of control. The flight
RE-ATILOC	11/	14/2016	Plattsburgh, NY	GAA17CA061	Final	Beech 95855	Р	N180GA	None	Substantial	Landing	2	0	0	0-		2,079	551	87	CFI	None		Instructor took control and reduced engine power, landing hard on the ramp area of the airport. As he took control, the instructor reported in his interview that the airplane was in a 20 degree bank towards the featbard engine.
G-ATILOC	11	1/5/2016	Davis, CA	GAA17CA056	Final	Beech 76	P	N6703L	None	Substantial	Takeoff	2	0	0	0-		14,250	1,955	180	ATP/CFI	None		control by cutting off the right mixture control but couldn't do so fast enough before the airplane veered off the runway and the nose landing gear collapsed. Right engine lost power immediately after takeoff with landing gear in transition and it begar a roll to the right, evanture and the nose landing gear areas to decree bank and the right end with anding gear in transition and it begar a roll to the right, evanture and the nose landing gear areas to decree bank and the right end with anding gear in transition and it begar areas to the tendet.
ATILOC	,	#9/2016	wickenburg, AZ	WPR16FA176	Final	Cessna 310N	P	N126P	Senous	Substantial	Takeom	4	0	4			18,000	NA	1,000	AIP	None		occupantis were able to remember the circumstances of the accident. They were very lucky to have survived. The owner/pilot/mechanic has operated this airplane for the last 31 years. At an altitude of 3,300 ft mean sea level the flight instructor heard a loud noise and saw something separate from the right engine. The flight instructor look the controls but was unable to maintain altitude
LOTIFL	8	19/2016	Hollywood, FL	ERA16LA295	Final	Piper PA34	Р	N16499	None	Substantial	Landing	2	0	0	0 -	·	10,995	2,700	1,150	ATP/CFI	None		with one engine operating and performed a forced landing into a swamp. Examination of the verokage revealed that the right engine had separated from its mounts, one propeiler blade was missing, and the right propeiler hub was fractured. The windows was excluded with several ophysical contract that contract of the accident field. The window revealed that the leftificeard ancies because union after lifted and reacted its
CTME LOTP		v6/2016	Burns Flat, OK	CEN16FA307	Final	Wilson Buggatti-	CPCR	N110PX	Fatal	Destroyed	Takeoff	1	1	0	0	100%	10,700	N/A	NA	ATP	None		maximum operating speed (red line) twice during the short flight. Although the pilot attempted to control the forward engine rpm with the throttle lever, the throttle inputs had no apparent effect. Based on the design of the propeller drive train, it is a possibility that the forward engine clutch was slipping. The airplane's airspeed decreased below its design stall speed and the angle of attack increased; the
						Demonge roor																	airplane then rolled left and subsequently impacted the ground. (The operating gross weight was about 2,850 tb (maximum weight listed as 2,939 tb). Engine horsepower is Unavailable in the report, but the engine type is capable of 150 to 17.3 tp at the engine speeds used at takeoff power, giving an OEI power loading of 17.6 to 15.3 lb/tp)
ATILOC	7/	27/2016	Columbia, CA	WPR16FA152	Final	Cessna 310B	Р	N6605B	Fatal	Destroyed	Takeoff	4	4	0	0	100%	12,000	NA	1	ATP	None		Shortly after takent and during the initial climb, witnesses observed the airplane drift to the left and then descend and collide with terrain off the left side of the departure runway. Evidence revealed that as both propellers impacting the ground, they were rolating at different speeds. The limb intervence were revealed that the limb intervence intered to the use the structure run and an another and the structure of the structure runway. Evidence revealed that the limb intervence intered to the use the structure run and
G-ATILOC"	Y 6/	30/2016	Keene, NH Winnsboro, SC	GAA16CA377 ERA16LA236	Final	Piper PA 44 Piper PA34	P	N190ND N44311	None	Substantial	Rejected Landing Rejected Landing	2	0	0	0-		5,516 6,482	316	300	ATP/CFI	None		both engines. However, due to carburetor king, power was not restored to the right engine. The instructor executed a forced landing off runway. (G-ATILOC Probable) During a rejected landing a few feet above the runway. the flight instructor felt like the left engine produced more power than the right, and the right wingto struck the runway.
ATILOC	6/	19/2016	Hayward, CA	WPR16FA126	Final	Piper PA 23-150	Р	N1270P	Fatal	Destroyed	Approach	1	1	0	0	100%	2,191	888	17	ATP/CFI	None		The pilot had feathered the left engine in flight after it had failed, and advised ATC of his situation. He could not maintain altitude however, and he advised the controller he was going to land in a field. Surveillance video captured the airplane in a descending left bank before impacting a building and a postcrash fire erupted.
ATILOC	5/	13/2016	Mojave, CA	WPR16LA110	Final	Seguin Quickie	J	N68TQ	Minor	Destroyed	Rejected Landing	1	0	0	1-		1,681	48	1	с	None		The airplane was a modified version of the Quickle experimental kit airplane powered by two turbojet engines. During a rejected landing, the pilot heard one of the engines spool down, which he confirmer to be the left engine based on instrument indications. The airplane was difficult to control as the engine failure had induced a left roll and yew towards numerous obstacles. After turning nearly 90 degrees the after the monthe the airplane arathed label the summer and a towards numerous obstacles.
ATILOC		5/5/2016	North Little Rock, AR	CEN16FA172	Final	Cessna 310F	Р	N6770X	Fatal	Destroyed	Approach	2	1	1	0	50%	12,214	7,918	NA	ATP/CFI	None		(A very identifiable ATILOC accident. The surviving plot was extremely lucky. During the upwind leg on takeoff the left engine lost partial power. The pilot and DPE both agreed to keep it running as it was providing positive thrust. The arisen climbed successfully to the 800° alg pattern altitude. At which point the left engine lost all power. The pilot went to feather it, but was unable to do so. Control was tost
ATILOC	4	25/2016	Pompano Beach, FI	ERA16FA170	Final	Beech 76	Р	N6709Y	Serious	Destroyed	Approach	3		3			1,440	429	330	CFI	None		as he made a left turn from downwind leg toward the airport. The impact occurred in a 45 degree left bank and slight nose down attitude.] (See report for more details) During a simulated engine failure at 600 agi on the crosswind leg of the traffic pattern, the instructor pulled the right engine to idle. The student applied the incorrect (right)
ATILOC	10/	14/2015	Hammond, LA	CEN16FA013	Final	Cessna 421B	P	N33FA	Fatal	Destroyed	Takeoff	2	2	0	0	100%	1,370	NA	NA	СЛ	None		ruoser input and the airplane volently roted into a steep right bank. The instructor took control but did not have sufficient altitude to recover and avoid collision with the ground and a house. Right engine loss power during initial climb after takkeff due to crankshift bearing fullure. A right yaw and bank was induced and the pilot loss control possibly in an attempt to return for landing.
ATILOC	9/	30/2015	St. Petersburg, FL	ERA15FA378	Final	Piper PA30	Р	N21ND	Fatal	Substantial	Takeoff	1	1	0	0	100%	768	166		сл	None		I use priors a serve to manuary angle-engine minimum compositione anspect providing a loss or right engine power during initial clinb. Also causal was the loss of right engine power for reasons that could not be determined because examination of the wreckage revealed no significant mechanical deficiencies. Contributing to the outcome was the failure of maintenance personnel to ensure that required anisoted markings and biacards were installed in accordance with an almost/hitess directly and the anisote finite maximal."
RTRO	9/	21/2015	Platteville, WI	CEN15LA418	Final	Cessna 421B Aero Commander 680	P	N813CA	Minor	Substantial	Rejected Takeoff	2	0	0	2 -		1,478	1,150	194	C/I	None		Plot noticed a loss of power on the right engine during takeoff roll at about 85 knots. He rejected the takeoff with about 1000 ft of runway remaining, which resulted in a runway overrun.
05.170.00	9/	L 1/2015	uonad, ID	VER IDLA265	et in all	E	-		aendus	Cuusidinai	Approach			1	-	-	18,000	3,000	2,500		None		The pilot did not recail what happened in the accident. Witnesses reported the airplane flying low with the engines sounding "out of sync", eventually making a hard right turn and impacting terrain [ATLOC caused by propeller malfunction resulting in propeller pitch in the beta range during loss of control.] The pilot applied left aircon and rudder inputs to remain above the runway centerline without
REATILOC	9	NO/2015	Louisburg, NC	ERA15LA343	Final	Denavilland DHC-6	Т	N181CS	Serious	Substantial	Rejected Landing	3	0	1	1.		7,337	6,083	1,058	ATP/CFI	None	1	success, write over the runway, the pitor features the engine power to idle, and the airplane continued to yaw right. The pitot applied full power in an attempt to perform a go-around; however, the airplane toward about 30 decrees of the numax contextual indext down in the crass, and it most the rest of the numax contextual indext and the crass.

Asymmetrical Thrust Induce	d Loss of C	ontrol (ATILC	C) Accident Data (with ot	her notable acci	dents and incident	ts)																	
A resource of ATMEsafety.co Publish Date	e: 10/31/202	1																					
Data compiled by Alexander J This, and future revisions of th	. Grzelecki is spreadshe	et are availab	e at atmesafety.com/accide	ent-data									Sou	ls On Boa	ird		Pilot in	n Command	's Experien	ce (hours)			
Event Type	Possible Event?	Event Date	Location	NTSB Record	NTSB Report Type	Aircraft Type	Powerplant Type	Aircraft Registration	Injury Severity	Aircraft Damage	Flight Phase	Total K	illed In	juries In	dinor juries Fa	Accident tality Rate	Total	Multi Engine	Make & Model	Ratings	Weather	Status Checked	Event Summary
RE-ATILOC	_	8/9/2015	Clovis, NM	CEN15LA354	Final	Cessna 421B	Р	N726JB	Serious	Substantial	Landing	1	0	1	0 -		3,700	NA	NA	Р	None		Bour engine began to surge, the phot states the attemption to swart och rains to Accuraty our harve tenty swart bed the first measurement of the angle began to surger to the state of the angle began to the angle began
RE-ATILOC		7/13/2015	Clifton, TX	CEN15LA357	Final	Piper PA30	P	N7768Y	Minor	Destroyed	Landing	1	0	0	1 -		4,410	3,796	3,79	6 ATP/CFI	None		propeller was not windmilling following the loss of power. During the subsequent final landing approach, when the airplane was about 20 feet above the ground, the right wing "suddenly and violently noted to the right," and the airplane impacted the ground.
RTRO RE-ATILOC		6/12/2015	South St. Paul, MN Taylorville, IL	CEN15CA304	Final	Cessna 340 Beech G58	P	N5139J N669CS	None	Substantial	Rejected Takeoff Rejected Landing	2	0	0	0 -		29,000	23,000	1,34	0 ATP 3 ATP/CFI	None		Plot detects to initiate a rejected takeoff when he fait that the alignace was unable to climb and continue to accelerate. This resulted in narrays overum. (See report for detailed discussion) (Instanctive was preparing induced for multi-engine practical text. They are conducing single-engine work, including planting down the left engine. The instructor them restarted the left engine but din at writh (I was producing pare) (progetine was only windmilling), ago around became necessary and the instructor look control, not realizing he had only one engine. The was a Set (2011) for a the interret your was the bit materiment of control interror the onese necessary and the instructor took control, not realizing he had only one engine.
ATIUR (with other)		3/9/2015	San Juan, PR	ERA15LA151	Final	Piper PA 23	Р	N1153P	None	Substantial	Takeoff	2	0	0	o -		NA	NA	NA	сл	None		The Back Processor and the access in the processor of the
ATILOC		2/11/2015	Miami, FL	ERA15FA129	Final	Beech 1900	TNCR	YV1674	Fatal	Destroyed	Takeoff	4	4	0	0	100%	19,024	17,860	1,47	6 ATP, foreig	an None		The left engine in order to hilly control the aircraft and stoer the plane away from the San Genomo building, in which we were on a straight collation course." The fliptore representation of the straight control is a straight control is a straight control being the straight control is a straight control. The control is a straight control is a straigh
							_						-		_								warning hom at 1439:04. No further communications were received from the accident flight and the CVR recording ended at 1439:20. A witness heard a "pop" sound, and another witness heard an unusual engine sound; these might be consistent with a quick reduction in power on one engine, and, based on radar data, the airplane
ATILOC		1/22/2015	Lakeland, FL	ERA15FA109	Final	Piper PA-23	Р	N465JA	Fatal	Destroyed	Approach	2	2	0	0	100%	6,609	2,520	4	5 ATP/CFI	None		began to slow about that time, consistent with reduced power from one engine. The airplane then began a right turn, pitched nose down, descended into a building, and was nearly consumed by a postcrash fire.
ATILOC	_	12/30/2014	Englewood, CO Port Clinton, OH	CEN15FA090	Final	Cessna 404 Piper PA-23-160	P	N404MG N222CP	Fatal	Destroyed	Takeoff	1	1	0	0	100%	2,566	2,566	62	4 ATP/CFI 5 C/I	Night MVFR None		Charling must allocation by provide particular to one of an engine of an engine of a structure to the application of the applic
ATILOC		11/23/2014	McDade, TX	CEN15FA056	Final	Aero Commander 500A	Р	N14AV	Fatal	Substantial	Approach	1	1	0	0	100%	7,075	NA	NA	ATP/CFI	Night		The pilot lost control while descending on approach to land. He failed to monitor airspeed however, as GPS data recorded low groundspeeds as the airplane descended. A combination of an aerodynami stall, and an ATILOC, may have occurred.
ATILOC		11/18/2014	Chicago, IL	CEN15FA048	Final	Aero Commander 500 B	Р	N30MB	Fatal	Substantial	Landing	1	1	0	0	100%	1,339	136	3	4 CFI	Night		(photos) Shortly after lakeoft, the pitot informed the tower controller that he wanted to "come back and land" because he was "having trouble with the left engine." The pitot chose to fly a left traffic pattern and return for landing. Control was lost during the base to final turn. No further transmissions were received from the pitot. The accident site was located about 0.50 mile southeast of the runway's directored threadback.
RTRO		11/17/2014	Fulton, MO	CEN15LA050	Final	Cessna 401A	Р	N401ME	Serious	Substantial	Rejected Takeoff	3	0	3	0 -		2,949	320	31	0 P/1	None		The private pilot reported that, immediately after takeoff in the multi-engine airplane, the right engine experienced a total loss of power. The pilot aborted the takeoff, the airplane exited the end of the nurway surface, impacted rough terrain, and came to rest upright.
ATILOC		10/30/2014	Wichita, KS	CEN15FA034	Final	Raytheon B200	TNCR	N52SZ	Fatal	Destroyed	Takeoff	1	1	0	0	100%	3,139	2,483	NA	ATP	None		(Please see report for detailed discussion)(Ground injuries/fatalities: 3 killed, 2 seriously injured, and 4 minor injuries) During the initial climb, the pilot declared an emergency and stated that the airplane Tost the left engine." The airplane climbed to about 120 ft above ground level, and witnesses reported seeing it in a left turn with the landing gear extended. The airplane continued turning left and
		10/25/2014	Jacksonville TX	CEN15LA038	Final	STOL UC 1	Р	N950TB	Minor	Substantial	Landing	4		0	2.		2 924	370	7	3 CI	None		descended into a building on the articld. During the climb to about 2,200 ft mean sea level, the right engine "quit." The plot performed the engine-out procedures checklist, and the right engine power was restored for about 2 minutes before the engine lost organization in the search was unable to restart the inducement and secured it. He then diverted toward the page at aimort but the aimlane would not maintain althoute so be conducted a forced
		1012012014	Succomme, TX	CENTREMOS		0102001		1455515		Cocordanistan	Landing		-				2,024		1 .		i tone		Engine one power signs. The processor for stand the address stands doctored in the text of the text of the address stands doctored in the stand stands and the
LOTIFL		8/17/2014	El Dorado, KS	CEN14LA461	Final	Cessna 310K	Р	N101JB	None	Substantial	Takeoff	2	0	0	0 -		8,000	7,500		4 ATP	None		however, the airplane was traveling about 110 to 112 mph, so he chose to continue the takeoff. Shortly after becoming airborne, the pilot realized that the airplane was not accelerating or climbing. He then reduced engine power and conducted a forced landing.
RE-ATILOC		8/6/2014	Gulf Shores, AL	ERA14CA376	Final	Piper PA-34-220T	Р	N212RW	Minor	Substantial	Rejected Landing	4	٥	0	2 -		1,888	1,351	65	6 ATP/CFI	None		Following a bounced landing, the pilot initiated a go-around, He advanced the power levers on both engines and the airplane immediately turned to the left, impacted the ground with the left wing, puvote approximately 207 degrees, and canne to est. Examination of the airplane by a feedful valuation Administration inspector revealed that the airplane substantial damage the hones, tustelegn, left wing, and all three landing gear. The pilot reported no preaccident mechanical malfunctions or abnormalities of the airplane by a feedful valuation administration spector revealed that the airplane that would have precluded normal operation. The recorded weather at the accident airport, anound the time of the accident, included the wind.
LOTIFL		7/17/2014	Othelio, WA	WPR14LA298	Final	Piper PA 30	Р	N7981Y	None	Substantial	Takeoff	4	0	0	0 -		756	82	8	2 P	None		The left engine rpm suddenly dropped to 2,000, and the airplane yawed to the left and started to descend. The pilot pulled both throttles back, and the airplane impacted the ground, which resulted in substantial damage.
ATILOC		7/2/2014	Harrison, AR	CEN14FA337	Final	Piper PA 30	Р	N7762Y	Serious	Destroyed	Takeoff	1	0	1	0 -		11,500	NA	NA	ATP	None		According to witnesses, the airplane lifted off runway 36 before reaching the 1,000-foot runway marker. It immediately entered a gradual left turn at about 400 feet. The bank angle increased to about 90° before the airplane dropped off on its right wing and disappeared from view.
ATILOC		6/26/2014	Maryland Heights, MO	CEN14LA324	Final	Cessna 414	Р	N1552T	Serious	Destroyed	Approach	1	٥	1	0 -		775	NA	9	0 P	Dawn		when the arpane was about 40 to 500 test above ground werk (agg), the left front baggage door opened. The pior states that he reveal the arpane and tumes to a non-crosswind with the intention o landing on runway 16 so that he could close the baggage door and then continue the flight. Shortly after turning downwind for runway 16, the left engine stopped producing power. The pilot stated that while in the moves of feathering the left engine an aircored the airbane struk crower lines and then the moving the airbane variance strukerses.
RE-ATILOC (with other)		6/25/2014	Kalispell, MT	WPR14LA269	Final	Piper PA 30	Р	N7350Y	Minor	Substantial	Takeoff	2	0	0	2 -		1,300	800	5	1 C/I	None		(Both RE-AfILOC and LOTFL categories apply) The commercial pilot reported that, during takeoff for the cross-country flight, the right engine lost power. The airplane, which was about 10 ft above the ground, then veered right away from the runway. The pilot immediately switched fuel tanks, raised the landing gear, and feathered both propellers. Subsequently, the airplane entered about an 80-degree
ATILOC		6/18/2014	Huntsville, AL	ERA14FA300	Final	IAI 1124A Westwind II	J	N739BG	Fatal	Destroyed	Takeoff	2	2	0	0	100%	28,421	14,830	1,81	6 ATP/CFI	None		right bank, and the pilot was able to get the airplane nearly level, applying full left alleron and rudder, just before it contacted the ground. [Inadventent thrust reverser deployment ATILOC. PIC had over 14,000 hours in multi-engine airplanes. Pilot receiving instruction had 19,900 hours. See also FTW04FA024 and CEN13LA366.]
LOTP (with other)		4/20/2014	Fort Pierce, El	ERA14CA213	Final	Beach 76	P	NETERY	None	Substantial	Landing	2					1 335	204		8 (5)	None		(Both OEI Performance and RE-ATILOC categories apply) A single engine approach was made after the instructor was unable to restart the right engine in flight after it was shut down intentionally for training purposes. The instructor extended the landing gear again when the airplane was established on final approach at the proper glidepath, but the descent rate again increased and the wind started
corr (warout)		4232014	i orrinado, r c	LIGHTER		Decentro		Norban	- Conc		Landing	-	Ĭ	Ū			1,000		1.		. tone		In gas or short that approach as the calle of the contraston that he would not be able to reach the formway 14, in the able to reach the formway 14, in a grass draining an the contrast of the protect and taxing and taxing and taxing and taxing and the protect attact. The airplane subsequently touched down prior to the approach end of runway 14, in a grass drainage basin of a perpendicular runway. During the landing. The right wing struck the oround and the neseeer collapsed.
ATILOC		2/3/2014	Bellevue, TN	ERA14FA112	Final	Gulfstream Commander 690C	Р	N840V	Fatal	Destroyed	Approach	4	4	0	0	100%	3,205	1,392	71	9 P/1	IMC		Radar data showed that the airplane was established on the final approach course as it passed the initial approach fix; however, before it reached the final approach fix; its airspeed slowed to about 111 knots, and it began a left turn with a 25 degree bank angle. About 18 seconds later, while still in the turn, the airplane slowed to 108 knots and began descending rapidly. The airplane's rate of descent
G-ATILOC		12/3/2013	Crescent City, FL	ERA14CA061	Final	Aero Commander	Р	N71DF	Minor	Substantial	Takeoff	4	0	0	4 -		15,000	NA	10	0 ATP	None		exceeded 10,000 teet per minute, and it impacted the ground about 9 miles from the destination arport. Damage to the left engine indicated that it was not producing power at impact. The pilot reported that the airplane "hestited" during the takeoff roll due to the added weight of the passengers on board and the grass surface of the departure airship. He said he then added "extra"
1711.000		44050043	Carallandia SC	504454040	Fired	Direct D4 02 460		NUCLED	Control	Cubatantial	Tabaali				_	1001	4.082	200			Number		Please see report for detailed uses in the ten open december on the december of the right and control with an right and control with an right and control with an right and control with and control with and cont
KTILOO		11/20/2013	Giantevine, ac	ERATAPADAD	risa	Piper PA-23-160		1440105	Fatai	Substantial	Takeon				Ŭ	100%	1,002	301	^	B AIF/GFI	ragin		Additionally, in order to maintain control during the right turn, the pilot needed to counteract the tendency for the airplane's bank angle to increase due to the asymmetrical power from the right engine. Th airplane's airspeed likely decreased below the single engine minimum controllable airspeed (Vmc), which resulted in the loss of control.* PIC had 361 hours in multi-engine airplanes.
ATILOC		11/19/2013	Fort Lauderdale, FL	ERA14FA045	Final	Learjet 35	J	XA-USD	Fatal	Destroyed	Approach	4	4	0	٥	100%	10,091	NA	1,40	0 C/I (foreign	n) Night		A Learlet 35A was destroyed when it collided with the Allanitic Ocean following a loss of control while returning for landing after takeoffWhen the airplane reached an allitude of about 2,200 teet and a groundspeed of 200 knots, the copilor requested radar vectors from air traffic control (ATC) to get back to the runway due to an "engine failure." Evidence demonstrated that the left engine's thrust newsress became unlocked and deriveryd (at least antialux and possible fullul) in filmit
ATILOC		11/10/2013	Owasso, OK	CEN14FA046	Final	Mitsubishi MU 28-25	т	N856JT	Fatal	Destroyed	Approach	1	1	0	o	100%	2,874	1,535	1	2 CFI	None		Process export for displicit discussion). The ariginate them entered 3 200-degree turns to the eff, each of the contentine and an antitude for taking with work to expose for a normal fliphpathmem emericanian maxements (fight open the angine) distance form the arroy within was also of them 4.8.0.0.0.0.4.8.0.0.0.0.0.0.0.0.0.0.0.0.
ATILOC		10/23/2013	Tuscon, AZ	WPR14LA027	Final	Piper PA-23-150	Р	N3162P	Serious	Substantial	Takeoff	1	0	1	0 -		400	14	1	4 P (SE only) None		This non multi-engine rated plot was extremely lucky to have survived this full fledged ATIL.OC. He said the airplane lost altitude and rolled left impacting terrain with the wings near 90 degrees of bank. The airplane comoletely cartheteide before coming to nest unionit He further recorded that he realized after the accident that the uncontrolable turn to the left was due to the left engine losing power.
CTME LOTP		9/12/2013	Spanish Fork, UT	WPR13CA425	Final	Cessna M337B	CPCR	N87653	None	Substantial	Other Low Altitude	3	0	0	0 -		15,000	N/A	56	0 ATP	None		During the Other Low Atitude flight, the pilot was not transferring fuel from the right wing fuel tanks to the left wing fuel tanks. Subsequently, the left wing fuel tanks ran empty and the forward engine lost power. The pilot elected to land in a nearby corn field.
ATILOC		8/27/2013	Paris, IL	CEN13FA509	Final	Cessna 421C Riley	т	N229H	Fatal	Destroyed	Takeoff	1	1	0	0	100%	8,600	4,700	2,00	0 ATP	None		A Cessna 421C Riey Turbine Rocket twin-engine airplane, NZ29H, impacted wooded terrain shortly after takeoff from the Edgar County Airport (PRG), Paris, Illinois. The airline transport plot, who was the sole occupant, sustained fatal injunes. Examination of the runway environment showed that, during the takeoff from the Edgar County Airport (PRG), Paris, Illinois. The airline transport plot, who was the sole occupant, sustained fatal injunes. Examination of the runway environment showed that, during the takeoff from the Edgar County Airport (PRG), Paris, Illinois. The airline transport plot, who was the sole occupant, sustained fatal injunes. Examination of the runway environment showed that, during the takeoff of Pd Letter the terrel of the take of the takeoff of Pd Letter the terrel of the takeoff of Pd Letter terrel of the takeoff of Pd Letter terrel of the takeoff of Pd Letter terrel of
						Turbine Rocker	-						_										Introdict a societion glassisy area and a societion is skylear metric and then impacted the top in to-in-an constantic on transition about on their endors in the analysis of
ATILOC		7/25/2013	Conway, SC	CEN13EA432	Final	Beech Dob	P	N/641N	Fatal	Substantial	Approach	1	3	0	0	100%	1 600	NA	19	0 0	None		Examination of both engines and their propellers revealed evidence consistent with the left engine operating at high power and with the right engine operating at low or possibly no power at impact. a Piper PA-30 twin-engine airplane, N8306Y, privately registered airplane was substantially damaged when it crashed into a residential area while attempting to return to the Amarillo Tradewind Airport
CTHELOTO		6040043	Can Luis Obiana CA	W001354380	Circul	Casese Daatu		100001	Catal	Occleaning	Tabaafi		-	0	-	100%	1,000	NVA			historia		(TDW), Amarilio, Texas, after the loss of power to the left engine. (Videos available) A Cessna P337H, N337LJ, collided with a power distribution line, building, and delivery truck following takeoff. Video recordings revealed that during the touch-and go, the airplane
CIMELOIP	_	0/24/2013	San cus coispo, ca	WPRISPA265	r nai	Cessia F33/H	CFUR	14337123	Fatal	Desiloyed	Takeon		-		0	100%	110			0 F	None		appeares to usize amost the full numway rength for the ground foil. As it reaction the numway overrun, it climbed to about 70 feet above ground rever (ag) with the landing gear retracted. The climb progressed to about 150 feet agi and a short time later, the pilot transmitted, "Mayday Mayday" The rear cassener recorded that short's after departure, about 100-200 feet above ground level, the right ending successful about 50 methods and the short of the reaction of the short of the s
ATILOC		6/22/2013	Idano Falis, ID	WPR13FA281	Final	Piper PA-30	P	N83055	Fatai	Substantial	Takeon	3	2	1	0	67%	1,850	NA	NA	P/I	None		airplane banked sharply to the right. The airplane collided with the terrain shortly thereafter. The pilot stated that the taxi and run-up were performed without hesitation or problems but that the takeoff run seemed \"sluggish\" and that the airplane then drifted right. The pilot was unable to correct
LOTIFL		6/20/2013	Dayton, OH	CEN13LA361	Final	Piper PA-30	Р	N7017Y	None	Substantial	Takeott	2	°	0	0 -		473	107	10	3 P	None		the drift by applying rudder, so he reduced the throttles and chose to perform a force landing on a closed taxiway. The airplane landed short of the taxiway and impacted a bump in the terrain, which caused the landing gear to collapse.
ATILOC		6/1/2013	Doylestown, PA	ERA13LA263	Final	Gricket MC12	Р	N2SZ	Fatal	Substantial	Takeoff		1	0	0	100%	16,900	NA	NA	ATP	None		According to the pilot, during the takeoff roll on a runway 8L, a 3,679-foot by 75-foot, turf runway, as full power was applied, the airplane veered to the left off the runway, and the oild attempted to arrest
G-ATILOC*	Y	5/25/2013	West Palm Beach, FL	ERA13CA277	Final	Lockwood Aircam 912S	PNCR	N220AC	Minor	Substantial	Takeoff	2	٥	0	2 -		161	161	2	1 P	None		the turn by applying full right nudder. After liftoff, when the airplane was about 5 feet above ground level, the airplane turned to the right in response to the runder input, and settled back onto the runway. The airplane then impacted the runway in a level right turn, which resulted in substantial damage to the fuselage and left wing. The plot reported no preimpact mechanical malfunctions or failures with the
G-ATH OC		3/23/2013	Eullerton CA	WPP12CA164	Final	Diper PA-30	P	N7497Y	None	Substantial	Takaoff			0	0.	-	8 500	476	12	8 CEI	None		airplane that would have precluded normal operation. The wind reported at an airport 12 miles to the southeast of the accident location were variable from 040 degrees at 1 knots. According to the flight instructor, the pilot receiving instruction was seated in the left seat and manipulating the flight controls during the takeoff. As the airplane became althouse, it yaved left. The instructor insertion of the takeoff. Automatic takeoff and the left seat and manipulating the flight during the takeoff. As the airplane became althouse, it yaved left. The instructor insertion of the takeoff. Automatic takeoff and the left seat and manipulating the flight during the takeoff. As the airplane became althouse, it yaved left. The instructor insertion of the takeoff. Automatic takeoff and the left seat and manipulating the flight during the takeoff. As the airplane became althouse, it was also althouse takeoff. As the airplane became althouse takeoff.
over 200		01202010	1 dicition, dir			D. D. C. C.				0.1.1.5.1	D		-			_	0,000		-				to the wing's leading edge. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed and poly matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, to be mining implication and poly matrixed again. The instructor reported no mechanical matrixed again, the instructor reported normal operation. The instructor reported normal operation.
RIRU		3/18/2013	Hilsboro, UR	WPR13LA154	Final	Piper PA-23-250 Piper PA-31T	P	N318CA	None	Substantial	Rejected lakeon	2					9,368	5,440		5 AIP	None		began to decelerate; however, as it approached the end of the runway, brake effectiveness began to dissipate, and the airplane travelled beyond the threshold, coming to rest in a ditch & Shortly after takeoff, the pilot transmitted that he was experiencing an "emergency"; however, he did not state the nature of the emergency. The airplane was observed experiencing difficulty climbing and
ATILOC	_	3/15/2013	Fort Lauderdale, FL	ERA13FA168	Final	Cheyenne	т	N63CA	Fatal	Destroyed	Takeott	3	3	0	0	100%	10,000	NA	NA	ATP	None		entered a right furn back toward the airport. It "subsequently stalled", rolled right about 90 degrees, and descended. The left propeller assembly displayed evidence of twisting and rotational damage, and the right propeller assembly did not display any significant evidence of twisting or rotational damage indicative of operation with a difference in power.
LOTP	-	3/15/2013	Winsted, MN	CEN13LA201	Final	Piper PA23-250	Р	N6222M	None	Substantial	Landing	6	0	0	0 -	_	24,900	12,400	1,50	0 ATP	None		an alternate airport. The airplane subsequently landed short of the runway. The olici decarted and few south along the cast at 900 feet along work with the rear engine suddenly lost ower. The olici was able to restart the rear engine, which regained only partial
CTME LOTP		2/24/2013	Homestead, FL	ERA13LA143	Final	Cessna T337G	CPCR	N8594M	Minor	Substantial	Other Low Altitude	4	0	0	4 -		3,700	N/A	1,20	0 P	None		power, but not before losing 500 feet of altitude. Because of the Other Low Altitude, he did not want to troubleshoot the rear engine any further and opted to ditch the airplane with the landing gear extended.
CTME LOTP		2/13/2013	New Smyrna Beach, FL	ERA13FA131	Final	Cessna T337C	CPCR	N2576S	Fatal	Destroyed	Takeoff	1	1	0	0	100%	4,186	N/A	NA	ATP	None		According to eyewitnesses, the airplane was in a left-wing-down attitude when it impacted a tree, power lines, and then another tree before coming to rest in a pasture. A review of data downloaded from the engine data monitor revealed that the rear engine exhibited erratic fuel flow beginning 2 days before the accident and continuing through the accident flight. Further, the engine data monitor indicated that the accident consider consider was under flow to accide the accident and continuing through the accident flight. Further, the engine data monitor indicated that the accident consider consider was under flow to power this and insert time of insert in the rest of the accident flight.
1711-0021	v	1110/2013	N 0*	CEMATAAAA	Fired	Dearbor DEE		11105	Failed	Cubatratial	American			0		1001	2.470	4.470	1.00	0.01	blana		Whesses said that it sounded like the airplane "sputtered," before it nosed dived into a spin, which appeared to flatten out before the airplane collided with the ground. On the basis of the evidence, the larghane slowed and then entered a stall/spin. However, it could not be determined whether the pilot was performing an intentional maneuver or if there was a loss of engine power. A review of the pilot's
17000	<u> </u>		interingent, ore	Jacin JPA 13/						- Socondi tud	- pprosed1		3	0	Ŭ	10076	2,170	1,1/0	1,00				logbooks revealed that he had last flown a multiengine airplane about 7 months before the accident and that he had flown only about 30 hours in multiengine airplanes in the 2 years before the accident. The pilot's last flight review, which was conducted in the accident airplane, occurred about 27 months before the accident.
ATILOC		12/8/2012	Lake Worth, FL Manhattan, IL	CEN13FA082	Final	Beech 58	P	N297DB N4016A	Fatal	Substantial	Other Low Altitude	1	1	0	0	100%	1,217 27,000	175 NA	10	0 C/I	None		One witness, a certificated tight instructor said, "The airplane just kept pliching up, and then it locked like a VMC roll." The pict was conducting pipeline surveillance at the time of the accident. A witness reported that he observed the accident airplane in level flight about 50 feet above a nearby two-story house. Everythin program do more at the time boxem without he locked up of sur promote later. It is include a surveillance are followed and the surveillance of the angle of the accident airplane in the surveil flight about 50 feet above a nearby two-story house. Everythin program do more at the time boxem without he locked up of surveillance are followed and instructions and and the surveillance of the angle of the surveillance of the surveillanc
ATILOC		11/21/2012	Marcelona, MI	CEN13FA069	Final	Cessna 310B	Р	N5419A	Fatal	Substantial	Takeoff	1	1	0	0	100%	19,310	NA	50	0 ATP	None	1	pegaewood normal way way way not
LOTP (with other)		11/4/2012	Stotts City, MO	CEN13FA044	Final	Cessna 310	Р	N6BS	Fatal	Substantial	Approach	2	2	0	0	100%	3,299	411	10	2 CFI	Night		(Both LOTP and ATILOC categories apply) A pilot rated passenger stated over the radio that the airplane could not maintain altitude. The witness said he saw the light on the accident airplane's nose gear illuminate the trees in front of them. Then the nose of the airplane pitched up, rolled sightly to the right, and then pitched forward, followed by flames and a fireball.
LOTP (with other)*	Y	10/15/2012	Willow, AK	ANC13FA004	Final	Grumman C-1A	Р	N27PH	Fatal	Destroyed	Other Low Altitude	1	1	0	0	100%	25,000	NA	NA	ATP	None		(Both LOTP and ATILOC categories apply) The second witness stated that he saw the airplane fly over his cabin headed southeast at an estimated atitude of 300 to 400 feet. He stated that the airplane sounded like it was "strugging". but he could not see anything athormal about the airplane sapearance.
LOTIFL	-	9/21/2012	Perry, FL	ERA12LA571	Final	Beagle B206 Series 2	Р	N26GW	None	Substantial	Landing	6	0	0	0 -	\rightarrow	2,560	1,120	1,02	о сл	None	<u> </u>	The right engine expansion using and "atter oping through the executions in the price decided to and on a road with the landing gear in the up position. Air Roade Traffic Control Center for the closest airfield. However, the pilot after seeing nothing but trees decided to land on a road with the landing gear in the up position. If a nossible example of a BF-AIT (by deep corrections control line) in the up and the airfield and a second be added to all anotable example of a BF-AIT (by deep corrections control line) in the up and the airfield and a second be added to all anotable example of a BF-AIT (by deep corrections control line) in the aution at a dord training TAE register to all the added the airfield and the airfield and the airfield and the added to all anotable example of a BF-AIT (by deep correction) and the added the added to all anotable and the airfield and the added to all anotable example of a BF-AIT (b) and the added the added to all anotable example of a BF-AIT (b) and the added the added to all anotable example of a BF-AIT (b) and the added the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-AIT (b) and the added to all anotable example of a BF-A
RE-ATILOC*	Y	9/6/2012	Manville, NJ	ERA12LA549	Final	Beech 76	Р	N6716L	Serious	Substantial	Rejected Landing	2	٥	2	0 -		264	NA	7	2 P	None		The airplane gained altitude and piched hard to the right. The pilot applied corrective control inputs, but then the airplane banked left and struck the ground. A Federal Aviation Administration inspector responded to the accident site and examined the versage. He confirmed substantial damage to the vings, husebage, and empennage. He reported that the right engine if dont asopear to be coreating.
RE-ATILOC		8/29/2012	Milville, NJ	ERA12LA535	Final	Beech 95-A55	Р	N71BM	Fatal	Substantial	Landing	2	1	1	0	50%	2,730	92	3	6 CFI	None		The pilot receiving instruction was conducting a simulated engine-out emergency landing when the accident occurred. Several eyewitnesses reported that the airplane began to roll to the left while it was in flight. One eyewitness reported hearing the airplane's engines increase in power. During postaccident interviews, the flight instructor stated that the left engine was at the ide power setting to simulate
LOTP		8/29/2012	Canton, MO	CEN12FA58A	Final	Piper PA-23-150	Р	N1486P	Fatal	Substantial	Other Low Altitude	2	2	0	0	100%	6.459	809	,	1 C	None		The single same and the manuage inverses, includes the observed a twin-engine airplane during the accesses sequence. A witness, who was a private pilot, stated that he observed a twin-engine airplane flying overhead on a northerly heading. He reported that the airplane was about 2,000 feet above ground level in level fight and that the level project backs were not notifier. The accesses the located in an open field with observed as includes including outputs.
		1		1	1	1.	1	1	1.00	1		1						1		11	1.1.1	1	history and the second s

Asymmetrical Thrust Induced	Loss of Co	ntrol (ATILO	C) Accident Data (with ot	her notable acci	dents and inciden	ts)																
Publish Date:	10/31/2021																					
This, and future revisions of this	spreadshee	t are availabl	e at atmesafety.com/accide	ent-data									Souls On E	loard		Pilot in	Comman	d's Experie	nce (hours)			
Event Type	Event?	Event Date	Location	NTSB Record	Type Type	Aircraft Type	Type	Registration	n Severity	Damage Substantial	Flight Phase	Total Killed	Injuries	Injuries	Accident Fatality Rate	Total	Engine	Make & Model	Rating	Weather	Checked	Event Summary
LOTIFL		7/29/2012	Bragg City, MO	CEN12LA512	Final	Piper PA-30	Р	N8121Y	None	Substantial	Landing	2	0 0	0		2,040	1,39	3 1,3	92 P	None		The plot address se taken in the winnersing angular doe to a roughrowing engine, the angular exists are into one rouway and stock are intraationent. The plot said that the airplane's right engine stopped producing power in flight and that he was unable to maintain altitude. The plot made a forced landing to a field with the landing gear up, which resulted in substantial damage to the fusebase.
LOTIFL		7/27/2012	Homerville, GA	ERA12LA503	Final	Beech 95-A55	Р	N1572S	None	Substantial	Landing	2	0 0	0		8,500	2,50	0 5,0	00 P	None		The plot reported that while in cruise light at 5,000 teem man sea level, approximately the stackian lines from Homerville Approf H/GE, Homerville J, Soorgan, there was a sudden loss of power in he level regime. The plot reported no indication of a loss in oil pressure on increased engine temperature prior to he loss of power. The plot result read begine a descert in he loss of a descert was a sudden loss of power in he level the eld reported no indication of a loss in oil pressure on increased engine temperature prior to he loss of power. The plot head head head head head head head head
ATILOC		6/30/2012	Dalton, GA	ERA12FA423	Final	Piper PA-31P	Р	N33CG	Fatal	Destroyed	Takeoff	1	1 0	0	100%	1,685	1,13	2 NA	P/1	None		According to witnesses, they heard an aliptane coming towards them, and it sounded like it was flying very low. One witness tooked up and saw the aliptane 200 feet over his house and descending towards the tees. As he waitane the angiane, he noticed that the right population and the engine was not turning. He went on to say that the left engine sounded as if was noning al f power. The appliese plothed up to avoid a power line and rolled to the right population plot with the line.
RE-ATILOC		5/28/2012	Fort Morgan, CO	CEN12FA320	Final	Tackabury Air Cam	PNCR	N788RJ	Fatal	Substantial	Landing	2	1 0	0	50%	2,055	1	2	11 C	None		Last before he arpane toochook own the arpane encountered a strong guid or what are tunned strately to the right voi obgrees. Since was consertent mat revel a guid or what a fault or what are hand to keep the arbane has the second to be than to he begin be than to he sate that the her plot added power to get the aripane base of the arit's has a transformed to the argument of the arit's has a strate that the plot added power to get the aripane base of the arit's has a strate that the plot added power to get the aripane base of the arit's has a strate that the left wing came up and the right wing dropped after the plot added power, however, she emphatized that the work and ha aver or step than arite arit.
LOTIFL		5/12/2012	Pope Valley, CA	WPR12LA201	Final	Beech 3NM	Р	N9540	Minor	Substantial	Takeoff	3	0 0	3		7,900	2,08	0 1,8	00 C/I	None		Shordy after filled, when the airplane had meached an allitude of about 50 feet above the runway, the right engine is to gonee. Because the airposed was still well below the minimum single-engine control speed and the building gear had not yet bene metancide, the joint continued straight thead and landed the atripien in a viryeouily table benot the end of the runway. The airplane's forward motion was stopped by multiple rows of metal-wire trelises oriented perpendicular to the direction of travel, and then the airplane noted over onto its back.
RE-ATILOC		5/8/2012	Cleburne, TX	CEN12CA286	Final	Tecnam P2006T	Р	N727TA	None	Substantial	Rejected Landing	2	0 0	0		1,600	25	0 NA	CFI	None		while protocing a simulates single engine among oung an iteratuonal ingrin a sintengine appare, the plus receiving instruction approaches the instruction approaches the plus instruction approaches approaches the plus instruction approaches exerction.
ATILOC		4/1/2012	Calhoun, KY	ERA12FA262	Final	Beech 58	Р	N9448Q	Fatal	Substantial	Takeoff	1	1 0	0	100%	1,747	NA		2 P/1	None	_	The airplane rolled left and impacted the ground inverted in a wooded area near the departure end of the runway, there was no postcrash fre. Damage to one of the right engine propeller blades was consistent with engine power at limpact, whereas the left engine propeller blades howed no window of power at limpact. [Classified as an RE-ATILOC due to plot's action of reducing engine power in an attempt to maintain control] When the plot reset the left and right fuel selectors to the left main and the right auxiliary fuel provides the second seco
RE-ATILOC		3/28/2012	Broken Bow, NE	CEN12FA210	Final	Beech E-55	Ρ	N1567W	Fatal	Substantial	Landing	2	1 1	D	50%	257	NA		23 P/I	None		approach, the right engine too prove complete, and the anisotad decayed until approaches the spaces minimum control anigoed. When the anisota engine differ until control many engines of the right engine and the right engine anise and the ri
RE-ATILOC (with other)		3/15/2012	Franklin, NC	ERA12FA225	Final	Cessna Citation 501	L	N7700T	Fatal	Substantial	Landing	5	5 0	o	100%	1,159	NA	,	85 P/1	None		Long time, the displayer is the second of th
G-ATILOC*	Y	2/14/2012	Hollister, CA	WPR12LA104	Final	Beech G18	Р	VH-NWB	None	Substantial	Takeoff	2	0 0	0		3,431	1,47	e	16 P/I	None		num he spizere to iverp-see attack. The appine then fociel of an opticate noce down. The appine table does have in a def warp bow attack, and the efficiency and the spizere table of the spizere tabl
ATILOC		1/16/2012	Philadelphia, MS	ERA12FA146	Final	Piper Aerostar PA-60- 601P	Р	N700PS	Fatal	Substantial	Takeoff	1	1 0	0	100%	10,000	NA	NA	ATP	None	_	A providence where shows and, as we print or balance, we appare prince up any gubdy a additional values and other as a device in a device or to septect to any other any additional and gene prince and gene and any other and the code and bene
G-ATILOC		1/5/2012	Las Vegas, NV	WPR12LA075	Final	Piper Aerostar 601P	Р	N104RM	None	Substantial	Rejected Landing	1	0 0	0		3,900	1,90	0 1,7	00 P/I	None		and the abiguine subsequently departed the right side of the nummy. A winesex reported that the arginard is autored to the subsequently departed the left side of the nummy. A winesex reported that the arginard is autored to the subsequent and the subsequence of the subsequence and the
ATILOC		12/26/2011	Venice, FL	ERA12FA123	Final	Aero Commander 560- F	Ρ	N560WM	Fatal	Substantial	Landing	1	1 0	0	100%	6,000	1,60	0 1,5	00 P/I	None		Insertion starts and moved to apply to got the set to their communication with the conduct reveal of an existing and provide the provide frame starts and the set of the restore of the set of t
ATILOC		12/22/2011	Nashville, PA	ERA12FA120	Final	Cessna 441	т	N48BS	Fatal	Substantial	Approach	1	1 0	0	100%	1,409	95	1 5	02 C/I	Night		called "base to find," and the airplane commenced a right tun while mantaining altude. The angle of drain was then observed to increase to where the arguine's wright became verted;", then inverted, and the airplane right of the airplane and regression with the right origin was not proved at impact and the properties of the airplane and regression was not in feather. Shortly after the airplane fitted, the short of the provide origin of a right or a right or a reserved from the origin or right or an origin or the airplane. No communications were received from the pilot after the airplane of the airplane.
ATILOC		12/9/2011	Sioux Falls, SD	CEN12FA100	Final	Cessna 421C	Ρ	N421SY	Fatal	Substantial	Takeoff	4	4 0	0	100%	3,848	1,32	0 3	57 ATP/CFI	None		labed dearace. Wheses reported that white smoke appeared to be training from the area of the lift engine change background backgroun
		11/29/2011	Seattle, WA	WPR12LA051	Final	Piper PA-44-180	P	N2163N	Minor	Substantial	Rejected Landing	2	0 0	2		1,996	51	7 5	17 CFI	Night		The light hand down replane was, and y fares the autors piece should be abled on a link however an explane of year, this links the soft normal of the links the link
		11/20/2011	Hannohat, my	LIGHTERDE		CESSIN 4010		100010	- Hone		Landing					50,000	10,00			None		about 650 feet before the numue, bounced onto the numue, and came to rest. The plot subsequently stande both engines and stacks to the numue, many and came to rest. The plot subsequently stande both engines and stacks to the numue, and came to rest. The plot subsequently stande both engines and stacks to the numue, and overtempetus During d mits to curve, the captain instructed left engine power and the engine power teve hexame planner in the full results planner. This condition results in an engine overtorque and overtempetus condition, and the captain statuted with the engines. The statute and the engine power teve hexame planner and any numey and choice to do no numery 18. After boundhows, the captain applied measures that at a negatine statute and an index to an index the statute and the manufact domains a month with endotion bound in the full how endows the text of the statute and the manufact domains a month with endotion bound in the full how endows the text of the statute and the manufact domains a month with endotion bound in the full how endows the text of the statute and the manufact domains a month with endotion bound in the full how endows the text of the statute and the endotion bound in the full how endots and the endotion bound in the full how endots the text of the statute and the endotion bound in the full how endots the text of the statute and the endots the text of the statute and text of text of the statute and text of
G-ATILOC		11/16/2011	Flint, MI	CEN12LA066	Final	Piaggio P180	TNCR	N168SL	Minor	Substantial	Landing	4	0 0	4		3,851	NA	2,0	23 ATP	None		The based as spruced by animal highline control. The spruce controls to the sprid departed the same proper impact instant terms. The proper one, and can be not a spruced by a set of the spring on th
RE-ATILOC		11/12/2011	Connersville, IN	CEN12CA061	Final	Beech 58	P	N6685S	Minor	Substantial	Landing	2	0 0	2		20,323	18,30	3 4,0	00 C/I	None		provide to be forming and endowing matched the number before gamp over. An engine power has about, it is more again a paper begine into a loss of a more and the second approvement of the second approvement of the second approvement of the second approvement
CTME LOTP		11/11/2011	Alamosa, CO	CEN12FA058	Final	Cessna 337G	CPCR	N337LC	Fatal	Destroyed	Takeoff	1	1 0	0	100%	3,650	N/A	5	65 C/I	None		degrees and buched down in the grass. The pilot attempted to sharphing the arrighter is grain but was unable to do so before impacting press. Loss of power to the regime after tailed do the homeschy positioned la selection van. The more all degrees press attacked et 2000 text, at 0°C with the bally cargo pod attacked is 07 bett per minute. A weight of 4.000 powers, the fightest weight shown in the PCN, was used for any pressure and table of 7.000 text, at 0°C with the bally cargo pod attacked is 07 bett per minute. A weight of 4.000 powers, the fightest weight shown in the PCN, was used for any pressure attacked et 7.000 text, at 0°C with the bally cargo pod attacked is 07, bett per minute. A weight of 4.000 powers, the fightest weight shown in the PCN, was used for any pressure factored attacked at the show of the school text per text. The home of the per show of the school text per text per show of the school text per show of the school text per text. Photos attacked at 000, cont flaps open on the copstating ending, cont factored attacked at 0°C with the text per specific factored. The single engines table of 100 bits at 1000 bits attacked at 110 bits attacked at 1000 bits attacked at 1000 bits attacked at 1000 bits attacked at 1000 bits at 1000 bits attacked attacked at 1000 bits attacked at
ATILOC		10/26/2011	Fort Worth, TX	CEN12FA043	Final	Hawker Beechcraft 76	Р	N6018U	Serious	Substantial	Rejected Landing	3	0 3	0		11,532	2,16	3 5	00 CFI	None		operating at preserve allowed of COMD feet a temperature of CC, and the belry cargo particular is 9% heter minute. During primited with contrast primited temperature produces the temperature regimes an analyzerity with down and the properties temperature. The instructor stated has they would have a difficult time up- prime and the temperature regimes and to the state and temperature regimes many regimes and temperature regimes and to the state and temperature regimes regime
Part 121 Critical TAE		10/10/2011	Atlanta, GA	ENG12IA001	Final	Boeing 757-251	J	N553NW	None	Minor	Rejected Takeoff											Danies to the topic which is indicate of a foil and usid or combine at a minimum combining begin that and a set of a foil and usid or combine at a set of the set of
ATILOC		9/21/2011	Truckee, CA	WPR11LA460	Final	Piper PA23	Р	N62792	Serious	Substantial	Takeoff	1	0 1	0		2,000	40	0 4	00 P	None		The plot approved that before takeful approximate this counts approximate and an approximate approxima
RE-ATILOC*	Y	8/26/2011	Saguache, CO	CEN11CA662	Final	Piper PA30	Р	N75BA	None	Substantial	Rejected Takeoff	3	0 0	0		2,800	NA		0 P/1	None		According to local law enforcement personnel who spoke with one of the passengers, the pilot experienced an unspecified problem with the airplane during takeoff. The pilot aborted the takeoff, and the airplane impacted the terrain adjacent to the runway, collapsing the landing gear. A postaccident examination of the airplane revealed that the left wing and suscease were buckled.
LOTIFL		8/21/2011	Cabazon, CA	WPR11LA401	Final	Piper PA-31-310	Р	N1009S	None	Substantial	Landing	3	0 0	0		8,000	NA	5,0	00 C/I	None		The prior sponse time, more induce ingle adduce or time incline to uppartice anyon, me index and bang come from the test engine and then saw or gusting out or it, followed by a loss of engine power. The plot feathered the propeller and attempted to return to the airport. When he realized that the airplane could not maintain altitude, he made a forced landing on uneven, vegetated desert terrain, which returned in substantial damage to the airplane.
ATILOC		8/17/2011	Tupelo, MS	ERA11FA458	Final	Cessna 310Q	Р	N444YM	Fatal	Substantial	Takeoff	1	1 0	0	100%	2,740	NA	NA	сл	None		Whenese closered the airplane rol down the runway, lifed, and at an estimated allitude of 300 to 500 feet above the runway, about mol field, whenese closered the airplane turn to the left on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the run of the life on a week to the life on a week
Part 121 Critical TAE		8/6/2011	Atlanta, GA	ENG11IA043	Final	McDonnell Douglas DC-9-51	L	N676MC	None	Minor	Rejected Takeoff											Per 11 operator Thread Approaches present in critical phase of flippi A Delta full Lines McDoreal Disciplar DOI-81, registration MRTMLC couples with two Part & Withiney JTID-11 structure expines, nejected takeoff from Handfeld-Jackson International Apport (ATL), Atlanta, Georgia alter experiencing a No. 2 (right) engine uncontained failure. The light crear reported that, during the takeoff roll, at about 80 hords, a many runs head on the arpiner shuderes. The caption injected takeoff and stopped on the unnavy. The alighter was unable to load use to a braike lockup, Passengers were about 80 hords, a many runs head on the aligner shuderes. The caption injected the takeoff and stopped on the unnavy. The alighter was unable to load use to a braike lockup.
ATILOC		7/9/2011	Demopolis, AL	ERA11FA391	Final	Cessna 421C	Р	N692TT	Fatal	Substantial	Landing	7	7 0	0	100%	1,000	50	0 3	40 P/I	None		Opposed and business to the terminal. The asignizer was configured for a single-engine landing and was likely on or turning to the final approach course when it rolled and impacted trees. The ariplane came to rest in a wooded area about 0.8 miles north of the runway threshold, inverted, in a flat attlude with no longitudinal deformation. A majority of the airplane, including the cockpit, main cakin, and left wing, were consumed by a postcrash fire.
G-ATILOC		5/21/2011	Phillipsburg, OH	CEN11LA364	Final	Piper PA-30	Р	N7248Y	Minor	Substantial	Takeoff	1	0 0	1		304	2	6	26 P/I	None		The plot was taking off on a solo flight when the airplane veered off the runway. The plot stated that the airplane experienced a loss of left engine power during the takeoff rotation. The plot stated that he did not respond to his application of right rudder control. The airplane sustained substantial damage to the wings when it impacted that the airplane is used on to the provide trian is addressed to the support of the substantial damage to the wings when it impacted that the airplane is addressed to the support of the substantial damage to the wings when it impacted the support of
LOTP		5/2/2011	Miami Gardens, FL	ERA11FA274	Final	Beech E18S	р	N18R	Fatal	Substantial	Takeoff	1	1 0	0	100%	6,400	NA	NA	ATP/CFI	None		Also taken of them names (it, it is here apport and making an anterly departure, the plot, who was also the paradest, denote of a contrainer, and cher plot the maker of the plot, who was also the paradest, denote of the plot. The approxement of the plot of the set
ATILOC*	Y	4/15/2011	De Queen, AR	CEN11FA285	Final	Beech E-55	Р	N3959W	Fatal	Substantial	Takeoff	1	1 0	0	100%	322	16	2 NA	P/1	None	+	anytaken opticetyk confuguret with only one fingele operating the anytaken config dimb 255 Ked per minike at kasa level and 155 Ked per kasa level and 155 Ke
ATILOC		4/10/2011	Biddeford, ME	ERA11FA233	Final	Cessna 402B	Р	N402RC	Fatal	Substantial	Landing	1	1 0	0	100%	5,010	NA	1	20 ATP/CFI	None		Statut data related at the applies enforce the left download tog of the table pather, there a guartem altitude, and the polytomerial dogs the quarter and the polytomerial dogs the quarter and the polytomerial dogs the quarter at the application of the table pather. The polytomerial table quarter at the quarter at the polytomerial table quarter at the quarter at the quarter at the polytomerial table quarter at the monitorial table quarter at the table quarter at the polytomerial table quarter at the monitorial table angeet was QUA According to the table quarter guarter at the quarter
ATILOC		4/8/2011	Hampton, GA	ERA11FA183	Final	DeHavilland DHC-6- 100	TNCR	N157KM	Fatal	Substantial	Approach	2	2 0	0	100%	1,255	67	0 5	00 C/I	None		Writesses observed he anjane depart and complete hou neventful locid-and-go landings. The aligible was then observed to be migriging to gain allicitud and argued with encodered in the second of the

Asymmetrical Thrust Induced A resource of <u>ATMEsafety.com</u> Rublich Date:	Loss of Co	ntrol (ATILC	C) Accident Data (with ot	her notable acci	dents and inciden	its)																	
Data compiled by Alexander J. C	Grzelecki																						
This, and future revisions of this Event Type	Possible	st are availab Event Date	le at <u>atmesafety.com/accide</u>	NTSB Record	NTSB Report	Aircraft Type	Powerplant	Aircraft	Injury	Aircraft	Flight Phase	Total Kill	Soul:	s On Board ious Mir	OF Accident	Pilot	In Com	mand's Ex	Iake &	(hours) Ratinos	Pertinent	Status	Event Summary
LOTP	Event?	4/3/2011	Ruidoso, NM	CEN11LA262	Final	Piper PA-30	PNCR	Registration	None	Substantial	Takeoff	2	0	o	0 -	20,00	Eng	gine 16,750	65	ATP/CFI	None	Checked	Following the initial cline data failed and while appointments 200 blact alone ground need, the applicate late data ground need and applicate late data applicate late data and applicate late data an
ATILOC (with other)		4/2/2011	Roswell, NM	DCA11MA076	Final	Gulfstream GVI (G650)	J	N652GD	Fatal	Substantial	Takeoff	4	4	0	0 100	% 11,23	17		263	ATP/CFI	None		(Please see report for detailed discussion) An experimental Gulfersam Aerospace Corporation GVI (GRS0), W82GD, crashed during taked from rumwy 21 at Roswell International Ar Center Airport. Roswell, New Mexico. The two pilods and the two flight test engineers were fatally injured, and the airplane was substantially damaged by impact forces and a postcrash fire. The airplane was registered to and operated by Gulfateam as part of its GRS0 light test engineers were fatally injured, and the airplane was
ATILOC		3/16/2011	Long Beach, CA	WPR11FA166	Final	Beech 200	TNCR	N849BM	Fatal	Substantial	Takeoff	6	5	1	0 83	% 2,08	IO NA	NA	. (сл	None		understeren hon nor obseudo bislassion shormy web me apade and me an antibio a
ATILOC (with other)		2/7/2011	San Bernardino, CA	WPR11FA125	Final	Beech 95-B55 (T42A)	PNCR	N225DH	Serious	Substantial	Other Low Altitude	2	0	2	0 -	66	10	101	101	P/1	None		An orbital dragen enothering spetien recorded a table loss of engine power to the right engine at that time. The pixel dd not recorptine that the difficulty in mattering statules and appare.control was a result of a loss of engine power to one engine, the subscreptivity loss of other pixels and the subscreptivity loss of the pixel dd of the appare.control was a result of a loss of engine power to one engine. The pixel dd of the appare, which control dates and the pixel dd of the appare, which and a postcreater examination ensemble that the pixel dd on the track the landing gas and taps after the loss of power, as instructed in the appare's operating instructions for a ga-around with one engine integration.
ATILOC		1/30/2011	Big Bear City, CA	WPR11LA113	Final	Piper PA-30	PNCR	N64RJ	Serious	Substantial	Landing	1	0	1	0 -	59	13		10	P	None		These sets register is detailed documents During milled citere barles relative. The entries of plan interactor (CF) reported to the toxe controller that the applice hand experies and an experiment of the set o
ATILOC		11/11/2010	West Palm Beach, FL	ERA11FA054	Final	Piper PA-44-180	PCR	N883FT	Fatal	Substantial	Takeoff	4	4	0	0 100	% 2,27	8	492	492	CFI	Night		Bey needed to return to the runway. The controller cleared the fight to land on any numey, but the alignes autoequently lanked left and impacted the ground in a non-clean attlude. Examination of the winckage revealed that the properties the case that that entry in the entry of the antice that the land rung and use in the entended position, which is a non-clean attlude. Examination of the publiced entengies procedure to an engine failure during lander. "Postcocher downland of advocts data versited that the left rung less of the land to any other than 1 minute after tables (Down and United States) and the lander to any other tables and the lander tables and tables and tables and tables and tables
LOTP		10/27/2010	Aguadilla, PR	ERA11LA037	Final	Piper PA-31-350	PCR	N350RL	None	Substantial	Other Low Altitude	1	0	0	0 -	1,90	12	1525	38 (CFI	None		undie control to descore and over 16 another angort. He invested the anginese a 2000 feet and both engines were operating, however, the right engine expertance also and right which made a fallback to materina altakad. He pict related power how the origines, mund the text loss organ uncertained the court lays and end engine estimates that also were. The pict enderginese must be the origine experiments of the chart have anginese the ender the court lays and ender the court lays and ender the ender the court lays and ender the ender the court lays and ender the court lays and ender the ender the court lays and ender the ender
ATILOC		10/25/2010	Morton, WA	WPR11FA029	Final	Cessna 340A	PNCR	N68718	Fatal	Substantial	Other High Altitude	з	3	0	0 100	% 5,49	13	1542	1525	ATP/CFI	IMC		Access 1 in tracks and explaining on the class county light in the linker intelectorogical balance for the splane in the linker intelectorogical balance for the splane intellight tracks in the linker intelectorogical balance for the splane intellight tracks in the linker intellight tracks intellight tracks intellight tracks intellight transmitted transmitted tracks intellight tra
ATILOC		10/21/2010	Clarion, IA	CEN11FA040	Final	Beech 95-B55	PNCR	N784CB	Fatal	Destroyed	Takeoff	1	1	0	0 100	% 4,00	IO NA	NA	.	Р	None		A witness reported seeing the airplane suddenly enter a counterclockwise spinning dive toward the ground, make about four revolutions, and then impact the ground. A postacidant examination of the airplane revealed significant damage to the cockpit area, including the instrument panel and the area containing the engine magneto witch was found positioned so that only one magnetion of the dimension information more term in the fair foreable control user is and the sub figure controls. The left engine magneto switch was found positioned so that only one magnetion of the dimension information more returns the fair foreable control user is and foreign and the sub figure controls. The left engine magneto show the sub-
G-ATILOC		10/18/2010	Fort Lauderdale, FL	ERA11IA026	Final	Shorts SC7 Skyvan	TNCR	N80GB	None	Minor	Landing	2	0	0	0 -	30,00	0	30000	2000	ATP	None		Incident The operator's check pile dated that they were to a some revenue positioning light and to be as a coulduring light target pile to new pile. Unlow as a source the many pile of the first part of the dated that they were no a some revenue positioning light and to be associational to pile to new pile. Unlow as a source the many pile to
RE-ATILOC		10/3/2010	Avalon, CA	WPR11FA002	Final	Cessna 310	PNCR	N310XX	Serious	Substantial	Takeoff	3	0	1	2 -	70	IO NA		650	Р	MVFR		The takeoff roll was normal, but about 2 to 3 seconds after liftoff, the left engine failed, and the airplane veered to the left. The plot pushed the nose down to maintain airspeed, and the airplane entered a clouding bank, impacted terrain, and was engulied by fire.
ATILOC		9/2/2010	Redwood City, CA	WPR10FA448	Final	Beech 65 Queen Air	PNCR	N832B	Fatal	Substantial	Takeoff	3	з	0	0 100	% 18,00	IO NA		6000	ATP	None		abong and taken to a tapological part to me angues a coponing annual impediant, numerical wirestesk, rockong me too ar mark construint, spooten co
ATILOC		8/23/2010	Douglas, GA	ERA10LA438	Final	Piper PA-30	PNCR	N8734Y	Serious	Substantial	Takeoff	1	0	1	0 -	3,46	15	22	1	ATP	None		The airplane lifted off the runway and was accelerating in ground effect, when the left engine began to run rough. The pilot believed that there was insufficient runway remaining to land and stop on the runway. He attempted to climb; however, the airplane began to settle and slowly yaw to the left.
(x)The airplane subsequently impacted trees, and came to rest about a 1/4-mile southwest the science of the science of																							
ATILOC"	Y	8/7/2010	Saltsburg, PA	ERA10FA404	Final	Beech 58	PNCR	N28MR	Fatal	Substantial	High Altitude	2	2	0	0 100	% 23,25	0 NA	NA	. ,	ATP	None		If the provide previously owned the acceleration approxem sign, and it asso backequerity model under a suppremental type confidure, (FTC) that installer ourse) constraints approxements (FC), which because the suppression of the suppressio
ATILOC		7/27/2010	Oceanside, CA	WPR10FA369	Final	Beech 95 55	PNCR	N33CJ	Fatal	Substantial	Takeoff	1	1	0	0 100	% 33,00	IO NA		648	ATP	None		Che witness reported that, during the airplane's initial climb, the engines seemed out of synchronization, and the airplane was yawing and dritting to the right and wasn't gaining allitude before it rolled to the right in a descent and went out of view. A second witness reported that one engine didn't sound like it was producing full power, like it was sputtering, and another witness observed the low-flying airrane's landron onese rotect before it inclied to the right and cashed.
G-ATILOC		7/14/2010	El Monte, CA	WPR10LA349	Final	Cessna 310K	PNCR	N6909L	None	Substantial	Takeoff	1	0	0	0 -	2,50	0	1200	1200	P (ME solo) None		The pilot reported that he was conducting lakedits and landings during a post-annual-inspection maintenance test flight. After touchdown, he had retracted the flaps and increased power when the applane pilot a the right. The pilot applied full left nudder and reduced power to lide; however, the arplane continued to the right and exited the runway onto the soft ground. Subsequently, the right main landing gave collapsed and the arginare and to a stop.
ATILOC		7/13/2010	St. Ignace, MI	CEN10FA394	Final	Beech 58	PNCR	N3081N	Fatal	Substantial	Takeoff	5	4	1	0 80	% 3,16	i6 NA		2238	Р	None		Whreses observed the airplane abort two takeots prior to the accident takeoff. During the second and third (accident) takeoff foris, one engine din for sound like I was developing to grower. In between the three takeoff attempts, the pixel din negrorma an engine name, During the accident takeoff in one groups and the airplane bielly became alicone, with the wings rocking back and forth, and then impacted an interstate highway with its left wing, which was consistent with an aerodynamic stall. The archane Impacted a cable metameta harrier and a fer ensued.
LOTP		6/16/2010	Rochester, MN	CEN10FA322	Final	Piper PA-23	PNCR	N7SE	Fatal	Destroyed	Approach	3	3	0	0 100	% 25	i9 NA	NA	. 1	Р	Night		During the night flight, the pilot reported a loss of engine power to air traffic controllers and requested assistance locating the nearest airport. About 18 nautical miles from the airport, the pilot stated to the controllers that the twin engine airplane's left engine had load power and that he was attempting to maintain altitude. Later, the pilot stated that he was unsure if he would be able to make the airport. The airplane impacted there and terma' about a mile from the runway.
ATILOC		6/7/2010	Edenton, NC	ERA10LA302	Final	Beech 60	PNCR	N7022D	Fatal	Substantial	Takeoff	2	1	0	0 50	% 30,00	10	NA		ATP/CFI	None		The plot was seeining instruction and a minimizer professory clock (PC) from a fight instructor. Following a how of universitial instruction, the PC was ministed. Drugs the first late of the PC has been as all heligit on the late of the instruction controls due how how all clock 40 minister (PC) and an eligit instructor as the late of the instruction and the late of the IC has all heligit instructions and the late of the IC has all heligit instructors and the late of the IC has all heligit instructors and the IC has all heligit instructors are all heligit instructors and the IC has all heligit instructors instructors and theligit instructors instructors and the IC has all heligit instructors instructors and the IC has all heligit instructors instructors and the IC has all heligit instructors instructors and the IC has all
LOTIFL - CTME		6/5/2010	Custer, SD	CEN10CA305	Final	Cessna 337	CPCR	N2267X	None	Substantial	Takeoff	1	0	0	0 -						None		losing airspeed. He then performed an off-field landing approximately 4 miles from the departure airport. The airplane landed in a soft field, during which the landing gear collapsed and the fuselage, left wing, and left stabilizer were substantially damaged.
RTRO		6/4/2010	Anderson, IN	CEN10CA301	Final	Cessna 421B	PNCR	N421KB	None	Substantial	Rejected Takeoff												The plot option of the dot do dot with any around dours to be table table of any on un-p. After the subscientific any on the subscientific any one of the subscientific and the subscintific and the subscintific and the subscientific and the su
LOTIFL - CTME		5/27/2010	High Springs, FL	ERA10LA284	Final	Cessna 337G	CPCR	N72268	None	Substantial	Landing	1	0	0	0 -						None		During cruise flight, the rear engine on the twin engine airplane incurred a total loss of power, and the pilot executed a forced landing to a field. During the landing, the airplane struck several trees, separating the left wing from the fuselage.
LOTIFL		4/20/2010	Tooele, UT	WPR10LA210	Final	Piper PA-44-180	PCR	N331GP	Minor	Substantial	Landing	2	0	0	1.								As the triggroupsessed with both express using but from the lett ank. Litilizably de to be consumption of all adate bill in that tank. Therefore, the left emplos total argues from all addited that the second seco
ATIUR		4/11/2010	Arecibo, PR	ERA10LA222	Final	Beech 95-A55	PNCR	N9646Y	Serious	Substantial	Landing	2	0	2	0 -								While in the traffic pattern and turning onto the base leg the left engine experienced a total loss of power. In order to maintain control of the airplane the pilot retarded the operating engine and performed a landing in a field causing substantial damage to the airplane and sentous injuries to both occupants.
LOTIFL		4/7/2010	Ponce, PR	ERA10TA215	Final	Cessna 404	PNCR	N6035	None	Substantial	Takeoff	3	0	0	0 -								porusy and waxou, accur accure ground tere, the right engine surged and loss power, accompanies by the sound or an explosion. Ine piot heathered the right propeller and advanced the throttle on the left engine. The pilot attempted to continue the climb; however, the airplane began to lose attitude. The pilot elected to land straight ahead in a grassy area beyond the departure end of the runway.
G-ATILOC		4/3/2010	Princeton, KY	ERA10LA204	Final	Mitsubishi MU-2B-26A	TNCR	N29WD	Minor	Substantial	Landing	1	0	0	1 -								According to the plot, after landing on the centerine about 800 best beyond the numey threshold, the applace venes sharply to the right and extent the right also of the numey. There have a sharp we have the plot of the numey threshold, the applace venes sharply to the right and of the numey. The relation of the accelerate the y a feedera Avaitan Avaitantiantian regretion requestion regretion requestion the numey. There have a sharp we have a

HE-ATILOC injury	Fatal 64	Serious	Minor None	Total 78																								
severity	82.1%	15.4%	2.6% 0.0	%																								
RE-ATILOC injury severity	Fatal	Serious 4	Minor None	Total 4 16																								
G-ATILOC injury severity	Fatal	Serious 0	Minor None	Total																								
	0.0%	0.0%	22.2% 77.8	%																								
All ATILOC categories injury severity	Fatal 67 59.8%	Serious 16 14.3%	Minor None 11 9.8% 16.1	Total 18 112 %	2																							
HE-ATILOC by severity and phase of flight (% of	F/T 38	F/RL 0	F/L F/A	F/OLA	F/HA	All Fatal	S/T 64	5/RL 6	S/L 1	S/A 2	S/OLA 3	S/HA 0	All Serious	M/T 12	M/RL	M/L M	VA M/ 0		//HA /	All Minor 2	N/T N/ 0	RL 0	N/L 0	N/A 0	N/OLA C	N/HA	All None /	VI 78
Overall)	48.7%	0.0%	10.3% 20.5	% 1.3%	0.0%	82.1	%	7.7% 1.3	1% 2.6	% 3	.8%	0.0%	0.0% 15	4% 0.0	% 2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.09	6 0.0%	
RE-ATILOC by severity and phase of flight (% of	F/T 0	F/RL 0	F/L F/A 3	F/OLA 0 0	F/HA C	All Fatal	S/T 3	S/RL	S/L 2	S/A 1	S/OLA 0	S/HA 0	All Serious 0	M/T 4	M/RL 1 2	M/L M 2	VA M/ 0	OLA 1	и/на / 0	All Minor 5	N/T N/ 0	RL 3	N/L 1	N/A 0	N/OLA C	N/HA	All None A	NI 16
Overall)	0.0%	0.0%	100.0% 0.0 18.8% 0.0	% 0.0% % 0.0%	0.0%	18.8	%	5.0% 50.0 5.3% 12.5	% 25.0 % 6.3	% 0. % 0.	.0%	0.0%	0.0% 25	20.0 0% 6.3	% 40.0% % 12.5%	40.0%	0.0%	0.0%	0.0%	31.3%	0.0%	75.0%	25.0%	0.0%	0.0%	0.05	6 25.0%	
G-ATILOC by severity and phase of flight (% of	F/T 0	F/RL 0	F/L F/A	F/OLA 0 C	F/HA	All Fatal	S/T 0	S/RL 0	S/L 0	S/A 0	S/OLA	S/HA 0	All Serious 0	М/Т 0	2 0	M/L M	VA M/ 0	OLA 0	И/НА /	All Minor 4	N/T N/ 10	RL 3	N/L 1	N/A 0	N/OLA G	N/HA	All None A	NI 18
Injury Severity, and % Overall)	None 0.0%	None 0.0%	None None 0.0% 0.0	None % 0.0%	None 0.0%	0.0	None	None 0.0% 0.0	None % 0.0	None % 0.	None	None 0.0%	0.0% 0	50.0 0% 11.1	% 0.0% % 0.0%	50.0% 11.1%	0.0%	0.0%	0.0% 0.0%	22.2%	71.4% 55.6%	21.4% 16.7%	7.1%	0.0%	0.0%	0.05	6 6 77.8%	
	T 44	RL 3	L A	OLA 19 1	HA	Total	77																					
HE-ATILOC by phase of flight (total, fatal)	57.1% 38	3.9% 0	13.0% 24.7	% 1.3% 16 1	0.0%																							
	86.4%	0.0%	80.0% 84.2	% 100.0%	#DIV/0!	Total	_																					
RE-ATILOC by phase of	12.5%	43.8%	7 43.8% 0.0	0 C	0.0%	i i i i i i i i i i i i i i i i i i i	16																					
night (total, latal)	0.0%	0 0.0%	3 42.9% None	0 0 None	None																							
	T 12	RL 3	L A	OLA	HA	Total	18																					
G-ATILOC by phase of flight (total, fatal)	66.7%	16.7% 0	16.7% 0.0 0	% 0.0% 0 0	0.0%																							
	0.0%	0.0%	0.0% None	None	None	Total	_																					
ATILOC (all categories) by phase of flight (total,	52.3%	13	20 18.0% 17.1	19 1 % 0.9%	0.0%	1	11																					
fatal)	38 65.5%	0	11 55.0% 84.2	16 1 % 100.0%	#DIV/0!																							
HE-ATILOC by airplane	P 50	PCR	T TCR	Jet	Total																							
powerplant	84.7%																											
RE-ATILOC by airplane	Piston 12		Turboprop 1	Jet 0	Total 13																							
	92.3% Pieton		Turbooroo	lat	Total																							
G-ATILOC by airplane powerplant	14		0	000	14	1																						
ATILOC (all categories)	Piston		Turboprop	Jet	Total																							
by airplane powerplant	88.4%				86	4																						
Fatalities	HE-ATILOC 133	RE-ATILOC 3	G-ATILOC Total	36																								