List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.

<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No.</th>
<th>Brief description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2018-09-05</td>
<td>Cessna 340A</td>
<td>USA</td>
<td>Port Huron, MI</td>
<td>1/1</td>
<td>CEN18FA371</td>
<td>Engine failure during approach, crashed during re-shoot approach</td>
</tr>
<tr>
<td>2</td>
<td>2018-07-30</td>
<td>Piper PA-60 Aerostar</td>
<td>USA</td>
<td>Greenville, Maine</td>
<td>3/3</td>
<td>BAAA</td>
<td>Pilot reported engine problems, loss of power on final, crashed</td>
</tr>
<tr>
<td>3</td>
<td>2018-07-20</td>
<td>Piper PA-61 Aerostar</td>
<td>USA</td>
<td>Baton Rouge</td>
<td>0/1</td>
<td>BAAA</td>
<td>Loss of engine power after takeoff; hard landing in grassy field</td>
</tr>
<tr>
<td>4</td>
<td>2018-07-10</td>
<td>Convair CV-340</td>
<td>South Africa</td>
<td>Pretoria</td>
<td>2/4/19</td>
<td>BAAA</td>
<td>Shortly after takeoff, smoke left engine. Loss of control on approach</td>
</tr>
<tr>
<td>5</td>
<td>2018-07-07</td>
<td>Piper PA-34</td>
<td>USA</td>
<td>Gulf Shores, AL</td>
<td>0/5</td>
<td>ERA18LA186</td>
<td>After takeoff, left engine lost power, landed in trees. Fuel shortage.</td>
</tr>
<tr>
<td>6</td>
<td>2018-06-30</td>
<td>BN-2A-26 Islander</td>
<td>Belize</td>
<td>San Pedro Apt</td>
<td>0/8</td>
<td>ASN</td>
<td>Forced landing after loss of engine power</td>
</tr>
<tr>
<td>7</td>
<td>2018-06-01</td>
<td>Beech 76</td>
<td>Australia</td>
<td>Cessnock, NSW</td>
<td>AO-2018-047</td>
<td>Right engine lost power during descent. Subst damage forced landing</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>2018-04-26</td>
<td>Cessna 402B</td>
<td>USA</td>
<td>New Braintree, MA</td>
<td>0/3</td>
<td>ASN</td>
<td>Following engine failure, force landed on cart path where it crashed</td>
</tr>
<tr>
<td>9</td>
<td>2018-03-31</td>
<td>Cessna 421C</td>
<td>Canada</td>
<td>Kingston</td>
<td>0/3</td>
<td>ASN</td>
<td>Engine problem reported, landed short of runway</td>
</tr>
<tr>
<td>10</td>
<td>2018-03-29</td>
<td>Swearingen SA-227 DC</td>
<td>Bolivia</td>
<td>Riberalta</td>
<td>0/14</td>
<td>ASN</td>
<td>Bird hits during takeoff run, aborted, overrun runway</td>
</tr>
<tr>
<td>11</td>
<td>2018-03-08</td>
<td>Piper PA-31-310 Navajo</td>
<td>USA</td>
<td>Laredo, TX</td>
<td>2/2</td>
<td>BAAA</td>
<td>Shortly after takeoff problems reported, LOC crashed, feathered prop</td>
</tr>
<tr>
<td>12</td>
<td>2018-03-01</td>
<td>Beech 60 Duke</td>
<td>USA</td>
<td>Ferris, TX</td>
<td>0/1</td>
<td>BAAA</td>
<td>Engine problems en-route, emerg landing, prop #2 feathered?</td>
</tr>
<tr>
<td>13</td>
<td>2017-12-07</td>
<td>Beech BE-58</td>
<td>USA</td>
<td>St. Croix, USVI</td>
<td>5/5</td>
<td>ERA18FA046</td>
<td>Takeoff, engine problems, crashed, left prop appeared feathered</td>
</tr>
<tr>
<td>14</td>
<td>2017-02-21</td>
<td>Beech 200 King Air</td>
<td>Australia</td>
<td>Essendon Airport</td>
<td>5/5</td>
<td>AO-2017-024</td>
<td>On liftoff, airplane yawed to left and crashed in building. Eng out?</td>
</tr>
<tr>
<td>16</td>
<td>2017-10-12</td>
<td>Embraer 120</td>
<td>Angola</td>
<td>Culo</td>
<td>7/7</td>
<td>BAAA</td>
<td>15 min. after takeoff, one engine on fire, crashed</td>
</tr>
<tr>
<td>17</td>
<td>2017-09-10</td>
<td>Antonov AN-26</td>
<td>DR Congo</td>
<td>Goma</td>
<td>4/0</td>
<td>BAAA</td>
<td>Engine problems after takeoff, landed long, overrun runway</td>
</tr>
<tr>
<td>18</td>
<td>2017-08-16</td>
<td>Let 410UV</td>
<td>Honduras</td>
<td>Comayagua</td>
<td>1/3</td>
<td>BAAA</td>
<td>Crashed in building, photo shows right propeller feathered</td>
</tr>
<tr>
<td>19</td>
<td>2017-06-30</td>
<td>Cessna 310R</td>
<td>USA</td>
<td>San Juan, CA</td>
<td>0/2</td>
<td>WPR17LA136</td>
<td>Loss of right engine power shortly after departure</td>
</tr>
<tr>
<td>20</td>
<td>2017-06-03</td>
<td>Piper PA-23</td>
<td>Puerto Rico</td>
<td>San Juan</td>
<td>1/3</td>
<td>ERA17FA195</td>
<td>Shortly after takeoff, pilot reported an engine failure. Impacted water</td>
</tr>
<tr>
<td>21</td>
<td>2017-05-31</td>
<td>Cessna 421A</td>
<td>Argentina</td>
<td>Buenos Aires</td>
<td>0/3</td>
<td>BAAA</td>
<td>On approach, an engine failed. Crashed during emergency landing</td>
</tr>
<tr>
<td>22</td>
<td>2017-05-30</td>
<td>Antonov AN-26</td>
<td>Russia</td>
<td>Balashov</td>
<td>1/6</td>
<td>BAAA</td>
<td>During training, on approach engine failure, loss of control</td>
</tr>
<tr>
<td>23</td>
<td>2017-05-31</td>
<td>Cessna 421</td>
<td>Argentina</td>
<td>El Palomar</td>
<td>0/3</td>
<td>BAAA</td>
<td>On approach, an engine failed. Crashed 9 nm short of runway</td>
</tr>
<tr>
<td>24</td>
<td>2017-04-25</td>
<td>Cessna 421C</td>
<td>USA</td>
<td>Huntsville, TX</td>
<td>1/1</td>
<td>BAAA</td>
<td>Engine problems en route. Crashed while on approach 4 nm short</td>
</tr>
<tr>
<td>25</td>
<td>2016-12-13</td>
<td>Beech 200</td>
<td>Ukraine</td>
<td>Moomba Apt</td>
<td>0/7</td>
<td>AO-2016-170</td>
<td>Left engine fire warning, shut down, not feathered, landed left of rwy</td>
</tr>
<tr>
<td>26</td>
<td>2016-12-07</td>
<td>ATR-42-500</td>
<td>Pakistan</td>
<td>Havelian</td>
<td>47/47</td>
<td>BAAA</td>
<td>During cruise, left engine failed. Loss of Control - crashed</td>
</tr>
<tr>
<td>27</td>
<td>2016-08-14</td>
<td>Piper PA-31-310 Navajo</td>
<td>USA</td>
<td>Tuscaloosa</td>
<td>6/6</td>
<td>BAAA</td>
<td>Pilot reported engine problems on approach, stalled and crashed</td>
</tr>
<tr>
<td>28</td>
<td>2016-08-31</td>
<td>Embraer EMB-820 Navajo</td>
<td>Brazil</td>
<td>Londrina</td>
<td>8/8</td>
<td>BAAA</td>
<td>On approach, engine failure (acc to locals), stalled and crashed</td>
</tr>
<tr>
<td>29</td>
<td>2016-06-26</td>
<td>Canadair CL-215</td>
<td>Greece</td>
<td>Dervenochoria</td>
<td>0/2</td>
<td>BAAA</td>
<td>En route, left engine caught fire. Crashed during emergency landing</td>
</tr>
<tr>
<td>30</td>
<td>2016-05-23</td>
<td>Piper PA-23</td>
<td>USA</td>
<td>Lakeland, FL</td>
<td>2/2</td>
<td>ERA15FA019</td>
<td>Likely caused by asymmetrical power during instructional flight</td>
</tr>
<tr>
<td>31</td>
<td>2016-05-18</td>
<td>Antonov AN-12B</td>
<td>Afghanistan</td>
<td>Camp Dwyer</td>
<td>7/9</td>
<td>BAAA-ACRO</td>
<td>Lost height after engine failure on departure, impacted with terrain</td>
</tr>
<tr>
<td>32</td>
<td>2016-05-05</td>
<td>Cessna 310F</td>
<td>USA</td>
<td>North Little Rock</td>
<td>1/2</td>
<td>CEN16FA172</td>
<td>Left engine failed shortly after takeoff, crashed during return to land</td>
</tr>
<tr>
<td>33</td>
<td>2016-04-26</td>
<td>Cessna 421B</td>
<td>USA</td>
<td>Foley, Alabama</td>
<td>0/1</td>
<td>BAAA-ACRO</td>
<td>During initial climb, one engine sputtered, crashed</td>
</tr>
<tr>
<td>34</td>
<td>2016-04-13</td>
<td>BN-2T Islander</td>
<td>Papua Nw Gl</td>
<td>Klungu Airport</td>
<td>12/12</td>
<td>ASN</td>
<td>Impacted terrain short of runway, prop #2was found feathered.</td>
</tr>
<tr>
<td>35</td>
<td>2016-04-09</td>
<td>Rockwell Grand Cdr 690</td>
<td>USA</td>
<td>Hare, TX</td>
<td>2/2</td>
<td>BAAA-ACRO</td>
<td>Engine problems en route, LOC and crashed</td>
</tr>
<tr>
<td>36</td>
<td>2016-04-07</td>
<td>Douglas DC-3</td>
<td>Colombia</td>
<td>Puerto Guian</td>
<td>0/3</td>
<td>ERA16WA155</td>
<td>Forced landing due to loss of power on the left engine, initial climb</td>
</tr>
<tr>
<td>37</td>
<td>2016-03-18</td>
<td>Beech 1900D</td>
<td>Pakistan</td>
<td>Karachi</td>
<td>0/21</td>
<td>ASN</td>
<td>Crash landed after takeoff after one engine failed</td>
</tr>
<tr>
<td>38</td>
<td>2016-03-09</td>
<td>Antonov 26B</td>
<td>Bangladesh</td>
<td>Cox’s Bazar Apt</td>
<td>3/4</td>
<td>ASN</td>
<td>Shortly after takeoff, left engine failure. Crashed while RTB</td>
</tr>
<tr>
<td>39</td>
<td>2016-02-16</td>
<td>Casa CN-235</td>
<td>Malaysia</td>
<td>Kuala Selangor</td>
<td>0/8</td>
<td>BAAA-ACRO</td>
<td>10 min after takeoff, left engine failed, crash landed into the sea</td>
</tr>
<tr>
<td>40</td>
<td>2015-11-06</td>
<td>Cessna 310R</td>
<td>Australia</td>
<td>Mildura airport</td>
<td>1/1</td>
<td>AO-2015-129</td>
<td>On approach, left engine inop, right engine high power, control lost</td>
</tr>
<tr>
<td>41</td>
<td>2015-10-28</td>
<td>Piper PA-31</td>
<td>USA</td>
<td>Weston, FL</td>
<td>1/3</td>
<td>ERA16LA026</td>
<td>Forced landing with left props feathered</td>
</tr>
</tbody>
</table>

Updated: 2018-09-24; AvioConsult.com ¹) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.

<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No. 1</th>
<th>Brief description (? = not confirmed by report yet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>2015-08-09</td>
<td>Cessna 421B</td>
<td>USA</td>
<td>Clovis, NM</td>
<td>0/1</td>
<td>CEN15LA354</td>
<td>Loss left engine power during final approach, impacted terrain.</td>
</tr>
<tr>
<td>44</td>
<td>2015-07-31</td>
<td>CASA CN-235M-200</td>
<td>Colombia</td>
<td>Codazzi</td>
<td>11/11</td>
<td>ASN</td>
<td>Pilot reported engine failure prior to the accident.</td>
</tr>
<tr>
<td>45</td>
<td>2015-07-27</td>
<td>Embraer EMB-110</td>
<td>Brazil</td>
<td>Lagoa Santa AB</td>
<td>0?</td>
<td>ASN</td>
<td>During touch &amp; go; photo showed left propeller feathered, veered off</td>
</tr>
<tr>
<td>46</td>
<td>2015-07-18</td>
<td>Cessna T310R</td>
<td>USA</td>
<td>Cody, WY</td>
<td>4/4</td>
<td>CEN15FA307</td>
<td>LOC due to loss power left engine, crashed</td>
</tr>
<tr>
<td>47</td>
<td>2015-06-30</td>
<td>C-130B Hercules</td>
<td>Indonesia</td>
<td>MES AFB</td>
<td>122/122</td>
<td>ASN</td>
<td>Engine #4 failed on takeoff. Impacted an antenna due to low ROC.</td>
</tr>
<tr>
<td>48</td>
<td>2015-05-09</td>
<td>A400M</td>
<td>Spain</td>
<td>Sevilla</td>
<td>4/6</td>
<td></td>
<td>Multiple engines failed due to software problems, crashed.</td>
</tr>
<tr>
<td>49</td>
<td>2015-02-14</td>
<td>Cessna 310C</td>
<td>Serbia</td>
<td>Zrenjanin Airport</td>
<td>2/2</td>
<td>ASN</td>
<td>Crash during engine-out training.</td>
</tr>
<tr>
<td>50</td>
<td>2015-02-11</td>
<td>Beech 1900</td>
<td>USA</td>
<td>Miami</td>
<td>4/4</td>
<td>ASN</td>
<td>2 sec after rotation, left propeller feathered, uncommanded, crashed</td>
</tr>
<tr>
<td>51</td>
<td>2015-02-04</td>
<td>ATR 72-600</td>
<td>Taiwan</td>
<td>Taipei</td>
<td>43/58</td>
<td>ASN</td>
<td>After takeoff, left engine failed. Closed wrong throttle, LOC, crashed.</td>
</tr>
<tr>
<td>52</td>
<td>2015-01-02</td>
<td>Piper PA 34-200T</td>
<td>USA</td>
<td>Kuttawa, KY</td>
<td>4/5</td>
<td>ERA15FA088</td>
<td>During cruise, right engine failure, crashed.</td>
</tr>
<tr>
<td>53</td>
<td>2014-12-30</td>
<td>Cessna 404</td>
<td>USA</td>
<td>Englewood, CO</td>
<td>1/1</td>
<td>CEN15FA090</td>
<td>Lost engine, crashed during returning to takeoff airport.</td>
</tr>
<tr>
<td>54</td>
<td>2014-12-02</td>
<td>Piper PA 31-350</td>
<td>Bahamas</td>
<td>New Providence</td>
<td>1/11</td>
<td>AT14-05585</td>
<td>Following land gear problems, Right engine failure, ditched.</td>
</tr>
<tr>
<td>55</td>
<td>2014-11-18</td>
<td>Aero Commander 500B</td>
<td>USA</td>
<td>Chicago, II</td>
<td>1/1</td>
<td>CEN15FA048</td>
<td>After takeoff, left engine trouble. LOC on final approach</td>
</tr>
<tr>
<td>56</td>
<td>2014-11-17</td>
<td>Cessna 401A</td>
<td>USA</td>
<td>Fulton, MO</td>
<td>0/3</td>
<td>CEN15LA050</td>
<td>Engine failure after liftoff, takeoff aborted, overran the runway.</td>
</tr>
<tr>
<td>57</td>
<td>2014-10-30</td>
<td>Beechcraft B200 King Air</td>
<td>USA</td>
<td>Wichita</td>
<td>4/1</td>
<td>CEN15FA034</td>
<td>Engine failure on takeoff, crashed into FlightSafety building...</td>
</tr>
<tr>
<td>58</td>
<td>2014-10-21</td>
<td>Beech D95A</td>
<td>USA</td>
<td>Bahamas, NC</td>
<td>1/2</td>
<td>ERA15FA023</td>
<td>Engine failure training; crashed.</td>
</tr>
<tr>
<td>59</td>
<td>2014-08-27</td>
<td>Cessna 310K</td>
<td>USA</td>
<td>El Dorado</td>
<td>0/2</td>
<td>CEN14LA461</td>
<td>Following touch&amp;go, left eng. lost power, forced landing.</td>
</tr>
<tr>
<td>60</td>
<td>2014-08-10</td>
<td>HESA IrAn-140-100</td>
<td>Iran</td>
<td>Tehran</td>
<td>39/48</td>
<td>ASN</td>
<td>After takeoff, right engine failed; also overloaded; crashed.</td>
</tr>
<tr>
<td>61</td>
<td>2014-07-17</td>
<td>Piper PA-30</td>
<td>USA</td>
<td>Othello, WA</td>
<td>0/4</td>
<td>WPR14LA298</td>
<td>After TO, left engine rpm dropped, yaw to left and ground impact.</td>
</tr>
<tr>
<td>62</td>
<td>2014-07-05</td>
<td>Piper PA-31-350</td>
<td>Poland</td>
<td>Czestochowa</td>
<td>11/12</td>
<td>BAAA-ACRO</td>
<td>Shortly after takeoff, no ROC, sputtering engine, crashed</td>
</tr>
<tr>
<td>63</td>
<td>2014-07-06</td>
<td>BN-2A Islander</td>
<td>Zambia</td>
<td>Chirundu</td>
<td>0/2</td>
<td>BAAA-ACRO</td>
<td>Engine problems en route; destroyed during emergency landing</td>
</tr>
<tr>
<td>64</td>
<td>2014-07-14</td>
<td>Fokker 50</td>
<td>Kenya</td>
<td>Nairobi</td>
<td>4/4</td>
<td>ASN</td>
<td>Left engine problems during takeoff run, continued, crashed</td>
</tr>
<tr>
<td>65</td>
<td>2014-07-02</td>
<td>Piper PA-30</td>
<td>USA</td>
<td>Harrison, AR</td>
<td>0/1</td>
<td>CEN14FA337</td>
<td>Immediately after takeoff left engine lost power, loss of control</td>
</tr>
<tr>
<td>66</td>
<td>2014-06-26</td>
<td>Cessna 414</td>
<td>USA</td>
<td>Maryland Hts, MI</td>
<td>0/1</td>
<td>CEN14LA324</td>
<td>During takeoff, left cargo door opened, left engine inop, crashed</td>
</tr>
<tr>
<td>67</td>
<td>2014-06-25</td>
<td>Piper PA-30</td>
<td>USA</td>
<td>Kailispell, MT</td>
<td>0/2</td>
<td>WPR14LA269</td>
<td>Right engine failure during takeoff, collided with terrain.</td>
</tr>
<tr>
<td>68</td>
<td>2014-06-02</td>
<td>Beech B200 Super King Air</td>
<td>Colombia</td>
<td>Bahia Solano-José</td>
<td>0/3</td>
<td>ASN</td>
<td>Loss of engine power after takeoff.</td>
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<tr>
<td>70</td>
<td>2014-04-21</td>
<td>Antonov 26</td>
<td>Ukraine</td>
<td>Kiev</td>
<td>11/11</td>
<td>ASN</td>
<td>Pilot had reported engine problems to ATC.</td>
</tr>
<tr>
<td>71</td>
<td>2014-01-20</td>
<td>Antonov 28</td>
<td>Romania</td>
<td>București</td>
<td>2/7</td>
<td>ASN</td>
<td>Emergency landing after problem with engines.</td>
</tr>
<tr>
<td>72</td>
<td>2014-01-20</td>
<td>Antonov 28</td>
<td>Somalia</td>
<td>Mogadishu</td>
<td>0/2</td>
<td>ASN</td>
<td>Engine problem, crashed during emergency approach.</td>
</tr>
<tr>
<td>73</td>
<td>2013-11-15</td>
<td>Cessna 310Q</td>
<td>USA</td>
<td>Hawarden, Chester</td>
<td>1/1</td>
<td>A11B-112014</td>
<td>Engine failure during go-around due to fuel starvation left engine.</td>
</tr>
<tr>
<td>75</td>
<td>2013-11-10</td>
<td>MU-2B-25</td>
<td>USA</td>
<td>Owasso, OK</td>
<td>1</td>
<td>CEN14FA046</td>
<td>On approach, left engine failure, cont’d left turn, crashed.</td>
</tr>
<tr>
<td>76</td>
<td>2013-10-03</td>
<td>Embraer EMB-120</td>
<td>Nigeria</td>
<td>Lagos</td>
<td>14/20</td>
<td>ASN</td>
<td>Right engine failed during takeoff, crashed shortly after liftoff.</td>
</tr>
<tr>
<td>77</td>
<td>2013-08-19</td>
<td>DC-3</td>
<td>Canada</td>
<td>Yellowknife NW</td>
<td>0/24</td>
<td>TSB CA</td>
<td>R engine fire after takeoff, low alt R turn, gear up landing S of rwy.</td>
</tr>
<tr>
<td>78</td>
<td>2013-08-03</td>
<td>Beech D55</td>
<td>USA</td>
<td>Conway, SC</td>
<td>3/3</td>
<td>ERA13A348</td>
<td>Total loss of right engine due to fuel starvation, crashed</td>
</tr>
<tr>
<td>79</td>
<td>2013-08-03</td>
<td>Beech 58</td>
<td>Brazil</td>
<td>Jundial Mun.</td>
<td>4/4</td>
<td>ERA13WA376</td>
<td>After takeoff smoke left engine, RTB, crashed (engine failure?)</td>
</tr>
<tr>
<td>80</td>
<td>2013-06-07</td>
<td>Piper PA-34</td>
<td>Brazil</td>
<td>Envirá</td>
<td>1/6</td>
<td>ERA13WA306</td>
<td>Right engine failure after takeoff, ditched in river.</td>
</tr>
<tr>
<td>81</td>
<td>2013-03-29</td>
<td>Beech G58</td>
<td>NZ</td>
<td>Kawhia Harbour</td>
<td>2/2</td>
<td>WPR13WA177</td>
<td>Ditched in ocean, pilot reported loss of engine power.</td>
</tr>
<tr>
<td>82</td>
<td>2013-03-15</td>
<td>Piper PA-31T</td>
<td>USA</td>
<td>Fort Lauderdale, FL</td>
<td>3/3</td>
<td>ERA13FA168</td>
<td>Shortly after takeoff, right engine failure; crashed.</td>
</tr>
<tr>
<td>83</td>
<td>2012-12-08</td>
<td>Cessna 421C</td>
<td>USA</td>
<td>Lake Worth, FL</td>
<td>1/1</td>
<td>ERA13FA082</td>
<td>Loss of control after takeoff, left prop found feathered.</td>
</tr>
<tr>
<td>84</td>
<td>2012-11-21</td>
<td>Antonov An-26</td>
<td>Yemen</td>
<td>Sanā</td>
<td>10/10</td>
<td>PCI</td>
<td>Crashed during emergency landing after en engine failed.</td>
</tr>
</tbody>
</table>

Updated: 2018-09-24; AvioConsult (com) ¹ Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
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<th>Brief description</th>
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<tbody>
<tr>
<td>85</td>
<td>2012-11-04</td>
<td>Cessna 310</td>
<td>USA</td>
<td>Stotts City, MO</td>
<td>2/2</td>
<td>CEN13FA044</td>
<td>Shutdown engine in-flight, lost altitude, crashed.</td>
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<tr>
<td>86</td>
<td>2012-10-15</td>
<td>PA-34-200</td>
<td>Canada</td>
<td>Victoriaville, Q’bec</td>
<td>0/2</td>
<td>A12Q0182</td>
<td>Right engine lost power, emergency landing. Severe injuries &amp; burns</td>
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<td>88</td>
<td>2012-10-07</td>
<td>Antonov 12BP</td>
<td>Sudan</td>
<td>Khartoum</td>
<td>15/22</td>
<td>FSF</td>
<td>Engine problems en-route, crashed during emergency landing</td>
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<tr>
<td>89</td>
<td>2012-09-28</td>
<td>Dornier DO-228</td>
<td>Nepal</td>
<td>Kathmandou</td>
<td>19/19</td>
<td>SKYbry</td>
<td>Early rotation, left engine reduced rpm after takeoff, +birdhit, V=Vmc</td>
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<tr>
<td>90</td>
<td>2012-09-05</td>
<td>Cessna 421B</td>
<td>USA</td>
<td>Fort Worth Spinks</td>
<td>/2</td>
<td>CEN12FA606</td>
<td>Shortly after takeoff, cargo door popped open, asym drag, crashed</td>
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<tr>
<td>91</td>
<td>2012-08-29</td>
<td>Beech 95-A55</td>
<td>USA</td>
<td>Millville, NJ</td>
<td>1/2</td>
<td>ERA12LA535</td>
<td>Simulating engine failure</td>
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<tr>
<td>92</td>
<td>2012-08-22</td>
<td>Cessna 421</td>
<td>Russia</td>
<td>Gorelovo</td>
<td>2/2</td>
<td>ASN</td>
<td>During touch and go, the right engine probably failed</td>
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<tr>
<td>94</td>
<td>2012-08-02</td>
<td>Beech E55 Baron</td>
<td>USA</td>
<td>Houston, TX</td>
<td>0/7</td>
<td>CEN12LA515</td>
<td>Rejected takeoff after loss of thrust left engine</td>
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<tr>
<td>95</td>
<td>2012-07-29</td>
<td>Piper PA-30</td>
<td>USA</td>
<td>Bragg City, MO</td>
<td>0/2</td>
<td>CEN12LA512</td>
<td>R. engine failed-in-flight, forced landing in field</td>
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<tr>
<td>96</td>
<td>2012-07-27</td>
<td>Beech 95-A55</td>
<td>USA</td>
<td>Homerville, GA</td>
<td>0/1</td>
<td>ERA12LA503</td>
<td>Left engine failure in-flight, during forced landing collided with trees</td>
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<tr>
<td>97</td>
<td>2012-07-11</td>
<td>Piper PA-34 Seneca</td>
<td>USA</td>
<td>Broome Apt</td>
<td>1/1</td>
<td>AO-2012-093</td>
<td>Likely left magnetos switched off, loss of speed and control; crashed</td>
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<tr>
<td>98</td>
<td>2012-06-30</td>
<td>Piper PA-31P</td>
<td>USA</td>
<td>Dalton, GA</td>
<td>1/1</td>
<td>ERA12FA423</td>
<td>R engine inop, left engine full power, collided with terrain</td>
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<tr>
<td>99</td>
<td>2012-05-17</td>
<td>ATR-72-212A</td>
<td>Germany</td>
<td>Munchten</td>
<td>0/62</td>
<td>FSF</td>
<td>RTB due to cabin smoke, #2 prop feathered, runway excursion</td>
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<tr>
<td>101</td>
<td>2012-04-01</td>
<td>Beech 58</td>
<td>USA</td>
<td>Calhoun, KY</td>
<td>1/1</td>
<td>ERA12FA262</td>
<td>Left engine failure after takeoff. Loss of control, crashed.</td>
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<tr>
<td>102</td>
<td>2012-03-28</td>
<td>Beech E-55</td>
<td>USA</td>
<td>Broken Bow, NE</td>
<td>1/2</td>
<td>CEN12FA210</td>
<td>Single engine approach, crashed short of runway</td>
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<tr>
<td>103</td>
<td>2012-03-15</td>
<td>Convair 340</td>
<td>USA</td>
<td>San Juan, PR</td>
<td>2/2</td>
<td>DCA12FA051</td>
<td>Engine related emergency after takeoff, RTB, crashed on approach</td>
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<tr>
<td>104</td>
<td>2012-02-14</td>
<td>Beech G18</td>
<td>USA</td>
<td>Hollister, CA</td>
<td>0/2</td>
<td>WPR12LA104</td>
<td>During takeoff, right engine failure, closed throttles, landed hard</td>
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<tr>
<td>105</td>
<td>2012-01-13</td>
<td>Aero Commander 500-B</td>
<td>USA</td>
<td>Bartlesville, OK</td>
<td>0/1</td>
<td>CEN12LA134</td>
<td>During cruise, R engine surged, then left engine. Forced landing.</td>
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<tr>
<td>106</td>
<td>2011-12-22</td>
<td>Cessna 441</td>
<td>USA</td>
<td>Nashville, PA</td>
<td>1/1</td>
<td>ERA12FA120</td>
<td>On approach, probably right engine failure?</td>
<td></td>
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<tr>
<td>107</td>
<td>2011-12-26</td>
<td>Aero Commander 560-F</td>
<td>USA</td>
<td>Venice, FL</td>
<td>1/1</td>
<td>ERA12FA123</td>
<td>Loss power left engine after takeoff, crashed on final approach</td>
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<tr>
<td>108</td>
<td>2011-12-10</td>
<td>Beech 65-80 Queen Air</td>
<td>Philippines</td>
<td>Manila</td>
<td>3/3+11</td>
<td>BAAA-ACRO</td>
<td>Engine problems shortly after takeoff, crashed on a school</td>
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<tr>
<td>109</td>
<td>2011-12-09</td>
<td>Cessna 421C</td>
<td>USA</td>
<td>Sioux Falls, SD</td>
<td>4/4</td>
<td>CEN12FA100</td>
<td>Smoke left engine after takeoff, continued left turn, crashed</td>
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<td>110</td>
<td>2011-12-02</td>
<td>Beech King Air C90</td>
<td>USA</td>
<td>Midland, TX</td>
<td>0/1</td>
<td>FSF</td>
<td>Engine problem final approach, struck house</td>
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<tr>
<td>111</td>
<td>2011-11-29</td>
<td>Cessna 402B</td>
<td>USA</td>
<td>Nantucket, MA</td>
<td>0/1</td>
<td>ERA12IA090</td>
<td>On short final, left engine failed. TD prior to runway, damaged</td>
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<tr>
<td>112</td>
<td>2011-11-12</td>
<td>Cessna 401A</td>
<td>USA</td>
<td>Gladeewater, TX</td>
<td>0/1</td>
<td>CEN12LA601</td>
<td>After init go-around, roll to right; pwr reduced , landed. Eng fail?</td>
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<tr>
<td>113</td>
<td>2011-11-11</td>
<td>Beech 58</td>
<td>USA</td>
<td>Connersville, IN</td>
<td>0/2</td>
<td>CEN12CA602</td>
<td>During approach simulated right eng failure. Impacted trees.</td>
<td></td>
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<tr>
<td>114</td>
<td>2011-10-27</td>
<td>Beech King Air 100</td>
<td>Canada</td>
<td>Vancouver, BC</td>
<td>2/9</td>
<td>A11P0149</td>
<td>On approach, increased thrust on one engine, lost control, crashed!</td>
<td></td>
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<tr>
<td>115</td>
<td>2011-09-11</td>
<td>Piper PA-44-180</td>
<td>Belgium</td>
<td>Charleroi</td>
<td>0/3</td>
<td>AA11-2011-23</td>
<td>Engine failure during go-around, probably due to carburetor icing</td>
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<tr>
<td>116</td>
<td>2011-08-21</td>
<td>Piper PA-31-310</td>
<td>USA</td>
<td>Cabazon, CA</td>
<td>0/3</td>
<td>WPR11LA401</td>
<td>Loss power #1, drifted down, forced landing in desert</td>
<td></td>
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<tr>
<td>117</td>
<td>2011-08-17</td>
<td>Cessna 310Q</td>
<td>USA</td>
<td>Tupelo, MS</td>
<td>1/1</td>
<td>ERA11FA458</td>
<td>After liftoff, at 300 – 500 ft le descending turn, crashed. Cause?</td>
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<tr>
<td>118</td>
<td>2011-08-09</td>
<td>Antonov 12A</td>
<td>Russia</td>
<td>Omskuchan</td>
<td>11/11</td>
<td>ASN</td>
<td>Engine fire en route, crashed</td>
<td></td>
</tr>
<tr>
<td>119</td>
<td>2011-07-11</td>
<td>Antonov 24RV</td>
<td>Russia</td>
<td>Strezhevoy</td>
<td>7/37</td>
<td>ASN</td>
<td>Eng. fire in-flight, crashed in river close to airport</td>
<td></td>
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<tr>
<td>120</td>
<td>2011-07-09</td>
<td>Cessna 421C</td>
<td>USA</td>
<td>Demopolis, AL</td>
<td>7/7</td>
<td>ERA11FA391</td>
<td>R eng, shutdown during cruise, diverted crashed close to airport,</td>
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<tr>
<td>121</td>
<td>2011-07-04</td>
<td>Cessna 421B</td>
<td>Bahamas</td>
<td>Mangrove Cay</td>
<td>0/1</td>
<td>A11-01314</td>
<td>R eng loss on takeoff, crashed 550 ft from departure end runway 27</td>
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<tr>
<td>122</td>
<td>2011-06-20</td>
<td>Cessna 402</td>
<td>USA</td>
<td>Caldwell, ID</td>
<td>0/8</td>
<td>WPR11LA269</td>
<td>R eng failed just after retracting gear; takeoff rejected</td>
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<tr>
<td>123</td>
<td>2011-05-21</td>
<td>Piper PA-30 or 40</td>
<td>USA</td>
<td>Philippsburg, OH</td>
<td>0/1</td>
<td>CEN11LA364</td>
<td>Loss of L eng. power during takeoff roll, veered off runaway</td>
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<tr>
<td>125</td>
<td>2011-04-02</td>
<td>Gulfstream GVI</td>
<td>USA</td>
<td>Roswell, NM</td>
<td>4/4</td>
<td>CEN11MA258</td>
<td>Takeoff with simulated engine failure</td>
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<tr>
<td>126</td>
<td>2011-04-01</td>
<td>Casa C-212</td>
<td>USA</td>
<td>Saskatoon</td>
<td>1 FSA</td>
<td>R eng, power loss, SE appr, left eng lost power too 2nm from airport</td>
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<tr>
<td>127</td>
<td>2011-03-21</td>
<td>Antonov 12BP</td>
<td>Congo</td>
<td>Pointe Noir</td>
<td>21 FSA</td>
<td>Left side engines stopped on approach, rolled inverted, crashed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Updated: 2018-09-24; AvioConsul (com) 1) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No. 1</th>
<th>Brief description</th>
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<tr>
<td>128</td>
<td>2011-03-16</td>
<td>Beech S. King Air 200</td>
<td>USA</td>
<td>Long Beach, CA</td>
<td>5/6</td>
<td>WPR11FA168</td>
<td>Reduced thrust left engine after takeoff, yawned, crashed. + overweight</td>
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<tr>
<td>129</td>
<td>2010-12-23</td>
<td>Piper PA-30</td>
<td>Australia</td>
<td>Camden, NSW</td>
<td>-</td>
<td>AO-2010-111</td>
<td>Forced landing during asymmetric flying training</td>
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<td>130</td>
<td>2010-12-09</td>
<td>Beech 95</td>
<td>Brazil</td>
<td>Bom Jesus do Galho</td>
<td>4/4</td>
<td>ERA11WA089</td>
<td>Engine failure, impacted terrain</td>
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<td>131</td>
<td>2010-12-09</td>
<td>Cessna 404</td>
<td>USA</td>
<td>Mount Gordon, Q</td>
<td>0/9</td>
<td>AO-2010-105</td>
<td>Right engine failure and shut down on descent, landed safely</td>
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<td>132</td>
<td>2010-12-04</td>
<td>Tupolev 154M</td>
<td>Russia</td>
<td>Moscow</td>
<td>2</td>
<td>FSA</td>
<td>Engines 1 and 3 flamed out during landing</td>
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<tr>
<td>133</td>
<td>2010-11-14</td>
<td>Piper PA-31-350</td>
<td>Australia</td>
<td>Marree (SA)</td>
<td>0/7</td>
<td>AO-2010-094</td>
<td>Engine failure during cruise, forced landing.</td>
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<tr>
<td>134</td>
<td>2010-11-11</td>
<td>Piper PA-44</td>
<td>USA</td>
<td>W-Palm Beach, FL</td>
<td>4/4</td>
<td>ERA11FA054</td>
<td>Left engine failure shortly after takeoff, crashed. Training flight</td>
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<tr>
<td>135</td>
<td>2010-11-05</td>
<td>Beech 1900C</td>
<td>Pakistan</td>
<td>Karachi</td>
<td>21/21</td>
<td>ASN</td>
<td>One min. after takeoff, one engine failed. Crashed while turning</td>
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<tr>
<td>136</td>
<td>2010-10-21</td>
<td>LET 410</td>
<td>Congo</td>
<td>Bugulumisa</td>
<td>2</td>
<td>FSA</td>
<td>Engine failure during climb out</td>
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<tr>
<td>137</td>
<td>2010-10-05</td>
<td>Cessna 402C</td>
<td>Bahamas</td>
<td>Nassau</td>
<td>9/9</td>
<td>ERA11WA008</td>
<td>On takeoff, smoke left engine, RTB, Hardover bank to left, crashed</td>
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<tr>
<td>138</td>
<td>2010-09-10</td>
<td>Beech B100</td>
<td>Canada</td>
<td>Quebec</td>
<td>0/6</td>
<td>A10Q0162</td>
<td>While getting airborne, left engine lost power due to birds.</td>
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<td>139</td>
<td>2010-09-19</td>
<td>Piper PA-31</td>
<td>Bahamas</td>
<td>South Bimini</td>
<td>0/6</td>
<td>Assoc. Press</td>
<td>Bagage door flung open, asym drag, crashed in bushes</td>
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<tr>
<td>140</td>
<td>2010-09-13</td>
<td>ATR-72</td>
<td>Venezuela</td>
<td>Puerto Ordaz</td>
<td>17/51</td>
<td>KHOU.com</td>
<td>Problems one engine, emergency landing and crash</td>
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<td>141</td>
<td>2010-09-10</td>
<td>Piper PA-310</td>
<td>Canada</td>
<td>Pickle Lake, Ont.</td>
<td>0/4</td>
<td>A10C0159</td>
<td>During cruise, left engine shut down. Lost alt., forced landing</td>
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<tr>
<td>142</td>
<td>2010-09-02</td>
<td>Beech 95</td>
<td>USA</td>
<td>Redwood City, CA</td>
<td>3/3</td>
<td>WPR10FA448</td>
<td>Maneuvres after TO similar to motions after R. engine failure. ?</td>
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<td>143</td>
<td>2010-08-23</td>
<td>Piper PA-23 Aztec</td>
<td>USA</td>
<td>Bahamas</td>
<td>0/6</td>
<td>NDTV</td>
<td>Left engine failure after takeoff, crash landed in water</td>
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<tr>
<td>144</td>
<td>2010-08-10</td>
<td>Piper PA-44-180</td>
<td>USA</td>
<td>Eastman, GA</td>
<td>0/3</td>
<td>ERA10LA410</td>
<td>Left eng. fail during approach. R eng lost power as well, crashed</td>
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<tr>
<td>145</td>
<td>2010-07-27</td>
<td>Beech 95 55</td>
<td>USA</td>
<td>Oceanside, CA</td>
<td>1/1</td>
<td>WPR10FA369</td>
<td>After takeoff, engines ‘out of sync,’ at 50 ft right roll, crashed</td>
</tr>
<tr>
<td>146</td>
<td>2010-07-18</td>
<td>DHC6-300 Twin Otter</td>
<td>Indonesia</td>
<td>Bintunu Apt</td>
<td>0/9</td>
<td>NTSC</td>
<td>Right eng torque ind. failure at rotation, t/o aborted, veered to right</td>
</tr>
<tr>
<td>147</td>
<td>2010-06-23</td>
<td>Beechcraft A100 King Air</td>
<td>Canada</td>
<td>Quebec City</td>
<td>7/7</td>
<td>A10Q0098</td>
<td>Right engine problem after takeoff, no climb, crashed</td>
</tr>
<tr>
<td>148</td>
<td>2010-06-19</td>
<td>Douglas DC-3</td>
<td>Germany</td>
<td>Berlin</td>
<td>0/28</td>
<td>AircrashDB/FSA</td>
<td>After takeoff, left eng. failure, no alt gain, crash landed</td>
</tr>
<tr>
<td>149</td>
<td>2010-06-15</td>
<td>Piper PA-31P</td>
<td>Australia</td>
<td>Bankstown, NSW</td>
<td>2/2</td>
<td>ATSB</td>
<td>Eng. failure, crashed during returning to Bankstown</td>
</tr>
<tr>
<td>150</td>
<td>2010-04-20</td>
<td>Piper PA-44-180</td>
<td>USA</td>
<td>Tooele, UT</td>
<td>0/2</td>
<td>WPR10LA210</td>
<td>Eng fail during OEL training, forced landing</td>
</tr>
<tr>
<td>151</td>
<td>2010-04-11</td>
<td>Beech 95-A55</td>
<td>USA</td>
<td>Arecibo, PR</td>
<td>0/2</td>
<td>ERA10LA222</td>
<td>One engine failed in flight, pilot shut down other engine, forced land.</td>
</tr>
<tr>
<td>152</td>
<td>2010-04-07</td>
<td>Cessna 404</td>
<td>USA</td>
<td>Ponce, Puerto Rico</td>
<td>0/3</td>
<td>FRA10TA125</td>
<td>R. eng failure @200’ after takeoff, no climb, forced landing</td>
</tr>
<tr>
<td>153</td>
<td>2010-04-01</td>
<td>Beech 95</td>
<td>USA</td>
<td>Eden Praire, MN</td>
<td>0/2</td>
<td>CEN10LA188</td>
<td>Loss engine power after takeoff, impacted terrain. 1 serious, 1 minor</td>
</tr>
<tr>
<td>154</td>
<td>2010-03-30</td>
<td>Antonov 74</td>
<td>Russia</td>
<td>Ivanovo</td>
<td>0</td>
<td>FSA</td>
<td>Aborted takeoff due to engine failure, overrun runway</td>
</tr>
<tr>
<td>155</td>
<td>2010-03-28</td>
<td>Piper PA-30-160B</td>
<td>USA</td>
<td>Jandakot, WA</td>
<td>2/2</td>
<td>AO-2010-023</td>
<td>Enroute Left prop feathered, R eng low RPM, crashed</td>
</tr>
<tr>
<td>156</td>
<td>2010-03-23</td>
<td>Piper PA-30</td>
<td>USA (AUS)</td>
<td>Hollister, CA</td>
<td>0</td>
<td>WPR10LA174</td>
<td>Engine failure during initial climb, crashed.</td>
</tr>
<tr>
<td>157</td>
<td>2010-03-23</td>
<td>Embraer 120ER</td>
<td>Australia</td>
<td>Darwin, NT</td>
<td>2/2</td>
<td>ASN</td>
<td>Takeoff, simulated engine failure, left roll, nose down, crashed</td>
</tr>
<tr>
<td>158</td>
<td>2010-03-18</td>
<td>AN-26B</td>
<td>Estonia</td>
<td>Tallinn Airport</td>
<td>0/6</td>
<td>ASN</td>
<td>Go-around after engine failure</td>
</tr>
<tr>
<td>159</td>
<td>2010-03-05</td>
<td>Piper PA-34 -200T</td>
<td>USA</td>
<td>Vero Beach, FL</td>
<td>0/2</td>
<td>ERA10LA162</td>
<td>Practicing Simulated engine failure, crashed on approach</td>
</tr>
<tr>
<td>160</td>
<td>2010-02-17</td>
<td>Piper PA-30</td>
<td>USA</td>
<td>Amarillo, TX</td>
<td>2/2</td>
<td>CEN10FA122</td>
<td>After takeoff left prop feathered, crashed</td>
</tr>
<tr>
<td>161</td>
<td>2010-02-11</td>
<td>ATR-42-300</td>
<td>Indonesia</td>
<td>Tanjung Redep</td>
<td>0/56</td>
<td>ASN &amp; ATSC</td>
<td>Engine failure during approach, 2nd engine during diversion</td>
</tr>
<tr>
<td>162</td>
<td>2010-01-28</td>
<td>CAP N228B Nomad</td>
<td>Philippines</td>
<td>Cotabato-Awang</td>
<td>8/8</td>
<td>ASN</td>
<td>Engine fire/ failure during takeoff, crashed</td>
</tr>
<tr>
<td>163</td>
<td>2010-01-25</td>
<td>EMB-110C</td>
<td>Brazil</td>
<td>Porfirio Apt.</td>
<td>2/10</td>
<td>ASN</td>
<td>Engine failure during approach</td>
</tr>
<tr>
<td>164</td>
<td>2010-01-21</td>
<td>Beech 1900C</td>
<td>USA</td>
<td>Sand Point, AK</td>
<td>2/2</td>
<td>ANC10FA014</td>
<td>Engine failure and loss of control after takeoff, crashed in ocean</td>
</tr>
<tr>
<td>165</td>
<td>2010-01-18</td>
<td>Beech B-60</td>
<td>USA</td>
<td>Madison, AL</td>
<td>2/2</td>
<td>ERA10FA115</td>
<td>R. engine failure, impacted terrain.</td>
</tr>
<tr>
<td>166</td>
<td>2009-12-24</td>
<td>Piper PA-23-250</td>
<td>Bahamas</td>
<td>Plana Cays</td>
<td>2/2</td>
<td>A09-01502</td>
<td>Pilot reported Left engine problems; then both engines lost, ditched.</td>
</tr>
<tr>
<td>167</td>
<td>2009-12-18</td>
<td>Beech 95-B55</td>
<td>SA</td>
<td>Wonderboom</td>
<td>2/2</td>
<td>CA182/3/37825</td>
<td>On takeoff, R Eng fouled plug, not full power. Lost height, crashed.</td>
</tr>
<tr>
<td>168</td>
<td>2009-11-09</td>
<td>Beech B200</td>
<td>USA</td>
<td>Greer, SC</td>
<td>0/3</td>
<td>ERA10LA056</td>
<td>Engine failure during approach, out of fuel?</td>
</tr>
<tr>
<td>169</td>
<td>2009-11-05</td>
<td>G111 Albatross</td>
<td>USA</td>
<td>Fort Pierce FL</td>
<td>0/3</td>
<td>ASN</td>
<td>Nr. 1 engine failed on takeoff, crashed.</td>
</tr>
<tr>
<td>170</td>
<td>2009-11-04</td>
<td>Beech 95</td>
<td>USA</td>
<td>Brenham, TX</td>
<td>0/1</td>
<td>CEN10LA039</td>
<td>Eng fail shortly after departure, forced landing, subst. damaged</td>
</tr>
</tbody>
</table>

List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete. Updated: 2018-09-24; AvioConsult (com) ¹) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
| No. | Date (y-m-d) | Airplane type | Country | Location | Fatal/POB | Report No. 1) | Brief description  
(? = not confirmed by report yet) |
<table>
<thead>
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</thead>
<tbody>
<tr>
<td>171</td>
<td>2009-10-22</td>
<td>BN-2 Islander</td>
<td>NL Antilles</td>
<td>Bonaire</td>
<td>1/10</td>
<td>PCI</td>
<td>#2 Eng fail on approach, ditched short of coast</td>
</tr>
<tr>
<td>172</td>
<td>2009-10-21</td>
<td>Boeing 707</td>
<td>UAE</td>
<td>Sharjar</td>
<td>6/6</td>
<td>PCI</td>
<td>After t/o, landed back to right, crashed 3 km from airport. Eng fail?</td>
</tr>
<tr>
<td>173</td>
<td>2009-10-17</td>
<td>DC-3C Dakota</td>
<td>Philippines</td>
<td>Manila</td>
<td>4/4</td>
<td>ASN</td>
<td>After t/o, eng. problems, RTB, crashed</td>
</tr>
<tr>
<td>174</td>
<td>2009-09-24</td>
<td>BAe Jetstream 41</td>
<td>South Africa</td>
<td>Merebank</td>
<td>1/3</td>
<td>ASN</td>
<td>Eng. fail on t/o, crashed</td>
</tr>
<tr>
<td>175</td>
<td>2009-09-22</td>
<td>IL-76</td>
<td>Iran</td>
<td>Varamin</td>
<td>7/7</td>
<td>ASN</td>
<td>Eng, fire, vert. tail damaged, loss of control</td>
</tr>
<tr>
<td>176</td>
<td>2009-09-16</td>
<td>Piper PA-34 Seneca</td>
<td>Portugal</td>
<td>enroute</td>
<td>3/3</td>
<td>Paper Eng. fail?</td>
<td></td>
</tr>
<tr>
<td>177</td>
<td>2009-09-16</td>
<td>Beech 200 Super King Air</td>
<td>USA</td>
<td>Hayward, CA</td>
<td>0/1</td>
<td>WPR09LA451</td>
<td>Loss power on t/o, crashed off apt.</td>
</tr>
<tr>
<td>178</td>
<td>2009-08-21</td>
<td>Beech 58 (Rattheon)</td>
<td>USA</td>
<td>Teterboro, NJ</td>
<td>0/2</td>
<td>FRA09LA449</td>
<td>High speed appr. Eng Failure?</td>
</tr>
<tr>
<td>179</td>
<td>2009-08-14</td>
<td>Beech 99 (F)</td>
<td>Portugal</td>
<td>Evora</td>
<td>2/2</td>
<td>CEN09WA524</td>
<td>LEI, go-around, turned left and collided with building</td>
</tr>
<tr>
<td>180</td>
<td>2009-07-18</td>
<td>Beech TC-45J</td>
<td>USA</td>
<td>Verdel, NE</td>
<td>1/2</td>
<td>CEN09LA444</td>
<td>Loss eng pw, forced landing, pilot not twin rated</td>
</tr>
<tr>
<td>181</td>
<td>2009-07-05</td>
<td>BN-2 Trislander</td>
<td>New Zealand</td>
<td>Ot Barrier Isl.</td>
<td>0/11</td>
<td>FSF</td>
<td>#3 prop separated</td>
</tr>
<tr>
<td>182</td>
<td>2009-07-04</td>
<td>BN-2 Islander</td>
<td>Guyana</td>
<td>Bagana, Isla</td>
<td>0/10</td>
<td>FSF</td>
<td>Eng. inop, emer landing, minor a/c damage</td>
</tr>
<tr>
<td>183</td>
<td>2009-07-03</td>
<td>Piper PA-34-200T</td>
<td>Brazil</td>
<td>Imperatriz, Mara.</td>
<td>0/2</td>
<td>ERA09WA406</td>
<td>OEI after t/o, forced landing landed short of rwy 25</td>
</tr>
<tr>
<td>184</td>
<td>2009-07-03</td>
<td>Piper PA-30 Twin Comman.</td>
<td>USA</td>
<td>Tucson, AZ</td>
<td>0/4</td>
<td>WPR09LA324</td>
<td>Loss left eng pw during t/o, impacted ground</td>
</tr>
<tr>
<td>185</td>
<td>2009-06-24</td>
<td>Beech 95</td>
<td>USA</td>
<td>Holbrook, AZ</td>
<td>4/4</td>
<td>WPR09FA309</td>
<td>Eng fail? after t/o, cont. roll to left</td>
</tr>
<tr>
<td>186</td>
<td>2009-05-14</td>
<td>Piper PA-23 Aztec</td>
<td>Guatemala</td>
<td>La Aurora</td>
<td>6/6</td>
<td>CEN09WA306</td>
<td>Eng fail? Destroyed shortly after t/o</td>
</tr>
<tr>
<td>187</td>
<td>2009-03-09</td>
<td>PZLM28TDBryza2RF</td>
<td>Polen</td>
<td>Gdynia</td>
<td>4/4</td>
<td>ASN</td>
<td>Crashed during training SE approach &amp; landing</td>
</tr>
<tr>
<td>188</td>
<td>2009-03-06</td>
<td>NAL Saras</td>
<td>India</td>
<td>Bidadi</td>
<td>3/3</td>
<td>ASN</td>
<td>Crashed during engine off test</td>
</tr>
<tr>
<td>189</td>
<td>2009-03-09</td>
<td>Ilyushin 76T</td>
<td>Uganda</td>
<td>Lake Victoria</td>
<td>11/11</td>
<td>PCI</td>
<td>Loss of engine power, crashed.</td>
</tr>
<tr>
<td>190</td>
<td>2009-03-06</td>
<td>N-22B Nomad</td>
<td>Thailand</td>
<td>Lop Buri Air Base</td>
<td>1/5</td>
<td>ASN</td>
<td>Eng problems after t/o, crashed.</td>
</tr>
<tr>
<td>191</td>
<td>2009-02-07</td>
<td>EMB 110 P1</td>
<td>Brazil</td>
<td>Santos Antonio</td>
<td>24/28</td>
<td>ASN</td>
<td>Eng, failure after takeoff, crashed in river</td>
</tr>
<tr>
<td>192</td>
<td>2009-01-29</td>
<td>Cessna 421B</td>
<td>Bahamas</td>
<td>Nassau</td>
<td>0/12</td>
<td>A0929630</td>
<td>OEI on appr. a/c subst, damaged</td>
</tr>
<tr>
<td>193</td>
<td>2009-01-17</td>
<td>Beech 58 Baron</td>
<td>SA</td>
<td>Thabazimbi</td>
<td>0/6</td>
<td>CA18/2/3/8605</td>
<td>R. Eng shut dn, loss of control, rapid descent, crashed</td>
</tr>
<tr>
<td>194</td>
<td>2009-12-18</td>
<td>Piper PA-31T Cheyenne</td>
<td>Argentina</td>
<td>Tigre</td>
<td>2/2</td>
<td>ASN</td>
<td>Tech problems after t/o, RTB, crashed (Eng fail?)</td>
</tr>
<tr>
<td>196</td>
<td>2009-12-09</td>
<td>MU-2B</td>
<td>USA</td>
<td>Millington, TN</td>
<td>0/1</td>
<td>ERA09FA083</td>
<td>Eng fail, RTB, Veered off runway</td>
</tr>
<tr>
<td>197</td>
<td>2009-11-28</td>
<td>Beech 58 Baron</td>
<td>Brazil</td>
<td>Anapolis</td>
<td>4/6</td>
<td>ASN</td>
<td>Loss of control after t/o, crashed on rwy, Eng fail?</td>
</tr>
<tr>
<td>198</td>
<td>2009-11-23</td>
<td>Beech 200 Sup King</td>
<td>Brazil</td>
<td>Recile – PE</td>
<td>2/10</td>
<td>ASN</td>
<td>Out of fuel on appr. (asym thrust?)</td>
</tr>
<tr>
<td>199</td>
<td>2009-11-13</td>
<td>AN-12</td>
<td>Irak</td>
<td>Bagdad</td>
<td>7/7</td>
<td>PCI</td>
<td>A/C mall. shortly after t/o, Eng fail?</td>
</tr>
<tr>
<td>200</td>
<td>2009-11-03</td>
<td>Beech 200</td>
<td>Mexico</td>
<td>Punto Chivato</td>
<td>1/1</td>
<td>CEN09WA052</td>
<td>Lost a/c + ROG – stall, impact eng, Engine failure?</td>
</tr>
<tr>
<td>201</td>
<td>2009-11-01</td>
<td>CASA 212</td>
<td>USA</td>
<td>Tocancos Bay, AK</td>
<td>0</td>
<td>ANCO9LA009</td>
<td>Engine failed on appr, no auto t/o, GA, emer landing, 2 injured</td>
</tr>
<tr>
<td>202</td>
<td>2009-10-24</td>
<td>Cessna 402C</td>
<td>Paraguay</td>
<td>Asuncion</td>
<td>5/5</td>
<td>ASN</td>
<td>Crashed after t/o, maint. test flight. Eng fail?</td>
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<tr>
<td>203</td>
<td>2009-10-23</td>
<td>Beech 58 Baron</td>
<td>South Africa</td>
<td>Limpopo</td>
<td>1/1</td>
<td>CA 18/2/3/8568</td>
<td>After t/o, R Eng failure, crashed</td>
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<tr>
<td>204</td>
<td>2009-10-21</td>
<td>Cessna 310</td>
<td>Mexico</td>
<td>Pedro J/ Mendez</td>
<td>5/5</td>
<td>ASN</td>
<td>Loss pw during t/o, crashed</td>
</tr>
<tr>
<td>205</td>
<td>2009-10-06</td>
<td>Cessna 421</td>
<td>Mexico</td>
<td>Oaxaca</td>
<td>2/2</td>
<td>CEN09WA016</td>
<td>R Engine fail, RTB, loss control while performing 360</td>
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<tr>
<td>206</td>
<td>2009-09-20</td>
<td>Piper PA-34-220T Seneca</td>
<td>Mozambique</td>
<td>Beira</td>
<td>6/6</td>
<td>ASN</td>
<td>OE stopped, crashed during em landing</td>
</tr>
<tr>
<td>207</td>
<td>2009-09-02</td>
<td>Lockheed Neptune</td>
<td>USA</td>
<td>Reno, NV</td>
<td>3/3</td>
<td>ASN</td>
<td>Loss pw left, loss of control after t/o</td>
</tr>
<tr>
<td>208</td>
<td>2009-08-28</td>
<td>Piper PA-31-350 Navajo</td>
<td>USA</td>
<td>Las Vegas, NV</td>
<td>1/1</td>
<td>ASN</td>
<td>Reported rough engine, RTB, crashed</td>
</tr>
<tr>
<td>209</td>
<td>2009-08-25</td>
<td>Beech 55 Baron</td>
<td>Chile</td>
<td>Corico Apt</td>
<td>3/3</td>
<td>ASN</td>
<td>Eng fail reported by pilot (prelim. info)</td>
</tr>
<tr>
<td>210</td>
<td>2009-08-24</td>
<td>B737-219</td>
<td>Kyrgyzstan</td>
<td>Bishkek</td>
<td>68/90</td>
<td>AD + PCI</td>
<td>Eng failure after t/o, RTB, crashed, fire.</td>
</tr>
<tr>
<td>211</td>
<td>2009-08-22</td>
<td>Beech A100 King Air</td>
<td>USA</td>
<td>Tuscarony</td>
<td>10/10</td>
<td>ASN</td>
<td>Emer landing in desert, Eng Fail?</td>
</tr>
<tr>
<td>212</td>
<td>2009-08-04</td>
<td>Piper PA-31chieftain</td>
<td>USA</td>
<td>Aniaik, AK</td>
<td>0/7</td>
<td>ANCO8LA097</td>
<td>At 200‘ engine failure, landed</td>
</tr>
<tr>
<td>213</td>
<td>2009-08-03</td>
<td>Beech 65-A90</td>
<td>Canada</td>
<td>Pitt Meadows Apt</td>
<td>0/7</td>
<td>A08P0242</td>
<td>Left engine failed, wrong engine shut down, forced landing</td>
</tr>
</tbody>
</table>

Updated: 2018-09-24; AvioConsult (com) 1) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
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<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No. 1</th>
<th>Brief description</th>
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<tr>
<td>214</td>
<td>2008-08-01</td>
<td>Piper PA-44-180 Seminole</td>
<td>Croatia</td>
<td>Zadar</td>
<td>2/2</td>
<td>ASN</td>
<td>D-GZXB, En route training. Eng Fail?</td>
</tr>
<tr>
<td>215</td>
<td>2008-07-25</td>
<td>Piper PA-31-350</td>
<td>Australia</td>
<td>Darwin</td>
<td></td>
<td></td>
<td>Landed on taxiway</td>
</tr>
<tr>
<td>216</td>
<td>2008-07-23</td>
<td>F-27-400M</td>
<td>Bolivia</td>
<td>Beni</td>
<td></td>
<td>ASN</td>
<td>#1 inop enroute, forced landing on road</td>
</tr>
<tr>
<td>217</td>
<td>2008-07-10</td>
<td>Beech 99A</td>
<td>Chile</td>
<td>Puerto Monz</td>
<td>9/9</td>
<td>PCI</td>
<td>After t/o, sharp turn left, crashed. Eng. fail?</td>
</tr>
<tr>
<td>218</td>
<td>2008-07-16</td>
<td>DHC-6</td>
<td>Canada</td>
<td></td>
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<td>FSF</td>
<td>?</td>
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<tr>
<td>219</td>
<td>2008-07-07</td>
<td>B747-209B(SF)</td>
<td>Colombia</td>
<td>Mosquera Bogota</td>
<td>0/8+3</td>
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Updated: 2018-09-24; AvioConsult (.com) ¹) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.

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<td>NYC06WA046</td>
<td>+ CA A05P0298 L Eng fail shortly after t/o, no feather, crashed</td>
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Updated: 2018-09-24; AvioConsult.com

1) Sources: NTSB, ATSB, TAIIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
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Updated: 2018-09-24; AvioConsult (.com) ¹) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.

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<th>Country</th>
<th>Location</th>
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<tr>
<td>371</td>
<td>2001-09-18</td>
<td>Let 410UVP-E</td>
<td>Guatemala</td>
<td>Guatemala City</td>
<td>8/13</td>
<td>AD</td>
<td>Engine problems after t/o, crashed</td>
</tr>
<tr>
<td>372</td>
<td>2001-09-13</td>
<td>LET 410UVP-E</td>
<td>Guatemala</td>
<td>Guatemala City</td>
<td>9/13</td>
<td>PCI</td>
<td>At t/o, eng. fail, crashed</td>
</tr>
<tr>
<td>373</td>
<td>2001-08-29</td>
<td>CASA 225-200</td>
<td>Spain</td>
<td>Malaga</td>
<td>4/46</td>
<td>AD</td>
<td>Engine failure on approach, crashed short of runway</td>
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<tr>
<td>374</td>
<td>2001-07-12</td>
<td>AN-28</td>
<td>Venezuela</td>
<td>Puerto Cabello</td>
<td>13/13</td>
<td>PCI</td>
<td>R. eng fail after t/o, crashed</td>
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<tr>
<td>375</td>
<td>2001-06-15</td>
<td>Transall C-160NG</td>
<td>Indonesia</td>
<td>Jayapura</td>
<td>1/19</td>
<td>PCI</td>
<td>Eng. trouble, RTB, skidded off runway</td>
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<tr>
<td>376</td>
<td>2001-06-11</td>
<td>Piper PA-34-200T</td>
<td>Germany</td>
<td>Thynnau</td>
<td>0, 5w</td>
<td>3X114-0/01</td>
<td>Engine failure en-route, emerg landing, too heavy</td>
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<tr>
<td>377</td>
<td>2001-05-17</td>
<td>F-27 400M</td>
<td>Argentina</td>
<td>Mendoza</td>
<td>5/5</td>
<td>AD</td>
<td>After t/o #2 failed, r. turn, crashed</td>
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<td>378</td>
<td>2001-05-01</td>
<td>MU-2B</td>
<td>USA</td>
<td>TheWoodlandsTX</td>
<td>2</td>
<td>FTV01FA111</td>
<td>Engine failure, out of control</td>
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<tr>
<td>379</td>
<td>2001-03-24</td>
<td>DHC-6 Twin Otter</td>
<td>France</td>
<td>St Barthelemy</td>
<td>F-ES101324</td>
<td>Use of Beta range in-flight</td>
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<td>380</td>
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<td>DC-3C</td>
<td>Venezuela</td>
<td>Ciudad Bolivar</td>
<td>24/24</td>
<td>PCI</td>
<td>Fire after t/o, rolled inverted, crashed</td>
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<td>2001-01-24</td>
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<td>USA</td>
<td>Nashvillen, TN</td>
<td>4/4</td>
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<td>Engine failure (R) shortly after takeoff, crashed</td>
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<td>382</td>
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<tr>
<td>383</td>
<td>2000-11-15</td>
<td>AN-26</td>
<td>Angola</td>
<td>Luanda</td>
<td>57/57</td>
<td>PCI</td>
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</tr>
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<td>384</td>
<td>2000-10-01</td>
<td>DHC-6 Twin Otter</td>
<td>Canada</td>
<td>Vancouver Harb.</td>
<td>0?</td>
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<td>385</td>
<td>2000-09-29</td>
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<td>New Zealand</td>
<td>Gisborn</td>
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<td>CAA #00/3191</td>
<td>Engine failure on left base, ditched</td>
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</tbody>
</table>

Updated: 2018-09-24; AviOConsult (.com) ¹Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.

<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No. 1)</th>
<th>Brief description (? = not confirmed by report yet)</th>
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<td>Piper PA-31 Chieftain</td>
<td>USA</td>
<td>Hawaii</td>
<td>1/9</td>
<td>PCI</td>
<td>R. Eng. failure, ditched</td>
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<td>387</td>
<td>2000-07-25</td>
<td>Concorde</td>
<td>France</td>
<td>Paris, Gonesse</td>
<td>109/109+5</td>
<td>AD, PCI</td>
<td>Fire left side, # 1 &amp; 2 failed after t/o, loss of control, crashed</td>
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<td>388</td>
<td>2000-07-20</td>
<td>DC-3 Dakota</td>
<td>Bahamas</td>
<td>Nassau</td>
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<td>PCI</td>
<td>After t/o, Eng #2 failed, RTB, crashed</td>
</tr>
<tr>
<td>389</td>
<td>2000-07-19</td>
<td>g-159</td>
<td>usa</td>
<td>Linneus, M</td>
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<td>PCI</td>
<td>Eng power loss, V &lt; Vmca, crashed</td>
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<td>390</td>
<td>2000-07-09</td>
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<td>Villavicencio</td>
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<td>391</td>
<td>2000-07-02</td>
<td>N-22C</td>
<td>Philippines</td>
<td>Cagayaacillo</td>
<td>14/15</td>
<td>PCI</td>
<td>Eng. problem, RTB, overran, ditched</td>
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<td>392</td>
<td>2000-05-31</td>
<td>Piper PA-31</td>
<td>Australia</td>
<td>Adelaide</td>
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<td>FSF publ</td>
<td>Loss eng power, left first, then right as well</td>
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<td>393</td>
<td>2000-05-21</td>
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<td>Wilkes-Barre</td>
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<td>DCA00MA052</td>
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<td>PCI</td>
<td>Eng fail, low on fuel, out of control</td>
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<td>395</td>
<td>2000-03-30</td>
<td>AN-26</td>
<td>Sri Lanka</td>
<td>Anuradhapura</td>
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<td>AD</td>
<td>Crashed 10 min after reporting engine trouble</td>
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<td>396</td>
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<td>2000-01-22</td>
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<td>San Antonio, TX</td>
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<td>398</td>
<td>1999-12-06</td>
<td>Piper PA-31-350</td>
<td>South Africa</td>
<td>Johannesburg</td>
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<td>PCI</td>
<td>Eng. fail at t/o, crashed</td>
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<td>399</td>
<td>1999-09-03</td>
<td>Cessna 404 Titan</td>
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<td>Glasgow</td>
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<td>Villavicencio</td>
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<td>PCI</td>
<td>Eng. fail at t/o, RTB, crashed</td>
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<td>401</td>
<td>1999-06-29</td>
<td>Beech 58 Baron</td>
<td>USA</td>
<td>Atlanta, GA</td>
<td>2/2</td>
<td>ASN</td>
<td>Engine problem shortly after takeoff, one engine out, LOC, crashed</td>
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<tr>
<td>402</td>
<td>1999-02-08</td>
<td>L-188A Electra</td>
<td>Congo</td>
<td>Kinshasa</td>
<td>7/7</td>
<td>PCI</td>
<td>At t/o, #3 failed, RTB, crashed</td>
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<td>403</td>
<td>1999-02-02</td>
<td>AN-12</td>
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<td>Luanda</td>
<td>14/14</td>
<td>PCI</td>
<td>L. eng fail during GA, loss of control</td>
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<td>404</td>
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<td>BN-2A</td>
<td>Australia</td>
<td>Coconut Isl.</td>
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<td>PCI</td>
<td>Eng. problem, ditched in river</td>
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<td>405</td>
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<td>EMB 110</td>
<td>Brazil</td>
<td>Manacapuru Rvr</td>
<td>5/24</td>
<td>PCI</td>
<td>Eng problem, ditched in river</td>
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<td>406</td>
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<td>SA-227AC</td>
<td>Spain</td>
<td>Barcelona</td>
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<td>PCI</td>
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<tr>
<td>408</td>
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<td>CV-240-53</td>
<td>Mexico</td>
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<td>Fire eng. 2, crashed</td>
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<td>410</td>
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<td>Peru</td>
<td>Piura</td>
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<td>PCI</td>
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<td>411</td>
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<td>Saab SF-340B</td>
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<td>Hsinchu</td>
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<td>PCI</td>
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<td>412</td>
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<td>Portugal</td>
<td>Terceira</td>
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<td>PCI</td>
<td>After t/o, loss power #3 &amp; 4, crashed</td>
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<tr>
<td>413</td>
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<td>F27-600</td>
<td>Myanmar</td>
<td>Yangou</td>
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<td>PCI</td>
<td>After t/o, #2 failed on t/o, swerved off runway</td>
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<td>414</td>
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<td>Dom Rep</td>
<td>Puerto Plata</td>
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<td>415</td>
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<td>SA-228T Metro II</td>
<td>Bolivia</td>
<td>La Veriente</td>
<td>19/19</td>
<td>PCI</td>
<td>Inadvertent switched off left magnetos, crashed</td>
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<td>416</td>
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<td>UK</td>
<td>Guernsey</td>
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<td>PCI</td>
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<td>417</td>
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<td>PA-34</td>
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<td>418</td>
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<td>Cuba</td>
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<td>420</td>
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<td>USA</td>
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<td>ASN</td>
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<td>421</td>
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<td>Indonesia</td>
<td>Tanjung Tadan</td>
<td>15/53</td>
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<td>Eng. fail on approach, GA – crashed</td>
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<td>422</td>
<td>1997-04-04</td>
<td>ATL-98 Carvair</td>
<td>USA</td>
<td>Griffin, GA</td>
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<td>PCI</td>
<td>Eng. fail on t/o, overran, crashed in building</td>
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<tr>
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<td>1997-03-13</td>
<td>C-130HF</td>
<td>Iran</td>
<td>Mashad</td>
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<td>PCI</td>
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<td>424</td>
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<td>Senegal</td>
<td>Tambacoumba</td>
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<td>Pwr loss left eng, after t/o, crashed</td>
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<td>DHG-4A Caribou</td>
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<td>PCI</td>
<td>Eng. trouble en-route, crashed on full power</td>
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<td>426</td>
<td>1996-12-24</td>
<td>HAL 748-2</td>
<td>India</td>
<td>Nellore</td>
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<td>Eng. fire, crashed en-route</td>
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<td>427</td>
<td>1996-12-16</td>
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<td>Birmingham, Al</td>
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<td>MIA97FA040</td>
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<td>DC-3</td>
<td>USA</td>
<td>Boise, ID</td>
<td>3/3</td>
<td>PCI</td>
<td>After t/o, R. eng. fire, RTB, V&lt;Vmca, crashed</td>
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</tbody>
</table>

Updated: 2018-09-24; AvioConsult (com) 1) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc.
<table>
<thead>
<tr>
<th>No.</th>
<th>Date (y-m-d)</th>
<th>Airplane type</th>
<th>Country</th>
<th>Location</th>
<th>Fatal/POB</th>
<th>Report No. 1)</th>
<th>Brief description</th>
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<td>C-130P</td>
<td>USA</td>
<td>Cape Mendo... CA</td>
<td>10/11</td>
<td>PCI</td>
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<td>Aubusson</td>
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<td>PCI</td>
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<td>PCI</td>
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<td>São Paulo</td>
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<td>ASN</td>
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<td>Waddenzee</td>
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<td>ASN</td>
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<td>DC-4</td>
<td>Canada</td>
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<td>PCI</td>
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<td>Eindhoven</td>
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<td>Port-au-Prince</td>
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<td>PCI</td>
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<td>Pwr loss 2 engines, lost control, crashed on soccer field</td>
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<td>BN-2A-27 Islander</td>
<td>Barbados</td>
<td>Bridgetown</td>
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<td>PCI</td>
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<td>445</td>
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<td>SA 227 Metro III</td>
<td>Australia</td>
<td>Tamworth</td>
<td>2/3</td>
<td>ATSB 9503057</td>
<td>Crashed shortly after t/o</td>
</tr>
<tr>
<td>446</td>
<td>1995-08-21</td>
<td>EMB 120 RT</td>
<td>USA</td>
<td>Carrollton, GA</td>
<td>8/29</td>
<td>PB96-910406</td>
<td>Loss prop blade, feathering not possible, crashed</td>
</tr>
<tr>
<td>447</td>
<td>1995-08-19</td>
<td>DC-3 Dakota</td>
<td>Canada</td>
<td>Vancouver</td>
<td>3/3</td>
<td></td>
<td>R. Eng fail, not compl. feathered, crashed</td>
</tr>
<tr>
<td>448</td>
<td>1994-12-13</td>
<td>Bae Jetstream 3201</td>
<td>USA</td>
<td>Morrisville, NC</td>
<td>15 + 13</td>
<td>DCA95MA006</td>
<td>Loss control GA (stall mentioned)</td>
</tr>
<tr>
<td>449</td>
<td>1994-08-03</td>
<td>Cessna 421</td>
<td>Canada</td>
<td></td>
<td></td>
<td></td>
<td>Engine failure t/o</td>
</tr>
<tr>
<td>450</td>
<td>1994-06-30</td>
<td>A330</td>
<td>France</td>
<td>Toulouse</td>
<td>7</td>
<td></td>
<td>Sim engine failure t/o, pilot error about auto flight</td>
</tr>
<tr>
<td>451</td>
<td>1994-04-24</td>
<td>DC-3 Dakota</td>
<td>Australia</td>
<td>Botany Bay</td>
<td>0</td>
<td></td>
<td>L. Eng fail, not compl. feathered, ditched</td>
</tr>
<tr>
<td>453</td>
<td>1993-01-09</td>
<td>HS-748</td>
<td>Indonesia</td>
<td>Surabaya</td>
<td>15/44</td>
<td>AD</td>
<td>Engine failure #2 on t/o - crash</td>
</tr>
<tr>
<td>454</td>
<td>1992-10-04</td>
<td>B747</td>
<td>Netherlands</td>
<td>Amsterdam</td>
<td>4+43</td>
<td>92-11</td>
<td>#3 &amp;4 separated from wing. Loss of control on appr, crashed</td>
</tr>
<tr>
<td>455</td>
<td>1992-09-19</td>
<td>Curtiss C-46F</td>
<td>Colombia</td>
<td>Bogota</td>
<td>11/11</td>
<td>AD</td>
<td>Eng fail t/o, no perf to climb Eng. failure, impact terrain</td>
</tr>
<tr>
<td>456</td>
<td>1992-07-31</td>
<td>YAK-42</td>
<td>China</td>
<td>Nanjing, Jiangsu</td>
<td>109/126</td>
<td>AD</td>
<td>Engine failure t/o</td>
</tr>
<tr>
<td>457</td>
<td>1991-12-29</td>
<td>B747</td>
<td>Taiwan</td>
<td>Taipei</td>
<td>5</td>
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<td>Engine failure t/o</td>
</tr>
<tr>
<td>458</td>
<td>1991-04-05</td>
<td>EMB-120</td>
<td>USA</td>
<td>Brunswick, GA</td>
<td>23/23</td>
<td></td>
<td>During landing approach, loss of control due to malf. left prop control</td>
</tr>
<tr>
<td>459</td>
<td>1991-04-14</td>
<td>DO-228</td>
<td>FR Iles Marq</td>
<td>Nuku Hiva</td>
<td>10</td>
<td>ISSN1148-4292</td>
<td>Engine failure – ditched on appr</td>
</tr>
<tr>
<td>460</td>
<td>1990-05-18</td>
<td>Beech 1900C</td>
<td>Philippines</td>
<td>Manila</td>
<td>25</td>
<td></td>
<td>Out of control on to after engine failure</td>
</tr>
<tr>
<td>461</td>
<td>1990-05-05</td>
<td>DC-6B</td>
<td>Guatemala</td>
<td>Guatemala city</td>
<td>27</td>
<td>DCA90RA025</td>
<td>Engine failure t/o</td>
</tr>
</tbody>
</table>

Updated: 2018-09-24; AvioConsult (.com) 1) Sources: NTSB, ATSB, TAIC, Aviation-Safety.Net (ASN), Flight Safety Foundation (FSF), Plane Crash Info (PCI), Airdisaster.com (AD), etc. 11

List of reported accidents with multi-engine airplanes after engine failure or asym. drag and subsequent loss of control — This list is definitely incomplete.