

Charlotte Airport Fire History

Last updated April 28, 2023

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See also this fleet history of airport apparatus: legeros.com/history/fleets/charlotte-airport.pdf

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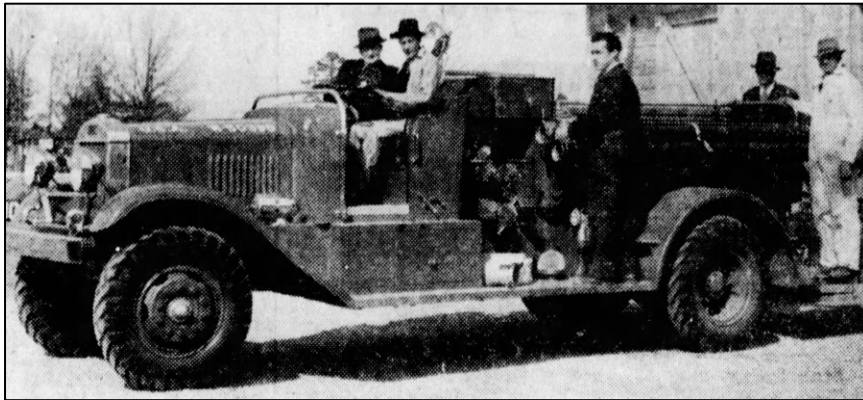
1936 to 1945

1936 - Charlotte Municipal Airport opened. Through owned and thus protected by the city, there were no dedicated fire units or personnel on site.

1940 - Airport renamed Douglas Municipal Airport.

1941 - USAAF took control of the field, renamed Morris Field.

1941, March - New pumper delivered, staffed by civilian crew of USAAF firefighters. The air base is "almost half completed" reported the Charlotte News, Mar 5, 1941. Pictured apparatus is a 1940 Holabird.



Charlotte News, March 5, 1941

Airport fire station also erected, wooden building with three bays.



USAF photo

Subsequent apparatus included the following.

- 1941 USA Holabird Class 110 / Type O-2 – Housed at fire station.
- 1943 Chevrolet / Mack Class 125 / Type O-4 – Housed at fire station.
- 1944 Brockway / ALF Class 155 / Type O-5 - 6x6 – Staged on airfield.



NCANG photo, undated

1945, May 14 – Last training flights were made from Morris Field. Reported news, the work of deactivating the base must be completed by May 31. Source: CO, May 15, 1945.

1945, May 31 – Morris Field deactivated.

1945, Jul 14 – News reports that the US Navy will use a small number of structures—warehouses, hangars, magazines—at the inactive airfield for storing ammunition components. Source: CO, Jul 14, 1945.

1946 to 1949

1946, May 14 – Control of Morris Field returned to city. The deeded property transferred to the city consisted of 107 buildings and 544.63 acres of land. To relieve the post-war housing shortage, the also city converted many of the base structures into apartment buildings. Source: <https://www.ncpedia.org/morris-field>

1946, May 15 - Airport FD closed. Eleven civilian USAAF firemen are relieved of duty. Two pieces of USAAF fire apparatus remained at the airfield. Source: CN, May 4, 1946.

1946, May 15 - CFD assumed responsibility for airport protection. A captain and six privates staffed apparatus left by the USAAF, a 1940 Holabird pumper and a 1940 Dodge/American pumper, housed in a wooden garage. They were separate from the rest of

CFD and even had their own budget. Council approved an emergency appropriation of \$1,500 to provide the protection. Source: CFD history, CN, May 14, 1946.

1947, Jan 16 - New 750 GPM pumper delivered yesterday, received from federal government, reported Charlotte News, "but little likelihood that the number of [city] personnel will be increased." Also needs new tank, as existing one is rusted. Source: CN, Jan 16, 1947.

1947, May - Charlotte News reported that the fire chief sought seven new personnel (one officer, six firemen) for the airport FD. Source: CN, May 14, 1947

1947, Jul - Airport has two trucks but only three firemen on duty, reports Charlotte Observer, July 28, 1947. Context was a two-story frame building at the airport that burned yesterday. It was occupied by Livingston Mills and saw several thousand dollars of damage.

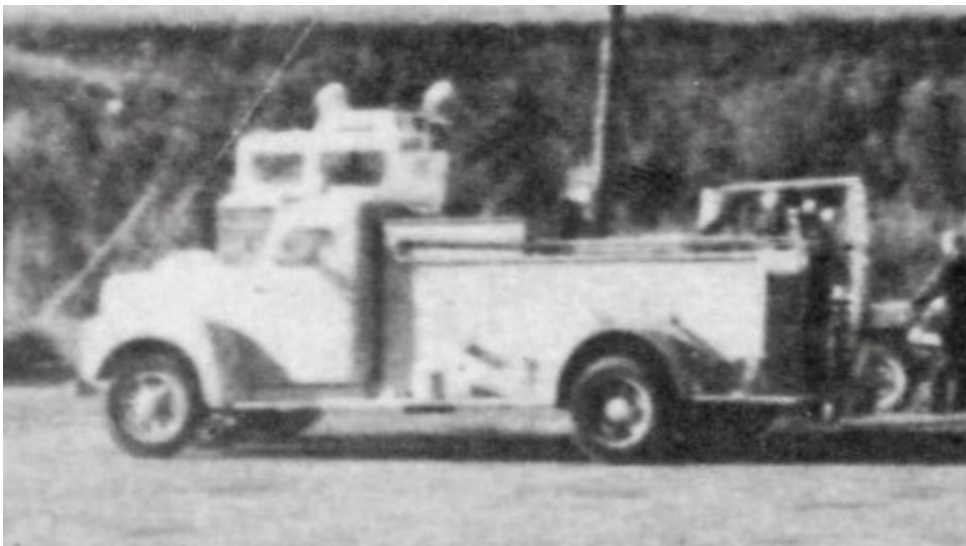
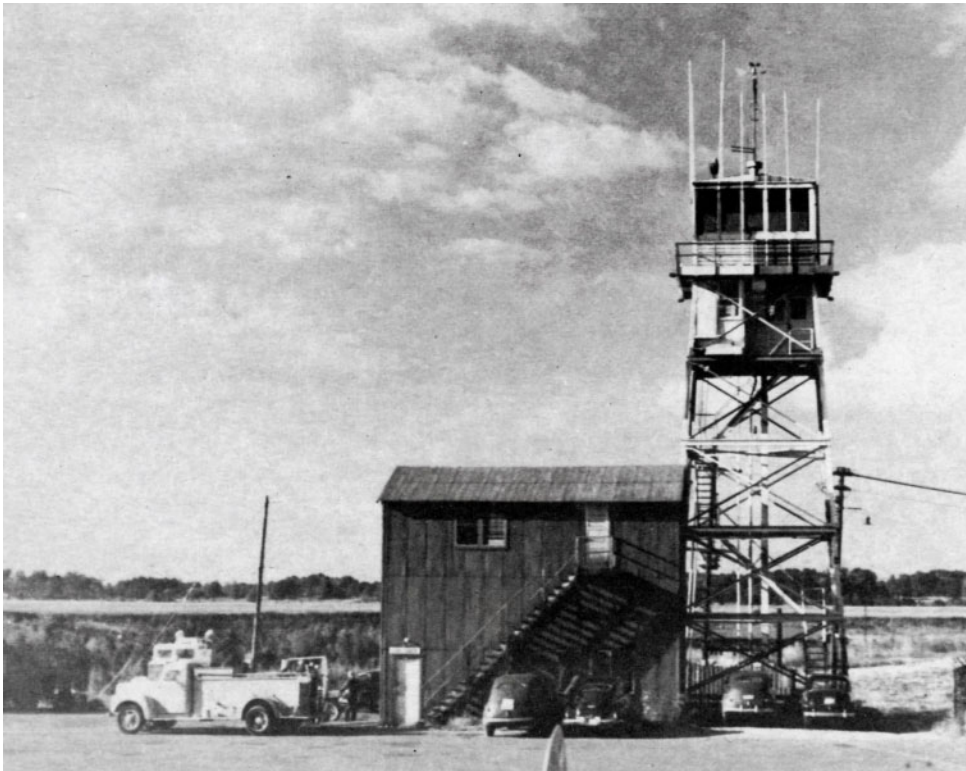


Charlotte engine at airport station, 1947. Source: CFD archives.

1947 - CFD airport firefighters granted civil service and become part of the department. Source: CFD history.

1948 - NCANG established, with activation of 156th Fighter Squadron at Morris Field. USAF/NCANG fire protection resources re-added.

1950 to 1959



Tower and “truck station” in October 1950, plus closer view via cropping. CFD archives photo.

1951, Feb - Fire chief sent city manager a letter recommending purchase of a crash truck for the airport and increasing the personnel with two more men. Chief Donald Charles noted there are 52 flights into the airport every 24 hours, not counting private planes and increasing numbers of military aircraft. He noted the large amounts of fuel carried by the passenger

planes, plus the tank trucks and tank storage at the airport. He also said that the airport fire station isn't suited for a crash truck and should be located near the runway for quick response and equipped with a radio with the control tower frequency. The airport fire station also protects the field's "residential areas" which has 56 buildings containing 404 apartments and other structures. Source: CN, Feb 26, 1951.

1951, Jun - Chamber of Commerce aviation committee endorsed planning for increasing fire and crash protection at the airport. The following month, representatives from both the Chamber of Commerce and the Junior Chamber started making appeals to city council members. Source: CN, Jun 22, Jul 3, 1951.

1952, May - Council authorized purchase of a wheeled dry- chemical extinguisher for the airport, costing \$2,100. Will be housed at the airport terminal and had "no relation" to the prior request for the purchase of a crash truck. [Presumably there were other/older such wheeled extinguishers already on site?] Source: CN, May 22, 1952.

1952, Jul - City manager authorized purchase of a \$15,000 crash truck, and with his suggestion that the present truck at the airport be returned to the federal government, which had loaned it. Also, that the new truck also be used for protection of the residential and commercial buildings at the airport. Source: CN, July 17, 1952.

1952, Oct - Council awarded bid for new crash truck, 500 GPM with "water tank, booster system, and extra pumps," cost \$14,450 delivered. Sources: City minutes, October 8, 1952; Legeros research.

1952, Dec 4 - NCANG announced that a new crash truck had been ordered. It will be available for use during day hours when full crews are available, or any time when trained men are available. The CFD airport unit is available 24/7, as CFD members are always on site. Source: CN, December 4, 1952.

1953, Aug 6 - News reported that the new CFD crash truck was recently delivered. "Auxiliary equipment" was being installed and the crew was being trained. Source: CN, Aug 6, 1953.

1953, Aug 13 - New CFD crash truck placed in service, 1953 Ford/Oren, 500/1000, and equipped to fight both "crash fires" and "conventional fires." Was activated at 8:00 a.m. and would replace the existing truck using during WWII. Six men on two shifts manned the crew. Source: CN, Aug 13, 1953.



CFD archives photo

1953, Sep 11 - News reported the new NCANG fire station has been completed. The two story building will house two "crash fire trucks", an ambulance, and a "wrecker." Replaced an "old red frame building" built/used when the airport was a military air base. The building cost approximately \$15,000 and was located next to the control tower and near the NCANG hangar. Source: CN, Sep 11, 1953.

Airport now has two fire stations, one with CFD (wooden building) and one with NCANG (block building).



Charlotte News, September 11, 1953

1953, Sep 23 - NCANG received new Marmon-Harrington O-10 crash truck, cost \$35,000. First O series for airport. Equipped with 550 gallons of water, ___ gallons of foam, and 20 gallons of bro mo chloromethane. Source: CN, Sep 6, Sep 26, 1953.



Generic photo, not Charlotte

1953 - CFD annual report listed two platoons of personnel for Morris Field Engine Company:

- Captain
- Driver
- Asst. Driver
- Nozzleman
- Hydrantman
- Hoseman

That year they responded to 95 alarms.

1954 - Airport rebranded with original 1940 name of Douglas Municipal Airport, upon opening of new terminal.

1957, May 16 - CFD airport station (wooden building) closed and personnel were relocated to new Station 10, activated that date. The 1953 Ford/Oren was moved to Station 10 as a second engine, and was originally numbered Engine 13. It was renumbered Engine 22 in the early 1960s. The NCANG station (block building) remained operational.

1957, May - Airport fire protection consisted of a crash truck "kept ready" and manned by airline services personnel, plus NCANG units and personnel "normally available" during the working day, with two crash trucks, a rescue truck, and an ambulance.

1957, June 14 - USAF jet crashed, pilot escaped harm. Though the NCANG crash truck was on site, its members were off-site for summer maneuvers in Georgia. The NCANG equipment arrived 50 minutes after the crash. Two hours later, CFD crews were still trying to extinguish the blaze. This incident led to improved fire protection, including returning Charlotte FFs to the airport.

1957, Jun 19 – News citation that the NCANG fleet included two “up-to-date” crash trucks, which were normally manned by “full crews” until 4:00 p.m. on week days. Source: CO, Jun 19, 1957.

1957, June 21 - News announced that a "full-fledged investigation" by the city manager, the fire chief, and the airport manager would begin into the fire protection at the airport, following the June 14 crash and fire of a USAF jet. Source: CN, June 21, 1957.

1957, Jun 25 – News reported that the airport manager announced that an “air rescue unit” was being established with local Civil Air Patrol unit, and a “modern USAF crash truck” had been ordered for the unit, and delivery was expected in 30 days or less. [Them what happened?] Source: CN, Jun 25, 1957.

1957, October - Working agreement signed between NCANG, airport, and CFD. Formal/expanded agreement signed in 1958. Said (as it does today) that NCANG would provide equipment and facilities and CFD would provide personnel. Source: CN, October 31, 1957; CFD history.

1957, November - Council approved staffing plan for new CFD airport crash crew.

1958 – NCANG ARFF capability upgraded with second O-10 crash truck added and in advance of new F-86-L jets coming in 1959 and C-119 transports coming in 1960. Source: CFD/N.

1958, Feb - City manager announced appointment of 14 personnel for new CFD airport crash crew. Six of the members had previous experience in ARFF. They reported for duty on March 1. They were subsequently awarded rank based on their performance on a general knowledge test. Source: CN, Feb 13, Mar 3, 1958; CFD/N.

1958, Apr 16 - New CFD crash crew activated at the NCANG fire station (block building), located near the NCANG hangar. The CFD personnel staff NCANG apparatus. They completed six weeks of training including ARFF instruction at Shaw AFB in Sumter, SD. Source: Charlotte Mar 3, Apr 16, May 9, 1958; CFD/N.

1959, January – The NCANG 145th Fighter-Interceptor Squadron received the first new F86-L jets, upgrading from their F-86E jets. Source: CN, Aug 25, 1958; CO, Jan 13, 1959.

1960 to 1969

1961 - NCANG fighter squadron disbanded and new USAF aircraft added, C-119 “Flying Boxcars.” Source: CN, Jan 17, 1961.

1961 - The 14 CFD airport firefighters were approved for civil service protection and became the only Charlotte firefighters hired as civilians and who become certified civil-service firefighters and join the retirement system, and without attending recruit school. Source: CFD/N

1966 – Crash trucks changed from two O-10 models to one O-10 and one O-11-A model, the latter a 1954 model. The change is made to support the new C-121 aircraft assigned to the base. Source: SN.

1962, May – NCANG base adds C-121C Super Constellation passenger-transport planes. Source: CN, May 29, 1962.

1963, May - News reported that fire chief recommended increasing the resources at the airport with six new men to meeting the requirements of a "larger capacity crash unit," a new [added?] tanker, and a pumping engine for structural protection. Source: CN, May 27, 1963.

1963/64/65, circa - The 1928 American LaFrance was assigned as the airport engine. It was cross-staffed by crash unit personnel and ran as a regular engine on airport property. Source: CFD/N.

1965, Apr 21 – News reported that on Monday, a tanker was added to the airport fire fleet, that's capable of “making more than 12,000 gallons of foam.” Source: CO, Apr 21, 1965.

1966 – Crash trucks changed from one O-10 and one O-11-A to a pair of O-11A crash trucks, both 1954 models. The change is made to support the new C-124 aircraft assigned to the base. Source: SN.

1966, Nov – NCANG base adds C-124 Globemaster transports. Source: CO, Nov 12, 1966.

1967, Aug – News reports that the NCANG will expand the fire station with space for an additional fire truck, as part of more than \$1M of improvements planned at the airport that year. Source: CN, Aug 21, 1967.

1969, July – Airport received a “B” rating in a report by the Air Line Pilots Association, meaning airport fire protection was good but less than required. Other “B” airports were Asheville, Greenville, Raleigh, Winston-Salem. Airports rating “A” were Elizabeth City and Wilmington. Source: CH, Jan 2, 1969.

1969, July, Aug - Airport apparatus consisted of the following, reported in news stories:

- two USAF O-11A crash trucks (Crash 1, Crash 2), 1000 gallons water, 100 gallons foam
- one USAF R-2 rescue truck with extrication equipment, 20 gallons CB, 15# CO2
- one 3/4-ton truck with 115# CO2, 42 gallons CB, 200# dry powder
- one 3/4-ton truck with 40 gallons CB
- one water tanker with 1,500 gallons water, 150 gallons foam (Crash 3)
- one foam trailer with 275 gallons of foam.

Sources: CN Jul 2, Aug 9, 1969



Undated photo from CFD archives

1969 - The 1953 Ford/Oren returned to the airport and became Engine 17, after Engine 10 received old Engine 5 (1963 Seagrave), and Engine 22 received old Engine 10 (1956 Seagrave). The engine was cross-staffed by crash unit personnel.

1970 to 1979

1970 – Third crash truck added, 1957 American LaFrance O-11B, USAF #57-240_, added ahead of larger C-130 transport planes coming the following year: Source: SN.

1971, May 15 – NCANG unit re-designated 145th Tactical Airlift Group and equipped with newly added C-130 B transport aircraft. Source: CO, Feb 25, 1971; NCANG.

1974, May - New city budget included \$45,520** for airport fire apparatus, to be used to purchase:

- Two ARFF vehicles that carry 2000 gallons of water each
- One crash response vehicle with dry chemical and water
- One tanker
- One rescue truck

**The reported amount was either inaccurate by a factor of ten, or the story inadvertently reporting the current CFD and NCANG fleet, versus a list of vehicles to be purchased. More likely the later, with the budgeted amount for purchasing one large vehicle or two/three small ones? Source: CN, May 28, 1974

1974 – Snapshot, run card for airport incidents:

BOX NO. 9999		LOCATION: Douglas Municipal Airport						
	ENGINE CO.	ENGINE CO.	ENGINE CO.	ENGINE CO.	ENGINE CO.	LADDER CO.	LADDER CO.	CAR TRUCK
CODE 1	10	13		Notify Chief Dowdy Standby at Airport Station				5
CODE 2	5	2	S - 1	Report Directly to Scene			10	C-2 C-3
CODE 3	21	1		Report Directly to Scene			1	
CODE 4	4	12					2	
REMARKS: Code 2, 3, & 4 Char. Life Saving								
Training Division, Asst. Chief Operations,								
Chief of Fire Dept., Red Cross & all hospitals.								
Code 2 - E 4 to Sta. 10								
Code 3 - E 11 to Sta. 10								
Code 4 - E 6 to Sta. 1								

1976, Apr - NCANG received new ARFF unit, 1976 Oshkosh P-2 crash truck, \$39,469.
Source: CO, April 21, 1976.

1977, Apr 8 - Airport fire truck struck by twin-engine Piper Seneca, while the aircraft was taking off. One landing gear damaged and required emergency landing. Minor damage to fire vehicle. No injuries. Contributing factors determined to include blocked view of air controller, by the tall tail of a passenger jet. Source: CN, Apr 14, 1977.

1978 - By this time, ARFF units were designated Blaze.

1978 - City limits reached the airport property and Engine 17 began answering calls to areas contiguous to the airport. The engine was cross-staffed by Blaze personnel. Each time Engine 17 answered a call, Engine 10, 13, or 21 responded to Station 17, to provide personnel for Blaze 2 and a firefighter on Blaze 7. Source: CFD/N.

1980 to 1989

1982 - Airport renamed Charlotte Douglas International Airport with the opening of a new terminal.

1982, Dec - Station 9 closed when new Station 2 opened and its response area was combined with the relocated Station 2. An agreement was made between CFD and the airport. The crew from Engine 9 were permanently assigned to Engine 17, and the Blaze unit personnel would be funded by the airport, since they would no longer be used for calls off-airport.

Source: CN, Dec 28, 1982; CFD/N.

1983, Jun 30 – Snapshot, news reported 82 aircraft emergencies during last twelve months.

Source: CN, Jan 22, 1985.

1984, Jun 30 - Snapshot, news reported 61 aircraft emergencies during last twelve months.

Source: CN, Jan 22, 1985.

1985, Jan – By this time, the ARFF units consisted of:

- Blaze 1 – 1965 FWD / 1980 Quality P-2
- Blaze 2 – 1962 FWD / 1984 Quality P-2
- Blaze 3 – 1976 Oshkosh P-4

1985, Mar - Snapshot:

- Apparatus included three ARFF units, two quick-attack units with dry chemical and foaming agent, and a rescue unit.
- Six pieces of apparatus were owned by NCANG.
- 51 city firefighters were assigned to the station, which average of 13 on duty each shift.
- For aircraft accidents, an engine and battalion chief responded from a CFD station on nearby Remount Road.
- Three designations were used for aircraft emergencies:
 - Code 1 for minor problems
 - Code 2 for serious problems, like smoke in cockpit
 - Code 3 for plane crash.
 - Additionally, CFD used Code 1 for plane with 9 or fewer souls and Code 10 for 10 or more.

Source: CN, Jan 22, 1985.

1985, Apr - New Station 17 opened at 5308 Morris Field Drive. The \$1.1M facility was built by the NCANG and replaced the 1958 facility.

1988, Mar - NCANG received new tanker, 1988 International/KME tanker P-18, 2,000 gallons. Source: CFD newsletter.

1990 to 1999

Goes here.

2000 to 2009

2009, May - Battalion 8 activated as the Airport Chief, a position first proposed in the early 1970s. Source: CFD/N.

2010 to 2019

2010 – Airport adopted purchasing plan that resulted in city-owned ARFF apparatus meeting the required FAA airport index for the first time, instead of supplemented by NCANG apparatus. This was accomplished by purchasing additional ARFF units and now operating from two stations. From 1947 to 2010, the city/airport had purchased four ARFF trucks. From 2010 to 2015, they purchased seven. Source: CFD/N.

2010, circa - Pair of refurbished 1990 E-One Titan 6x6 crash trucks were purchased used, presumably for equipping new Station 41.

2010, Jul 19 - Station 41, second airport station, opened at 5740-B West Boulevard. Designed, built, and owned by NCANG. Adds 21 additional CFD personnel, increasing on-duty ARFF (Blaze) unit staffing from 9 to 14 and total airport staffing to 19. Source: CFD history, CFD/N.

2011 - Engine 30 added to Battalion 8, increasing the minimum staffing to 23, which has continued to 2023. Source: CFD/N.

2012 - Airport master plan approved with plans to add a third fire station in the middle of the airfield, to house two additional Blaze units, a structural fire company, a battalion headquarters, and a training area. To be completed in conjunction with the fourth parallel runway construction. Source: CFD/N.

2014 - One Airport Chief was replaced with a Battalion Chief on each shift. Source: CFD/N.

2015 - Division Chief added at request of the airport, to return to a single point of contact.
Source: CFD/N.

2018 – NCANG officially transitioned from C-130 Hercules to C-17 Globemaster III.
The last C-130 departed on December 22, 2017. Source: NCANG.

2020 to Present

2022 - Station 41 expanded with 4x2 additional vehicle bays, adding ~6,500 square-feet of space, with ~6,000 square-feet for bays and ~500 square-feet for storage.

Major and Notable Incidents

Note: For citations of dozens of military aircraft accidents at Morris Field, browse the data lists at accident-report.com

1941, Nov 16 – P-40 Pursuit Plane Crashed During Takeoff

Was taking off on the north-south runway when the motor died. It was traveling about 150 miles an hour and was approaching a “helpless crowd of civilians.” The pilot used the tail controls to swerve at a right angle, which pitched the aircraft over on its nose “in a ground loop.” The pilot was not injured, but he crashed another plane two days later and at nearly the same spot. Source: CN, Nov 17, 1941.

1941, Nov 18 – P-40 Pursuit Plane Crashed During Takeoff

Overshot the north end of the main runway and crashed into two private-owned automobiles at the Douglas Airport administration building. The pilot was not injured, but the cars were driven 150 feet into a riven beside the railroad tracks. Occurred in late afternoon. Source: CN, Nov 19, 1941.



1941, Nov 21 – P-40 Pursuit Plane Crash Landed in Field

One of eighteen that landed in “hostile weather conditions,” following their departure at 7:30 a.m. for a “ground-strafting mission near Albemarle.” As the weather changed and clouds and fog descended, they headed back to the airfield. Sixteen of the 18 pilots landed safely at the airfield. One made a belly landing in a “wheat field along the Shopton Road in Shopton” after running out of fuel. The other “rolled to a safe stop in an oat patch near Indian Trail in Union County.” Source: CO, Nov 21, 1942.

1942, May 10 – P-40 Pursuit Plane Crashed

Crashed on a runway and the pilot was killed instantly. Occurred at 4:15 p.m. The aircraft was destroyed. Source: CN, May 11, 1942; CO, May 10, 1942.

1942, May 17 – O-47-A Crashed During Takeoff

Crashed at 4:30 p.m. during an attempted take-off. The pilot apparently lost control of the aircraft as it was gaining altitude. It crashed near a hanger on the north side of the airfield “in full view of a number of members of air base personnel.” The aircraft was “demolished.” Three aboard. The pilot was killed and the two others had minor injuries. Source: CO, May 18, 1942, CN, May 18, 1942.

1942, May 18 – Fighter Plane Crash Landed in Field

Crashed a few minutes before noon, making a “forced landing” in a “small open field surrounded by pine woods near the eastern limits of the reservation.” The plane’s motor died while his landing gear were still raised and forced the belly landing. The plane was heavily damaged and the pilot was injured. Source: CN, May 18, 1942.

1942, Nov 26 – Medium Bomber Crashed at Airport

Crashed into a patch of woods near one of the runways and within the base limits shortly after 5:00 p.m. Four aboard. Two Army officers were injured, one seriously. The cause was not determined at the time of news reports. Source: CO, Nov 26, 1942.

1943, Sep 10 – Army Pursuit Plane Crashed After Takeoff

Crashed about 6:30 p.m., about a minute after takeoff, and into a wooded area near the base. The pilot was killed instantly. Source: CO, Sep 11, 1943; CN, Sep 11, 1943.

1944, Apr 27 – A-20 Bomber Crashed Near Airport

Crashed at 7:00 p.m. Witness said they saw smoke trailing from the left engine of the aircraft a few moments before the crash. When it crashed into a field “about 300 yards behind the old Hovis home on Steele Creek road”, the engine was “wrapped in flame.” The pilot’s body was thrown from the plane on image and some soldiers dragged the pilot’s body away from the burning wreckage. The pilot was killed. Source: CO, Apr 28, 1944

1944, Jul 13 – A-20 Bomber Crashed West of Airport

Crashed shortly at 3:00 p.m. near Rhyne station on the P & N Railway, about ten miles west of the airfield. It burned after the crash. The lone occupant, the pilot was killed. Source: CN, Jul 13, 14, 1944; CO, Jul 14, 1944.

1944, Aug 5 – A-20 Bomber Crashed near Airport

Was returning from a routine flight when, according to witnesses, one of the engines died as it was above a drive-in movie theater on Wilkinson Boulevard, shortly after midnight. It then plunged to the ground about 50 yards from the roadway, one mile west of the theater. After smoking a few minutes, it burst into flames. The pilot, the lone occupant, was killed. Source: CN, Aug 5, 1944.

1944, Oct 1 – B-17 Bomber Crashed While Landing

Was landing at 5:30 p.m. when a landing gear collapsed. The plane slide off the runway and caught fire. The crew escaped with injuries. The plane burned for over two hours, despite the attempts of the base fire department to save the aircraft. Several other B-17 bombers arriving about the same time landed safely. Source: CO, Oct 2, 1944; CN, Oct 2, 1944.

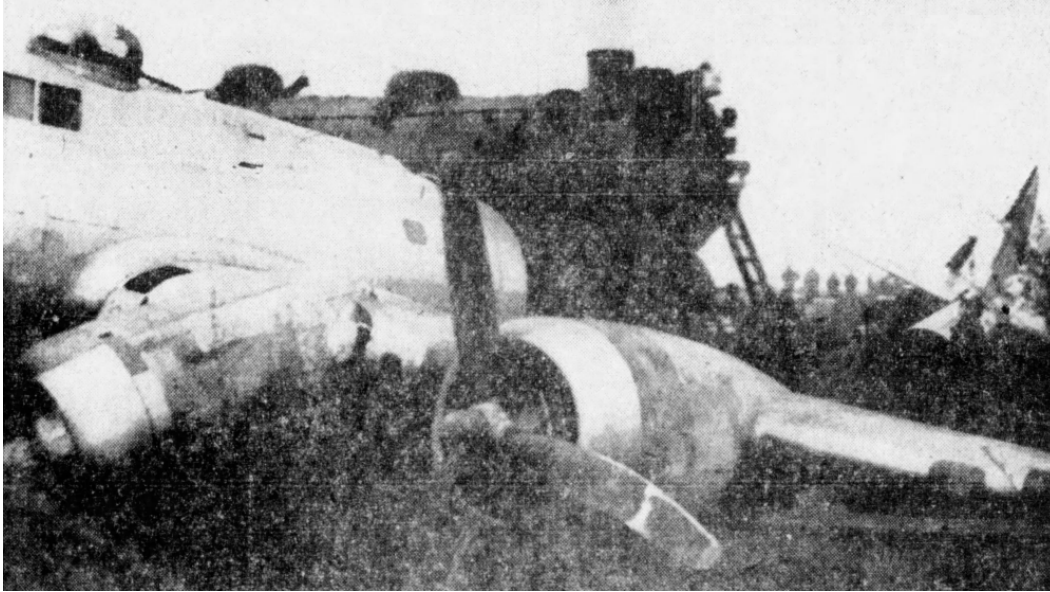
1944, Oct 25 – A-20 Bomber Crashed Near Airport

Crashed shortly before noon on Mt. Holly Road in a “pine ticket near the Godley Brothers abattoir.” The lone occupant, the pilot, bailed out of the aircraft but his parachute didn’t open. He was apparently too close to the ground for the parachute to save him. He struck the ground “in the front yard of the Godley home.” The two-engine plane “swirled into a pine thicket 200 yards to the northeast.” It struck the ground and exploded but did not catch fire. Source: CN, Oct 25, 1944; CO, Oct 26, 1944.



1944, Nov 29 – B-17 Bomber Crashed on Railway Tracks Near Airport as Train Approached

Crashed about 10:15 a.m. It had attempted to land on the north-south runway, instead landed on the double tracks, striking telephone wires, and came to rest with part of the fuselage across the tracks. At the same time, Southern Railway Train No. 39 had “rounded the bend almost simultaneously.” Two “fast-thinking spectators” flagged down the train, which stopped in time. There were no injuries. Source: CN, Nov 29, 1944.



1945, Sep 19 – Training Plane Crashed at Takeoff

Crashed and burned in the early afternoon while attempting to take off. The two men aboard were transported with injuries, including burns, that were not serious. Source: CN, Sep 19, 1945.

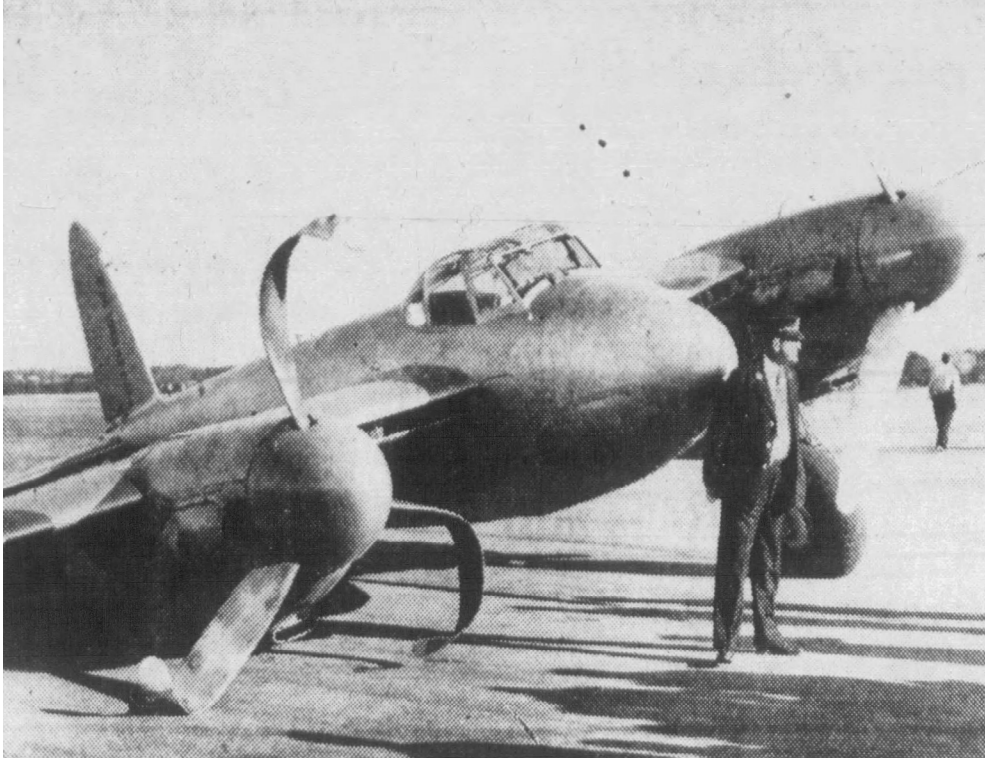
1945, Nov 4 – Light Plane Crashed on Landing Approach

Crashed about 7:00 p.m. about a quarter-mile west of the airport. The plane went into a tail-spin, reported an observer in the tower. The pilot was attempting to “locate the proper runway” to make a landing. Two were aboard, both killed. Source: CN, Nov 5, 1945.



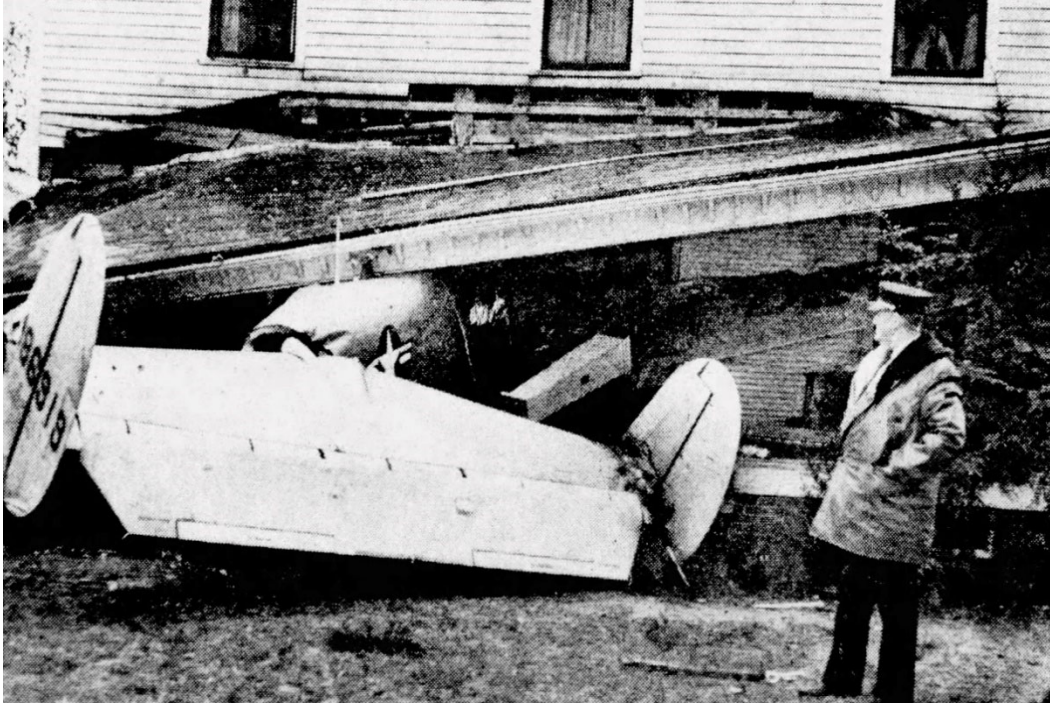
1948, Jan 10 – DH-98 Mosquito Crashed While Landing

Crashed in the middle of a runway in the afternoon after a test flight. Pilot Major Jean Doar was planning to attempt a new around-the-world record with the plane. The crash was caused by the collapse of the right landing gear. Doar was not injured. Source: CO, Jan 13, 1948.



1950, Feb 22 - Military C-45 Beechcraft Crashed into House

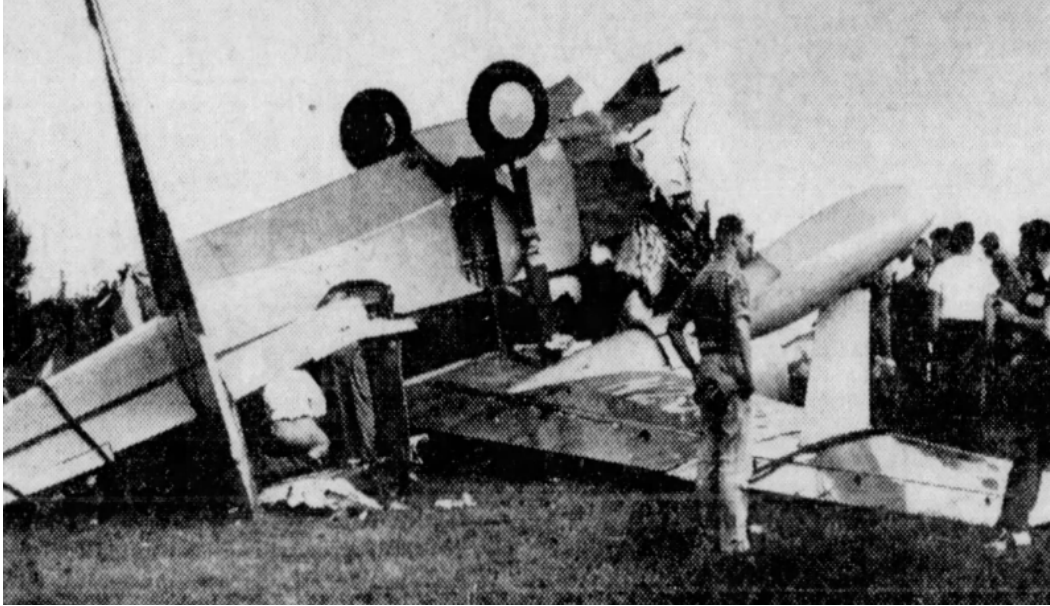
The Army Air Force C-45 Beechcraft was approaching the airport, when it crashed into a home on York Road, after striking several trees. It crashed about 11:45 p.m. The pilot suffered minor injuries. The occupant in the home was not injured. A fire truck responded from the Navy munitions depot on York Road.



Charlotte News photo.

1950, May 24 – Seaplane Crashed During Takeoff

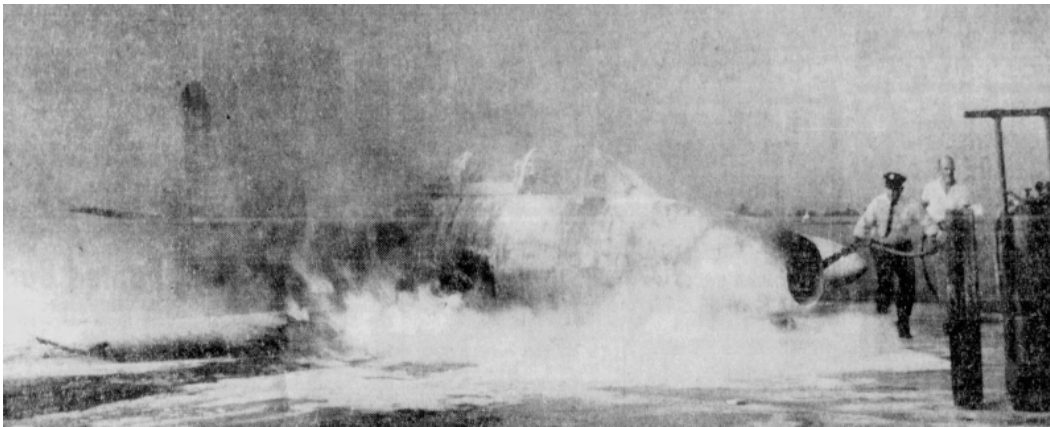
The Grumman G-73 Mallard seaplane crashed during takeoff at about 2:15 p.m. Six souls were aboard, one person later died. It crashed on the northwestern side of the airfield, near a hanger. It struck an embankment just off the north runway. It caught fire but was quickly extinguished by NCANG firefighters. It apparently encountered a crosswind as a thunderstorm was “breaking.” Source: CN, May 24, 1950; CO, May 25, 1950.



Charlotte Observer photo

1957, June 14 – F-845 Crashed on Landing

The plane suffered a brake failure on landing at about 5:47 p.m., which caused it to veer and its landing gear to collapse. It skidded off the runway onto “rougher ground” and on its belly for some 200 yards before stopping. It caught fire, but the pilot escaped harm. Though the NCANG crash truck was on site, its members were off-site for summer maneuvers in Georgia. CFD units arrived from Station 9 about 14 minutes after the crash. Despite work by CFD units and later-arriving NCANG unit, the plane burned for several hours. This incident led to improved fire protection, including returning Charlotte firefighters to the airport. Source: CN, Jun 15, 1957; CO, Jun 15, 1957.



Charlotte News photo

1957, Aug 24 – Beechcraft Made Belly Landing

During a routine touch-and-gone landing, the landing gear apparently collapsed. The plane skidded several yards on its belly before stopping on the edge of the north-south runway. It occurred about 4:45 p.m. The two occupants, Navy Reserve pilots, were not injured. Source: CO, Aug 25, 1957.

1958, Mar 29 – T-33 Trainer Struck Duplex

Was attempting an emergency landing in the early morning hours the USAF T-33 crashed into a duplex 5631 Old Gastonia Road, near the intersection at Old Dow Road and Harlee Avenue. The lone occupant, the pilot, was killed. He had declared an emergency at 4:23 a.m. when he was low on fuel and after visibility suddenly changed from clear skies to clouds and fog, with nearly no visibility. He said he was going to attempt an instrument landing and NCANG crash units were sent to the end of the runway, along with a CFD unit. After overshooting most of the runway, he reported that he was going to go around and try again. Seconds later, the banking jet struck high-voltage power lines, 300 yards of tree tops, a “chicken house”, and a garage, and crashed into the duplex, a quarter-mile from the end of the runway. The nine occupants of the single-story frame building escaped without injury. The building caught fire and burned to the ground. Source: CO, Mar 30, 1958.



UP photo from CFD archives

1958, May 8 – Lockheed Constellation Emergency Landing with Nose Gear Collapse

Eastern Airlines Flight 701 operating a Lockheed Constellation made an emergency landing, after a stopover on a flight from Detroit to Miami, with 58 passengers and seven crew. It had

landed in Charlotte at 11:30 a.m. and departed at noon. The pilots immediately noticed a problem with the front landing gear, and circled the airport for three hours, to burn fuel. Thousands of people rushed to the airport, to watch what was happening. State and county police erected roadblocks at the "principle intersections" to avoid traffic jams. Incoming emergency units included Wilkinson Boulevard VFD, eleven ambulances, six doctors and a nurse, and "a minister, a rabbi, and a priest." Source: [goes here]



Will Randall photo via Eastern Airlines FB group.

1964, Jul 20 – Eastern Airlines Flight 702

Eastern Airlines DC-7B ran off the runway upon landing at 7:00 p.m. The 56 souls aboard escaped unharmed. Was the first major incident since NCANG and CFD began cooperative fire and crash protection agreements. Crash was caused when the left engines failed to reverse, as the pilot tried to slow the plane down, and caused the plane to veer sharply to the right and apparently placed pressure and strain upon the nose wheel, causing it to collapse. Source: CN, July 21, 1964; CO, July 22, 1964.



Charlotte Observer photo

1965, Oct 16 – Eastern Airlines Flight 369

Eastern Airlines DC-7B crash landed, after a landing gear collapsed upon landing at 4:51 p.m.. It skidded down 2,000 feet of runway and eventually the right wing tip caught fire. The plane came to rest near the airport fire station and the fire was quickly extinguished. There were 59 souls aboard. One person was slightly injured. Source: CO, Oct 17, 1965.

1974, Sep 11 – Eastern Airlines Flight 212

On a Saturday morning, the Eastern Airlines DC-9 was on final approach when it disappeared from radar at 7:32 a.m. Attempting an landing using instrument approach due to dense ground fog, it clipped numerous trees, snapped its wings, and ruptured its fuel tanks as it crashed about three miles short of Runway 36. There were 82 souls aboard, and 13 survived the initial impact. Another three later died of severe burns.

NTSB probable cause determined as “The flight crew's lack of altitude awareness at critical points during the approach due to poor cockpit discipline in that the crew did not follow prescribed procedure.”



Charlotte News photo

1985, Jun 28 – Piper PA-42 Cheyenne Crashed on Landing

Two souls aboard, two killed. Occurred at 1:48 a.m. The aircraft collided with a tree and a pole short of the runway during a night VFR approach to land.

1986, Oct 25 – Boeing 737 Overshot Runway

On a rainy Saturday evening, Piedmont Airlines Flight 467 operating a Boeing 737 heading from Newark to Myrtle Beach was making a routine stop in Charlotte. After touching down for landing, it skidded 300 feet off the runway, crashed through a fence, and struck an embankment that supported a railroad truck. Of the 119 souls aboard, three were seriously injured, and 31 suffered minor injuries. The aircraft was a complete loss.



Charlotte Fire Museum photo

1990, Aug 21 – CCAIR Commuter plane

During a thunderstorm, a Shorts 360 was waiting near Gate 20-D for passengers to board for a 5:30 p.m. flight to Jacksonville, NC. Seven minutes before boarding, a 77-mph wind “picked up the 18,000-pound twin-engine” plane and “dropped it upside-down on the runway” where it “burst into flames.” Aboard were a pilot and flight attendant, who escaped with minor cuts and bruises. They were transported to Carolinas Medical Center and released. Also injured was a baggage handler, treated at the scene for possible smoke inhalation. The plane’s right wing folded when it flipped over and struck a portable generator, which likely ignited fuel inside the wing. Also at the airport, the high winds also “damaged some hangars, toppled a trailer onto a parked car and flipped over a Cessna plane at nearby Butler Aviation.” Source: Charlotte Observer, August 21, 1990.



Credit TBD, via eBay sale listing.

1994, Jul 2 – USAir Flight 1016

While attempting to land during a violent thunderstorm, the DC-9 crashed just outside the airport perimeter at 6:42 p.m. It crashed into a field just under 900 feet from the runway, crashing through a fence and several trees. The aircraft broke into four pieces, most of them strewn across a field and Wallace Neal Road. Part of the plane crashed into house. There 57 souls aboard and 37 died, with 14 others suffering serious injuries.

NTSB probable cause involved the flight crew's actions related to a windshear situation. The crash led to the implementation of doppler radar at airports.



Credit TBD



WIS News 10 photo



Don Starkey photo via UNC Collection at UNC-CH.

1996, Mar 6 – Piper PA-31-310 with Pilot in Distress

Five souls aboard. One died. While three miles ahead on approach to runway 18L, a passenger in the right front seat contacted air traffic control and said they had an emergency with the pilot. The pilot began to have convulsions and the passenger took over the plane's controls and declared a mayday. The passenger was a single engine instrument-rated pilot, but hadn't flown in five years. The aircraft successfully landed but rolled off the runway and came to rest onto grass, undamaged, as the passenger pilot did not access to the aircraft's brake system. There was no damage to the aircraft and no injuries to passengers. The pilot died. The cause of death was determined as coronary atherosclerosis/hypertensive heart disease.

1997, Dec 11 – Beech A100 Crashed on Landing Approach

One soul aboard. One killed. Incident time about 11:21 p.m. The aircraft crashed during an instrument landing system [ILS] approach to runway 36. It collided with trees in a wooded area, then came to rest in a kudzu clearing, about 0.2 miles south of the Charlotte Douglas International Airport, between the extended centerlines of runways 36L and 36R.

NTSB probable cause: The pilot's continued approach below decision height without reference to the runway environment, and his failure to execute a missed approach.

2003, Jan 8 – US Airways Express Flight 5481

The Beechcraft 1900-D twin-engine turboprop took off at 8:50 a.m. amid clear skies and light winds. It was bound for Spartanburg/Greenville and with 21 souls aboard. Thirty-seven seconds later, it crashed into a US Airways hangar and burst into flames. All aboard were killed. Just seconds before the craft, the crew had contacted the tower and declared an emergency.

NTSB determined the probable cause as mechanical malfunction and a heavier load of passengers and luggage than the plane was designed to carry.



Gainesville Sun photo

2006, Nov 30 – Cirrus SR22 Crashed on Landing Approach

One soul aboard. One killed. Incident time 7:44 p.m. The plane struck trees in a heavily wooded area, and was consumed by a post-crash fire. The accident site was located approximately 10 miles from the approach end of runway 18R.

NTSB probable cause: The pilot's failure to maintain aircraft control. Contributing to the accident was the night instrument meteorological conditions.

2017, Feb 15 – Regional Jet Struck Animal

American Eagle CRJ 700 struck a deer while taking off on Runway 36 about 11:45 a.m. The aircraft declared an emergency and returned to the airport. Arriving ARFF units found a fuel

leak and sprayed the plan with foam. All souls were evacuated from the aircraft, including 44 passengers. No injuries.



2022, Mar 23 – Working Fire in Terminal

Smoke was reported, followed by a fire alarm, at a restaurant in the terminal Atrium. Fire was found in the kitchen of Burger King, extending to the roof. Second-alarm was requested. Standpipe operations were used for interior attack. Evacuations were ordered for the Atrium. Third alarm requested late into the incident, then cancelled as the fire was marked under control. Control time around 3:30 p.m.

Sources

- CFD/N - Shane Nantz
- [CFD history](#)
- [Legeros CFD fleet research](#) (PFD)
- [Legeros CFD research](#) (Google drive)
- [Legeros CFD research](#) (Facebook photo album)

Graphic



THE BEAST' READY FOR ACTION

Air Guard's New Fire Truck Not Pretty, But Mighty Able

By EDDY WINTER
Charlotte has been blessed with a new fire truck, one that is not only mighty able but also mighty ugly. The new truck, which is a triple combination, 500-gallon pumper (crash unit), was delivered to the Air Guard last week. It is the largest fire truck ever built in the South and is the only one of its kind in the world.

THE CHARLOTTE NEWS SATURDAY, MAY 4, 1946

Airport Fire Dept. Closes

Fire protection service at Morris Field, designated last week, will be withdrawn to the airport as the Morris Field fire department, organized under civil service, will be reduced to zero.

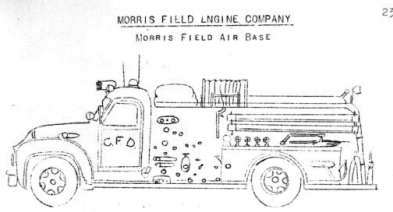
NEGOTIATIONS UNDERWAY

Negotiations for the return of the airport to the city are under way. The city has been asked to return the airport to the city and the city has been asked to return the airport to the city. The city has been asked to return the airport to the city and the city has been asked to return the airport to the city.



New Fire Crew Was Alert

Along emergency crew, the new fire crew was alert. They were alerted to the fire and they were alerted to the fire. They were alerted to the fire and they were alerted to the fire.



FORD, TRIPLE COMBINATION, 500-GALLON PUMPER (CRASH UNIT)

PLATOON "A"	TITLE	PLATOON "B"
EBBIE S. SATTERFIELD	CAPTAIN	JAMES C. WELLS
G. PARKS CANINE	DRIVER	DAVID L. KING
JAMES H. IRVIN	ASST. DRIVER	C. CEDIL THOMAS
T. ALFRED KIRKPATRICK	NOZZLEMAN	PAUL L. RHODES
W. ALVIN BORENS	HYDRANTMAN	WILLIAM J. PADGETT
H. DOYLE MCGWAIN	HOSEMAN	HENRY P. MAUNEY

COMPANY OPERATIONS	
ALARMS RESPONDED TO:	
BOX	56
TELEPHONE ...	32
VERBAL	7
TOTAL	95
BLOCKS RAN	1,253
TIMES BOOSTER PUMP USED	22
LENGTHS OF 2 1/2-INCH HOSE LAID	3
FEET OF 2 1/2-INCH HOSE LAID	750
FEET OF 1 1/2-INCH HOSE LAID	450
TIME OUT OF QUARTERS	35 HRS., 45 MINS.

