Summary of Fatal Aircraft Accidents at PRC

The following is a chronological list of known fatal aircraft accidents that occurred on Ernest A Love Field or within a roughly file-mile radius. This includes accidents that occurred on approach or departure, as well as in the traffic pattern. It does not include accidents that occurred in designated practice areas away from the airport. This information is provided for historical reference only. It was gathered from a variety of sources and the summaries are based on the best sources available. For more detailed information, consult the official accident report (many NTSB accident reports or summaries are available online; the report of the Lockheed C-121G accident that occurred on 2/28/59 is available in the archives of the Sharlot Hall Museum).

DATE	AIRCRAFT TYPE	LOCATION	INJURIES	NTSB ID#
1943 (3/26)	2-place light trainer	NW of airport	2F	n/a

A 2-place training airplane failed to gain altitude after takeoff and crashed about 5 miles NW of Ernest A. Love Field. The instructor and student were killed. The plane was operated for the War Training Service by the Monrovia Flight School.

1944 (10/6)	Waco (cabin)	E of airport	2F, 1S	n/a

A Waco "cabin plane" inbound from the Los Angeles area, was approaching Ernest A. Love Field for a landing at night. Witnesses at the airport saw the plane fly overhead and expected a normal landing to follow. However, at approx. 7:08 p.m. the sounds of a crash were heard from east of the airport. The pilot received serious injuries, while both passengers, including the pilot's wife, were killed. All three were from the LA area. The pilot stated at at the scene that the plane's engine had "quit." The crash site was reported to be two miles from the airport. (Note: only newspaper reports were available for this summary)

1947 (4/7)	Vultee BT-15	1.5 mi. W of airport (or 1.5 mi. W of Chino Valley)	1F, 1S	n/a

A civil-registered Vultee BT-15 trainer impacted the ground following some sort of in-flight emergency. The local flight originated at Ernest A. Love Field, but the location of the crash is unclear; some news accounts stated "one and one-half miles west of Chino," while others placed the wreckage 1.5 miles west of the airport. (Note: only newspaper reports were available for this summary)

1957 (3/22)	Piper PA-22 Tri-Pacer	airport	2F	n/a

A Phoenix minister and his wife were killed in the crash of their Piper Tri-Pacer while departing Runway 3 at PRC; the aircraft climbed to approx. 200 ft., then initiated a steep climbing turn toward Phoenix; it apparently entered and aerodynamic stall and struck the ground. The Tri-Pacer was based at Paradise Airport in Phoenix. (Note: only newspaper reports were available for this summary)

1959 (2/28)	Lockheed C-121G	U.S. Highway 89	5F	n/a

A Lockheed C-121G (military variant of the "Super Constellation" four-engine airliner) crashed while practicing landings at PRC; the wreckage was scattered along U.S. Highway 89 south of the airport (near the present location of the Phippen Museum). The aircraft was from Moffett Field, but was temporarily based at Litchfield Park Naval Air Facility west of Phoenix. All five Navy crewmen were killed (there were no injuries on the ground).

1962 (3/8)	Beechcraft Bonanza	SW of Chino Valley	4F	n/a

A Beechcraft Bonanza with four men on board crashed at night in poor weather; the flight originated in Southern California; the aircraft arrived in the Prescott area and reportedly attempted an IFR approach at PRC; it was unable to land, but remained in the area for as long as an hour and a half waiting for the weather to improve (it isn't known why the pilot didn't proceed to Phoenix or another alternate). During contact with the Prescott FSS, the pilot reported severe turbulence and icing, but did not declare an emergency until fuel became critical; with volunteer firefighters standing by at the airport, residents near the old radio range station (southwest of Chino Valley in the vicinity of the present Drake VOR) saw the plane break out of a 100'- 200' overcast in a 30-degree dive; there were no survivors. (Note: only newspaper reports were available for this summary)

1964 (1/22) Piper PA-23 1.5 mi. NW of airport 2F UNK64X0315

The air ambulance flight was returning from Long Beach, CA, where it had transported a Whipple VA patient; it crashed while on an instrument approach to PRC near midnight in a snowstorm; the Piper struck terrain and a pole approx. 1.5 miles from the end of the runway; searchers knew the plane was down but could not find the wreckage until first light. The 20,000-hour pilot was a former USAF Lt. Col. and flew “borate bombers” at Prescott. Both the pilot and his passenger, a VA nurse, were killed.

1971 (11/20) Champion 7GCBC Citabria on airport 1F ANC72AA024

The aircraft lost power during takeoff while towing a glider; the glider was released and the tow pilot attempted to return to the runway; the aircraft stalled and impacted the ground. There was a post-crash fire; the tow pilot was killed; the glider pilot landed safely.

1984 (8/13) Cessna 182RG Skylane on airport 1F LAX84FA439

During takeoff the aircraft ran off the runway and into a ditch; it then made it back to the runway, became airborne, pitched up, banked, stalled and crashed. An autopsy revealed that the pilot (and sole occupant) had severe coronary artery disease and was experiencing a heart attack during the takeoff.

1993 (7/4) Cessna T303 Crusader NE of airport 5F LAX93FA274

The rented twin-engine Cessna crashed 2000 ft. short of Runway 21L while returning from a late-night local sight-seeing trip. Three young men who had rented the plane in Phoenix met three young women on Whiskey Row, eventually offering them a short ride; two of the women accepted. The wreckage wasn’t discovered until after daybreak; all five on board perished. Alcohol consumption and fatigue were believed to be factors in this accident.

1995 (8/2) Jenkins Long E-Z on airport 1F, 1S LAX95LA277

A transient airplane (Oshkosh, WI to La Verne, CA) was unable to develop sufficient power for takeoff on Runway 21L; after three attempts to rotate and climb out (each time settling back to the runway), the pilot finally aborted the takeoff, but went through the fence at the end of the runway and came to rest on the golf course. The pilot was killed and his passenger received serious injuries. Causal factors included improper loading (exceeding max. gross weight) and improper fuel mixture control.

2001 (12/5) Cessna 182E Skylane 1 mi. SW of airport 2F, 2S LAX02FA041

The aircraft departed on Runway 21L, but appeared to be having trouble gaining altitude. In response to an inquiry from the tower controller, the pilot indicated that he was experiencing difficulties; the Cessna looked as though it was turning back to the runway, but rolled into a very steep bank; following a brief series of unusual attitudes (consistent with a stall/spin sequence) the aircraft impacted the ground and burned; the crash occurred approx. 1 mile southwest of the airport in an undeveloped area. The investigation focused on the possibility of frost/ice on the lifting surfaces and/or powerplant deficiencies.

2006 (9/2) Cessna 337 Skymaster 1 mi. W of airport 3F LAX06FA283

The twin-engine tractor/pusher type aircraft departed on Runway 21L, but appeared to be having trouble gaining altitude. Witnesses saw the airplane pass the departure end of Runway 21L and Highway 89 at a very low altitude. The landing gear remained extended and the attitude was nose high. The plane continued ahead toward rising terrain and struck electric utility wires approx. 1 mile west of the airport. It immediately impacted the ground below the wires and erupted in flames. The two front seat occupants, both pilots, were killed; a teenage passenger received serious injurious and later died at a Phoenix hospital. Investigators concluded that the rear engine was producing little or no power and the propeller was not feathered.

2009 (8/17) Piper PA-24 Comanche on airport 2F WPR09FA400

The aircraft departed on Runway 21L, but soon after becoming airborne it made a left turn and appeared to be trying to return for a landing. It impacted the ground in an undeveloped area near the end of Runway 30 (on the east side). Both occupants were killed and the airplane was consumed by fire. The crash site was just inside the airport boundary fence and a few hundred feet from an industrial building.

2018 (8/29) Cessna P210 Centurion .5 mi. E of airport 1F WPR18FA245

The pilot and sole occupant was conducting a night proficiency flight and intended to remain in the traffic pattern. Once airborne, the aircraft flew an irregular pattern to return for approach to runway 21R. One-half mile from the approach end of the runway the aircraft impacted terrain in a nearly level attitude. A post-crash fire ensued and the pilot did not survive.

2026 (2/4) Socata TB-21 Trinidad NE of airport (Poquito Valley) 1F WPR26FA097

The pilot and sole occupant was en route from Santa Ana John Wayne International Airport (CA) to Ernest A. Love Field - Prescott Regional Airport. After flying a direct course, the aircraft approached from WNW at about 8:00 p.m. The tower controller advised the pilot to overfly the airport at 6,500 ft. and enter a left base for Runway 21L. There were a number of training planes in the pattern, and the Socata pilot was told to extend his downwind leg for other landing traffic. The controller then told the pilot that he would call the base turn and the Socata pilot acknowledged. At a point more than three miles from the end of Runway 21L, the controller called the base leg turn. The pilot acknowledged, but continued to fly a bit further on the downwind leg before making what appeared to be a roughly 45-degree left turn to base, rather than the standard 90-degree turn. No further communication was received from the pilot and tracking ended in the area of Poquito Valley, NE of the airport. (Note: this information is preliminary and the investigation is pending.)

POSTSCRIPT

The foregoing is a comprehensive list encompassing a *century* of flying at Ernest A. Love Field. For the past 70+ years, that flying has included intensive student training, scheduled air carriers, a wide variety of transient military aircraft, corporate and general aviation flights, as well as air ambulance and aerial firefighting operations under exigent circumstances,.

This daily flow is a ballet that is orchestrated and regulated by processes and procedures that continue to evolve, always with maximum safety as the goal. However, flying is still a human endeavor, and absolute perfection is elusive. Through the decades, Ernest A. Love Field has maintained a remarkable level of safety in its operations.