



FRONTIER AIRLINES

General Offices, 5900 East 39th Avenue, Denver, Colorado 80207

September 12, 1967

Mr. K. L. Maholland
Superintendent of Flight Operations
Frontier Airlines
5900 East 39th Avenue
Denver, Colorado 80207

Dear Mr. Maholland:

Subject: Statements concerning
the incident of Frontier
Airlines Flight 504,
September 8, 1967

The flight was normal through the Rock Springs stop. My take-off from Rock Springs was normal - nothing noticed until I asked for "gear down - final check" at Riverton. Time approximately 0830 in VFR conditions. No green lite right hand main and transit lite "on" was noticed by Captain Bagshaw.

I went around at Riverton as our Flight 503 came up along the right side to view our gear. He indicated no right hand gear - doors up tight after several recycling. I flew the aircraft while Captain Bagshaw followed the procedure from the flight manual for "blowing" the gear up-latches with no results as indicated by lites and Flight 503. Stewardess and passengers advised.

We were cleared direct Denver present position and obtained IFR clearance at 17,000', approximate en route time 60 minutes. Captain Bagshaw took the aircraft at this time. We reviewed the procedures for belly landing while en route. All loose equipment from the cockpit was positioned to the rear by the stewardess.

After arrival at Denver at 1000 hours, tower and dispatch were set up to talk to us over company frequency 129.3 - listening Runway 17 ILS 108.1. We cancelled IFR with traffic advisories as we orbited and tried many times to lower right hand main gear. Four or five air bottle attempts as well as recycling were tried in all configurations (ie.. bypass up or down; gear handle up or down; while at the bottom of an approximate 4-G pull-up; while at the top of a negative G push-over; while the left engine was E handled and the AC pump "off", etc.)

A tower fly-by at approximately 200' east to west just south of the tower was made and confirmed - no right hand gear or doors. Another fly-by west to east just south of the tower with a turn to the north paralleling the east side of runway 17 was made so we could check the foam position on runway 17.