

FRONTIER AIRLINES

Mr. K. L. Maholland

-2-

September 12, 1967

Final decision was made to start in on a long final. Following captain's commands, I went "reg" air then "alt" air, and then hit the emergency compressor disconnect. Windows were taken out by stewardess and passengers. Captain Bagshaw and I reviewed again our final procedures and I went through the motions several times to acquaint myself thoroughly. Flaps were set 28° and by-pass up. About 1000 feet from runway, I turned off alterators and inverter switches. I then positioned my hands on the "E" handles and continued calling airspeed (approximately 120 Kts.) and checking altitude. At approximately 40', I was ordered "E handles now". I immediately turned the tank switches and emergency power switch "off" and master power switch "off" and felt the "smooth" contact at this time. No great deceleration was noticed until we left the foam and contacted the bare cement. I noticed a gradual settling of the aircraft much like a normal landing looks as the nose gear is let down. The noise, grinding, and electrical-fire type odor was noticed at this time. Captain Bagshaw asked for fire lites or visual fire check - none was noted. I was aware that the aircraft followed the white line exceptionally well. The aircraft came to a sudden stop. I followed Captain Bagshaw to the rear and noticed no fire. A passenger was leaving by the right hand over wing hatch and about three passengers that were left leaving by the rear service door. I was helped out the rear service door by persons outside.

Gary A. Winn

GARY A. WINN
First Officer
FAL Employee Number 9469

GAW/njk