

Flight 2429 on 12/22/19 departed EWR for DEN normally. The takeoff, climb, enroute, arrival, approach and touchdown were normal and uneventful. We had a cockpit jumpseater with us. I was performing pilot flying duties and set up for a visual approach, flaps 30 landing to Runway 17R. I believe I was initially set up for a Vref of 145 and target of 150 but prior to approach clearance updated target to 151 based on current winds. I was configured and stabilized on time with no indications that anything was abnormal. Touch down was smooth and uneventful. Approximately 3-5 second after touchdown, and after full reverse was engaged, I felt a shudder and the aircraft tilted to the left. The fire bell went off briefly, but I didn't see any fire handles lit up. Later the jumpseater commented that the overheat light was on briefly, however that is not visible from my seat without bending over to look at it and consequently I never saw it. As the aircraft continued to decelerate, I struggled to keep the aircraft on the centerline. ATC was advised of the problem and emergency vehicles were requested. The gear horn was going off, providing a loud distraction. The Captain and I had a brief discussion assessing the situation and determined we had a collapsed main gear. Discussion continued regarding applicable checklists, and he initiated the rejected take off QRC. I queried him regarding shutting down the #1 engine and to see if there was another more applicable checklist. I got into the FM and found the *Partial or All Gear Up Landing* on 2.140.18. We quickly discovered that checklist wasn't applicable either, however it led us to the P6-3 panel for the Landing Gear Aural Warn circuit breaker. At some point during this process (my memory of the actual sequence of events may be slightly confused), the emergency vehicles showed up and began to assist us with assessment of the outside of the aircraft. Additionally, the Captain sent our jumpseater into the cabin to visually assess the left side of the aircraft. After receiving assessment information from the cabin crew, jumpseater and emergency vehicles, the decision to not evacuate was made. We concluded that there were no checklists to help through the current situation. I suggested pulling the fire handle, the Captain started the APU and then we shut down engine #2. We continued to receive updated assessments from the emergency crews on the scene and were confident in the decision that no evacuation was necessary. Deplaning was coordinated via Door 1R. I ran my after-landing flows and completed a parking checklist. After all passengers and cabin crew were off the airplane the Captain and I deplaned and turned the aircraft over to maintenance.

This pilot statement was provided by First Officer Patrick M. O'Donnell, Certificate#: [REDACTED].