

From: [Ian Carrero](#)
To: [Stewart Harro](#)
Subject: [EXTERNAL] FDX1026/19 First Officer Brian Clark Statement
Date: Wednesday, August 26, 2020 12:07:53 PM

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Stewart,
Please see attach statement from Brian
Regards
Ian

I was the First Officer on FDX flight #1026 from KEWR to KLAX on Wednesday, August 19 2020. I was the flying pilot for a majority of the flight. The flight was uneventful from preflight, takeoff, enroute and descent until the approach into KLAX. I was the pilot flying during the approach. At approximately 1800ft on the approach we lowered the landing gear and received a GEAR DISAGREE message. We discontinued the approach and coordinated with ATC for vectoring to work the problem with the QRH. In an attempt to gather more information about the gear position, we made one low approach over Runway 24L at 500ft. We discontinued that approach and was informed that the tower was uncertain about the position of the left main gear. We requested vectors for a second low approach. During this time Captain Smith became the pilot flying. After the second low approach the tower was able to confirm that the left main gear was not extended. We declared an emergency and we continued to be vectored as we reviewed QRH as well as evacuation briefing. In addition we coordinated with FDX MOCC and performed some light aircraft maneuvering which did not resolve the situation. We were vectored for an approach to 25R. The landing proceeded as planned with the aircraft stopping on the centerline of 25R. As briefed, I exited through my window via the safety rope and wearing safety gloves. I landed hard on the runway and sustained an injury to my heel.

IC