

NTSB Statement First Officer**UAL 924 IAD-LHR****August 2, 2023**

Position: Pilot Monitoring

On flight 924 departing IAD, we encountered an issue with the landing gear when we attempted to retract it after takeoff. The captain instructed me to raise the gear after we had a positive rate, which I did by raising the landing gear lever. About 5 seconds after raising the gear, we got the "gear disagree" EICAS caution message. We requested ATC to level at 5,000 feet and get vectors while we ran the appropriate QRH checklist. We got dispatch and TOMC on the radio and tried to diagnose the problem with them. We made the decision to return to IAD. Upon approach, we attempted to put the gear down and got two green (left, nose) indicator lights with the right landing gear indicator blank. We then tried, per the QRH, to alternately extend the gear but to no avail. This resulted in a further EICAS caution message, "R Side Brace" to be displayed.

We abandoned the approach and further consulted with dispatch and TOMC, who directed us to the R Side Brace QRH checklist. After running the checklist, it still yielded no positive results on the issue. We attempted per the directions of maintenance to try and lock the gear down by speeding up/slowing down the aircraft to change the airflow over the gear. Also, we attempted to bank the aircraft right and left to swing the gear into a locked position, again, per maintenance direction. None of these attempts worked. It was then decided to conduct a low approach to have IAD field operations look at the landing gear to see if it was fully down. Upon completion of the low approach, the tower confirmed that the gear appeared to be down but could not confirm that it was locked in the down position.

Upon final consultation with maintenance and dispatch it was decided to circle the airport to burn off fuel to make the aircraft as light as possible for our landing to put less stress on the landing gear. The captain advised the flight attendants to prepare the cabin for an emergency landing, including bracing the passengers and preparing for an evacuation, if necessary. We prepared according to the QRH checklist for the approach and landing including consideration in case an evacuation was needed upon landing. The approach and landing resulted in no further incident and a safe deplaning was conducted on runway 19L after given the all-clear by the fire department.