

STATEMENT OF THE FIRST OFFICER OF SUN COUNTRY FLIGHT 110

After completing a normal sector from KMSP to KLAS with no issues, we departed KLAS with the first officer acting as PF and Captain acting as PM.

On initial climb out from runway 1R in KLAS, during the after-takeoff flow, the captain observed that the right main landing gear indicator light was illuminated red with the gear handle placed in UP. The autopilot was subsequently engaged and a level off at 10,000' (airspeed 210kts). We requested radar vectors to remain near KLAS and received that from ATC.

The QRH checklist Gear Disagree was actioned with no change in gear condition and a referral to the flight with gear down performance tables. At this time the hydraulic pressure indications appeared normal and handling characteristics of the aircraft did not give any indication that the gear was not retracted.

An ACARS message was sent to Dispatch about the aircrafts condition and a brief discussion about the checklist, the actual condition of the gear and the safest course of action concerning the continuation of the flight ensued. The landing gear lever was then placed in OFF in accordance with the After Takeoff Checklist. Coincident to this the autopilot trim ran for approximately 1-2 seconds and a very subtle lateral shift could be felt in the aircraft with no change in gear indication. The gear handle was then placed back to UP with another 1-2 seconds of autopilot trimming observed. These observations and a review of the QRH Gear Disagree checklist in reference to the actions that might be necessary to lower the landing gear were discussed.

As a time reference, an ACARS message from dispatch was received just before a loud noise was heard from behind the cockpit accompanied by what felt like an aerodynamic shift and roll of maybe 5-10 degrees to the right. This event was interpreted to be the right main gear falling into the airstream. The decision was then made to return to KLAS for a landing. An emergency was declared with ATC who help coordinated radar vectors onto a long final for runway 26R at KLAS. The captain communicated with the cabin while I monitored the radios as Pilot Flying. With the cabin briefings complete, the captain then elected to assume control of the aircraft for the landing. The appropriate approach briefings and flight deck preparations were carried out and Descent and Approach checklists were completed. In anticipation of a subsequent need to action the QRH after the gear handle placed in the DOWN position, the aircraft was configured for landing early. However, upon placing the gear handle to DOWN, all three landing gear indicator lights illuminated green on both the forward panel and the overhead with all red gear indicator lights extinguished. The aircraft was then fully configured for a flaps 30 landing and the LANDING checklist was completed.

The remainder of the approach was normal and the initial touch down was smooth.

Approximately 1 second into the landing after main gear contact with the runway and speed brake deployment, the right main gear collapsed and the aircraft rolled to the right placing the right engine in contact with the runway. Reversers were deployed and indicated normal and no significant yawing motion occurred.

Sparks from the dragging engine pod and a small amount of smoke could be seen by looking aft from the right seat. After the aircraft slowed to a stop the right engine fire switch was pulled and I attempted to determine if a

fuel leak or fire was present on the right engine. There was no fire warning present in the cockpit. Initial observation was that there was no fire or fuel leak and moments after making this observation, water spray from the crash and fire rescue team could be seen surrounding the engine pod.

At this time, we quickly discussed the event and determined that the situation was under control and did not warrant the risk of an emergency evacuation. The captain then opened the cockpit door to facilitate communication with the cabin and I secured the cockpit using the QRH Emergency Evacuation checklist without initiating the actual evacuation. Air stairs were brought to the left side of the aircraft in coordination with ATC and the crash fire rescue team and the passengers and cabin crew deplaned normally and were transported to the terminal by bus.

The aircraft was then secured with the shutdown checklist and CVR circuit breakers pulled. The aircraft was then shut down fully with the Securing checklist and the flight crew departed the aircraft.