

STATEMENT OF THE CAPTAIN OF SUN COUNTRY FLIGHT 110

The LAS-MSP leg was planned to have FO be the pilot flying. As the non-flying pilot I performed the walk around inspection in the dark with a flashlight and did not see anything out of the norm during the inspection.

After loading we taxied out to runway 1R and were cleared for departure. After takeoff FO called for gear up and I put the gear handle into the UP position. I was given a frequency change and checked in with the ATC controller. FO called for "flaps 1", then "flaps UP" so I reached over and selected flaps up.

I began performing the "after takeoff checklist" flow after the flaps retracted. When I reached over to the gear handle to put it in the OFF position I noticed that the RIGHT MAIN red light was illuminated and brought it to FO's attention. At this point I immediately asked ATC what the min safe altitude as it was dark with terrain. The controller told us it was 4,400 ft and we were already past 6,000 feet so I requested a level off at 10,000 ft so we could complete the checklist well above the terrain. Somewhere around this point the FO automated the aircraft by engaging the autopilot and set a speed of 210kts to remain below the gear retraction maximum speed of 235kts. The ATC controller asked if we needed assistance and I said we just needed to complete a checklist and he gave us a heading to fly while maintaining 10,000 ft. I pulled out the QRH and referenced the "GEAR DISAGREE" checklist. We completed the checklist following the decision tree which leads you to a statement saying, "Flight with gear down increases fuel consumption and decreases climb performance. Refer to the Gear Down performance tables in the Performance Inflight section".

Having just left LAS, I notified dispatch/maintenance control. I reviewed the checklist to see if there was something we missed and saw an option from the decision tree where you run the checklist from the starting point where the gear handle is in the OFF (normal cruise) position. I ran it by FO. After careful crew consideration I decided to place the handle in the OFF position as directed by the normal after takeoff checklist. When I moved the handle to the OFF position FO mentioned he felt the autopilot trimming indicating to us that once the pressure was removed that the gear had come down into the slipstream and was creating a yawing moment, so I placed the handle back into the UP position where we left it, and the aircraft retrimmed itself.

At this point I asked FO to review the procedure to make sure nothing was missed, so we transferred controls and he reviewed the checklist. About this time dispatch messaged asking what we were going to do but offered no direction. As I was preparing to reply to dispatch we heard a loud sound. I gave the controls back to FO and I informed ATC we were declaring an emergency for landing gear malfunction and would need to return to land on the long runway and to have emergency vehicles standing by. ATC continued giving us vectors and we told him that we need to run some checklists and that we would let him know when we are ready for the approach. I advised the flight attendants and passengers of the return to LAS. I notified FO that I would perform the landing and I briefed the approach. We discussed the appropriate time to lower the gear. We agreed to fly a normal approach profile, flaps 30, autobrakes 3. Our plan was that if we got normal 3 green indications we would land and if not that we would break off the approach and run the next appropriate checklist. After completing the remaining normal checklists we told the approach controller that we were ready and he began vectoring us in for the approach.

We were then cleared for the visual approach and approaching the final approach fix I called for gear down. FO selected the gear handle down and we received a normal 3 green and no red lights by the gear handle and on the overhead panel. We selected flaps 30 and completed the landing checklist. We were cleared to land. The aircraft touched down gently and as the weight began to settle over the main gear and the auto brakes engaged the speed brakes deployed normally. I pulled the reverser handles to idle, and simultaneously pulled back on the yoke to gently lower the nose. Approximately 2 seconds later the plane dipped down on the right side. I responded by pressing left rudder to maintain directional control and also pulled on the reversers to increase the rate of deceleration and help the aircraft come to a stop on the runway. At 60 knots I stowed the reversers and as the plane was slowing to a stop FO mentioned there were sparks on the right side of the plane.

My immediate concern was fire and the potential for an evacuation to the left side of the plane in the event the plane caught fire. After stopping I said we needed to pull the fire handle to prevent fuel and hydraulic fluid going to the engine where it could catch on fire. By the time FO pulled the handle the fire trucks were already spraying water on the engine and I felt confident that with no other fire indications that the engine was not on fire. I set the parking brake and got on the PA and informed the passengers and flight attendants to remain seated. We shut down the engines and ran the evacuation checklist and then I walked to the cabin to again assure the passengers that we were safe and make sure no injuries had occurred. I told them to remain calm and seated and that we would be remaining on the aircraft until rescue could get a set of stairs for us. I went back up to the flight deck and FO and I finished up with a shutdown checklist since the aircraft was running on battery power and still energized. I left the battery on until the last passenger was off the plane to provide adequate cabin lighting and then we finished by shutting off the battery. We stayed with ground crews until we could coordinate a breathalyzer and urinalysis test at the terminal.