
 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: <i>KBBD</i>	2. Report Number:
		3. Aircraft Identification and Type: <i>N121JM GLF4</i>	
4. Location of Accident/Incident: <i>Bedford, MA</i>		5. Date/Time of Accident/Incident (UTC): <i>June 1, 2014 ; 0140 Z</i>	
6. Name (Operating initials): <i>Brad Clark (BC)</i>	7. Title: <i>ATCS</i>	8. Position and Time (UTC): <i>FD/CO/GC/CIC - 0050-0300 Z</i>	
<p>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91. FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. Text of Statement:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL  <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p><i>I taxied N121JM to RY 11 from Jet Aviation FBO. I instructed the pilot to contact the tower after crossing RY 05. While on departure roll I observed N121JM at high speed still on the R4<sup>0C</sup> runway abeam taxiway golf with what appeared to be little or no altitude gained. The aircraft then went off the runway and through the overrun, I notified A90 of what had occurred and that the airport was closed. Then I began the aircraft accident checklist and all appropriate notifications.</i></p>			
11. Signature of Witness: 		12. Date of Signature: <i>June 2, 2014</i>	



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**PERSONNEL STATEMENT**

1. Name of Reporting Facility:

KBED

2. Report Number:

3. Aircraft Identification and Type:

N121JM; B174

4. Location of Accident/Incident:

Bedford, MA

5. Date/Time of Accident/Incident (UTC):

June 1, 2014 0140Z

6. Name (Operating Initials):

Chris Merrill (KAP)

7. Title:

ATIS

8. Position and Time (UTC):

LC 0125-0300

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

N121JM CALLED READY FOR DEPARTURE ON E TWY ABEAM THE BLASTPAD. I CLEARED HIM FOR TAKEOFF WITH A RIGHT TURN HEADING 250. HE READ BACK LEFT AND I CORRECTED HIM.

I WATCHED JIM ROLL DOWN THE RUNWAY AT HIGH SPEED. HE APPEARED TO GAIN LITTLE OR NO ALTITUDE ROLLING THROUGH THE RY 29 THRESHOLD. I IMMEDIATELY RANG THE CRASH PHONE AND PROCEEDED TO NOTIFY APPROPRIATE PERSONNEL/AGENCIES.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

6/2/14