

**PERSONNEL STATEMENT  
MELBOURNE FEDERAL CONTRACT TOWER (MLB FCT)  
ROBINSON AVIATION, INC.**

**ACTION:** Complete in accordance with FAA Order 8020.11A., Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving N750TJ and N/A, at  
(aircraft ID) (aircraft ID)

MELBOURNE, FL on 1/24/03 at 2200Z UTC. MY name is  
(city, state) (month, day, year) (time)

CHARLES B. DYE, JR. (EE) I am employed as an ATCS  
(first, MI., last name) (operating initials) (official title)

by Robinson Aviation Inc. (RVA) at Melbourne International Airport, Florida. I was working the

LC1 position from 1726 to 2215 UTC.  
(control position)

**TEXT OF STATEMENT:**

N750TJ DEPARTED RUNWAY 9L AND MADE LEFT CLOSED TRAFFIC.  
ON THE FIRST APPROACH THE PILOT HAD LANDING GEAR PROBLEMS AND  
ASKED ME TO VISUALLY INSPECT HIS LANDING GEAR. THE LEFT  
MAIN GEAR WAS NOT VISIBLE ON THAT APPROACH OR SUBSEQUENT  
APPROACHES EVEN AFTER THE PILOT RECYCLED THE LANDING GEAR.  
THE PILOT ALSO STATED HE WAS HAVING PROBLEMS KEEPING  
THE AIRCRAFT IN TRIM. THE PILOT INTENDED (continue on back if necessary)

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature]  
(signature)

1/31/03  
(date)

(continued) A GEAR UP LANDING ON THE GRASS INFIELD SOUTH OF RUNWAY 9L BUT WAS UNABLE TO MAKE AN APPROACH TO THAT AREA. ON HIS SECOND LANDING ATTEMPT TO RUNWAY 9L THE AIRCRAFT CRASHED INTO A WOODED AREA JUST NORTHWEST OF THE APPROACH END RUNWAY 9L. EQUIPMENT WAS CONFIGURED NORMALLY.