

Jet Crash in Thomason

On February 20, 2013, at 2006 EST, a Hawker Beechcraft 390/Premier 1A [N777VG](#) business jet with seven souls on board crashed about 1800 feet past runway 28 of the Thomason-McDuffie County Airport ([HQU](#)). The flight had originated at John Tune Airport, Nashville, TN ([JWN](#)) about 1928 EST and was destined for Thomason-McDuffie Airport, Thomason, GA ([HQU](#)), a distance of 268 NM, scheduled to land approximately 2000 EST. The airline transport-rated pilot and co-pilot were seriously injured, and five passengers were fatally injured. The airplane was registered to the Pavilion Group LLC. EAA 172 extends its deep condolences to the decedents' families and friends, and expresses its wishes for a swift recovery of the pilot and co-pilot. The decedents were associated with the [Vein Guys](#) of Augusta, Georgia. They were [Chief Physician, Dr. Steven Roth, staff members Kimberly Davidson, Heidi McCorkle, Tiffany Porter, and Lisa Volpitto](#). The pilot and co-pilot were Rick Trammell and Jeremy Hayden. Note that for this flight a co-pilot (SIC) was [not required](#) by the FAA.

The following is a compilation of facts about the aircraft, airport, and pilots obtained from many sources. Some of the sources had incomplete or incorrect information which was corrected by examining multiple sources.

The Aircraft: A Hawker Beechcraft Premier IA. The FAA registry information is [N777VG](#). Serial Number RB-208. MFR Year 2007, A/W Date 10/25/2007. Hawker Beechcraft Premier I [Specs and Description](#) which include "The Premier I can take off in 3,792 feet and climb to 37,000 feet in seventeen minutes when loaded to its maximum takeoff capacity of 12,500 pounds." From [Business Jet Traveler, October 2012](#): "In 2006, Hawker Beechcraft (HBC) introduced the Premier IA ;" "While you expect low-serial-number aircraft to have a few teething problems, the Premier I had more than its share;" "Automatic lift-dump spoilers (control surfaces that provide aerodynamic braking) failed to deploy on landing, sending several airplanes off runway ends;" "Early Premiers encountered other problems, mainly because some of the pilots who flew them were new to jets and brought bad habits to the cockpit, such as landing too fast or landing with a tail wind." From [Plane & Pilot](#) "With 12,500 pounds to lift and 4,600 pounds of thrust to do it, the IA has to gather itself for takeoff, but once the power kicks in, there's no question you're leaving." [Beech Premier jet landing distance](#) -This reviewer writes Minimum Take Off Distance - 3,792 feet, Minimum Landing Distance - 3,170 feet. It was noted by various jet pilots that unlike a prop plane, where increasing throttle increases prop speed and thrust almost right away, turbofans (jet engines) can take as much as five seconds to achieve full thrust.

The Airport: Thomason-McDuffie County Airport ([HQU](#)). See the photo at the AirNav link at the left. FAA information effective 10 January 2013: Runway 10/28 Dimensions: 5503 x 100 ft. Elevation: 448.0 ft. Surface: asphalt, in good condition; Instrument approach: ILS; Markings: precision, in good condition. Obstructions: 78 ft. trees, 200 ft. from runway. Runway 10 has a 295' displaced threshold.

The Weather: February 20, 2013: [Weather Underground](#)
7:55 PM Air Temperature: 48.7 °F Dew point: 24.1 °F Humidity: 38%
Pressure: 30.12 in Visibility: 10.0 mi Wind direction: Calm Wind speed: Calm Conditions: Clear
[Almanac](#): Sunset 6:20 PM Moon: Rises - 1:48 P.M. Sets 3:20 A.M. 76% illuminated

Crew members: The pilot and co-pilot were Rick Trammell and Jeremy Hayden.

Pilot: Rick Trammell: Trammell was listed as the owner and chief pilot for Executive Shuttle in Greenwood, S.C. [Index-Journal](#) Greenwood, SC: "Friends of the man confirmed he was a Greenwood native with more than 30 years of flying experience. Greenwood County Councilman Bob Fisher, a pilot of more than 20 years, said Trammell was his first flying instructor. Fisher said he was en route Thursday to the Georgia hospital to visit Trammell and be by the side of his friend of 25 years. "He is the most qualified pilot I've ever flown with," said Fisher."

FROM THE FAA PILOT REGISTRY: AIRLINE TRANSPORT PILOT AIRPLANE MULTIENGINE LAND
Type ratings: A/B-737 A/BE-300 A/CE-500 A/CE-525S A/N-265 A/RA-390S
For non-international flights the FAA does not require a [type rating](#). However, corporations and insurance companies most often do require a type rating. See [Airline Pilot Forum](#) and [AOPA's Guide to Flying Careers](#)

Co-pilot: Jeremy Hayden: Information not found for him in the FAA registry, but [PL 106-181](#) says: "the airman shall be given an opportunity to elect that the information not be made available to the public." The only information found about him is from [LinkedIn](#): Pilot, Executive Shuttle Greenwood, South Carolina April 2011 – Present (1 year 11 months) Flight Instructor Aurora Aviation, September 2006 – December 2008 (2 years 4 months) McGregor, TX.

It is not known who had the controls for the landing which turned into an aborted landing or go-around – for some jet pilots it is called a balked landing. The [news reports](#) had: "rescue workers found the pilot walking about 300 feet from the wreckage. The other survivor was found still in his front cockpit seat [*it did not indicate which seat*]." The aircraft had just struck a 60' concrete pole and disintegrated. See the [NTSB Preliminary Report](#).

WE'RE ADDING A QR CODE

If you notice the top right corner of the front page (or at the right), there is a weird bunch of squares, blocks, and lines in a square. This is a [QR code](#). You may notice this code on magazines, in stores, on signs, business cards or on almost any object about which users might need information. Users with a camera phone equipped with the correct reader application can scan the image of the QR code to display text, contact information, connect to a wireless network, or open a web page in the camera phone's browser. For this newsletter it is the EAA 172 Website. It makes it easy for someone with the correct device or app (application software) to quickly go to the EAA 172 Website.



A QR code (abbreviated from Quick Response Code) is the trademark for a type of matrix barcode (or two-dimensional bar code) first designed for the automotive industry in Japan. Bar codes are optical machine-readable labels attached to items that record information related to the item. It was initially patented; however, its patent holder has chosen [not to exercise those rights](#). The code consists of black modules (square dots) arranged in a square grid on a white background.

You can easily get an app for your iPhone, BlackBerry, Android phone, Windows Phone, tablet computers and other mobile devices. Newer devices come with that app already built in. With BlackBerry devices, the App World application can natively scan QR codes and load any recognized Web URLs on the device's Web browser. Windows Phone 7.5 is able to scan QR codes through the Bing search app. You can also get a free reader for your desktop computer or laptop. Click on [QR Codes](#) for a reader. Note that the Website listed has been tested and is virus-free. You can also make your own QR code. Click on [Make a QR code](#) – it's free for a basic code. This program not only can automatically add personalized signatures to email, but also let you generate QR codes that are a part of your email. It can also be used to put codes on parts of an aircraft so you can use your smartphone or other mobile device to see information about parts. For example, the code at the left reads “Cessna 172 Bendix magneto 10-51360-29” which can be printed on a label in a smaller size if you wished.



And for Shane Nothdurft, the club's tattoo artist, read this about a Turkish tattoo business owner who had a job interview setup requiring applicants to tattoo QR codes on people! [QR Code & Scan For Job Interview](#)

(Information adapted from multiple sources including [Wikipedia](#), [codetwo.com](#), and [qrcode.kaywa.com](#))

THE POPE-EMERITUS IS A PILOT

Josef Ratzinger *aka* Benedict XVI, who, as of February 28, 2013, resigned as leader of the Roman Catholic Church and ruler of Vatican City, is a current pilot rated for helicopters and fixed wing aircraft. A reporter for the [Huffington Post](#) wrote that apparently he does NOT have a license to drive a car as he never learned to drive one. According to the [Snoring Scholar](#) “In fact, he is one of the oldest licensed pilots in the world. He puts this license to good use because he has been known to fly the Vatican’s official helicopter to fly to official functions and official residences.” AeroNews has a February 25, 2013, headline “[Who Knew? The Pope Has A Pilot's License](#).” The article goes on to say “But it's less well known



that when the Pope flies off into retirement aboard the papal helicopter ... he wouldn't necessarily have to be sitting in the back waving. He could be up front in the cockpit flying the aircraft himself.” The website [Snoring Scholar](#) also indicates that the pope is licensed to fly single-engine airplanes. He often flies from the [helipad](#) at Vatican City, to one of the extra-territorial properties the Vatican owns in Italy. Vatican City, or [Vatican City State](#), is a landlocked sovereign city-state with an elected, absolute monarchy. It has all the status of a country such as Italy or the U.S. It owns a number of ancient properties in Italy such as



This looks like an [Agusta AW139](#) helicopter. On this trip pilot Josef Ratzinger *aka* Benedict XVI, is not piloting it.

[Castel Gandolfo](#) which enjoy extraterritorial status similar to that of foreign embassies. The *New York Times* also reports that Pope (now Pope-emeritus) Benedict XVI has enjoyed flying the papal helo from the Vatican to Castel Gandolfo, but for the retirement flight, he was only a passenger. The *Business Insider* headlines “[The Pope Can Spend Retirement Flying His Helicopter](#).” It is not known whether the new Pope will let Pope-emeritus Benedict XVI fly the helicopter. If he does, Benedict XVI can spend retirement reading, writing, praying, and tooling around Italy in the helicopter.

(Information adapted from multiple sources including *AeroNews*, *Private Jet Charter Blog*, the *Huffington Post*, *Snoring Scholar*, *Business Insider*, the *Washington Post*, the *New York Times*)