

## AIRVENTURE OSHKOSH 2014



A number of our members went to [AirVenture Oshkosh 2014](#). The Nodorfts flew there in Al Nodorft's Cherokee Six. Aaron Ramsey is there for two weeks. He did not bring his Quicksilver Sprint but was there to enjoy visiting the [various venues](#) and to see the aircraft. Also he volunteered in at least a couple of areas. While helping out in the [KidVenture](#) section he was interviewed on Friday, August 1. You can see his on-line interview at



[Ramsey Interview](#). Located at Pioneer Airport across from the AirVenture Museum, KidVenture allows young people to explore aviation from several different fronts. He also brought his daughter who was participating in the Civil Air Patrol [Blue Beret program](#). Blue Beret is a CAP national special activity held for two weeks in July-August at Oshkosh. Each participant works in several areas including the flight line and exhibits.

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## BOSHEARS 2015 DATE SET



Sherrell Gay of Augusta Aviation wrote on July 9, 2014:  
"Hello all!

The Boshears Memorial Fly-in executive committee met, reviewed all the information comparing fall vs. spring shows and unanimously voted to announce the Boshears Skyfest and Fly-in 2015 will be held **APRIL** 25th and 26th.

Please calendar these dates and begin preparing accordingly. See you there and GO SPRING BOSHEARS!"

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## NTSB REPORT OUT FOR THE FEBRUARY 2013 THOMSON JET CRASH

On July 29, 2014, the NTSB (National Transportation Safety Board) released the [factual report](#) on the Beechcraft Premier 390 jet crash at the Thomson-McDuffie County airport ([HQU](#)) on February 20, 2013. The Hawker Beechcraft 390/Premier I departed from Nashville, Tennessee when it crashed just after landing at the Thomson-McDuffie County Airport. Dr. Steven Roth and four of his surgical staff from the Vein Guys, the vascular disease center in Augusta, Georgia, died in the crash. The pilot and co-pilot survived. The report is extremely detailed but does not give the probable cause. The reader may wish to read the report and perhaps make a decision about the cause from the information in it.



Beechcraft Premier 390

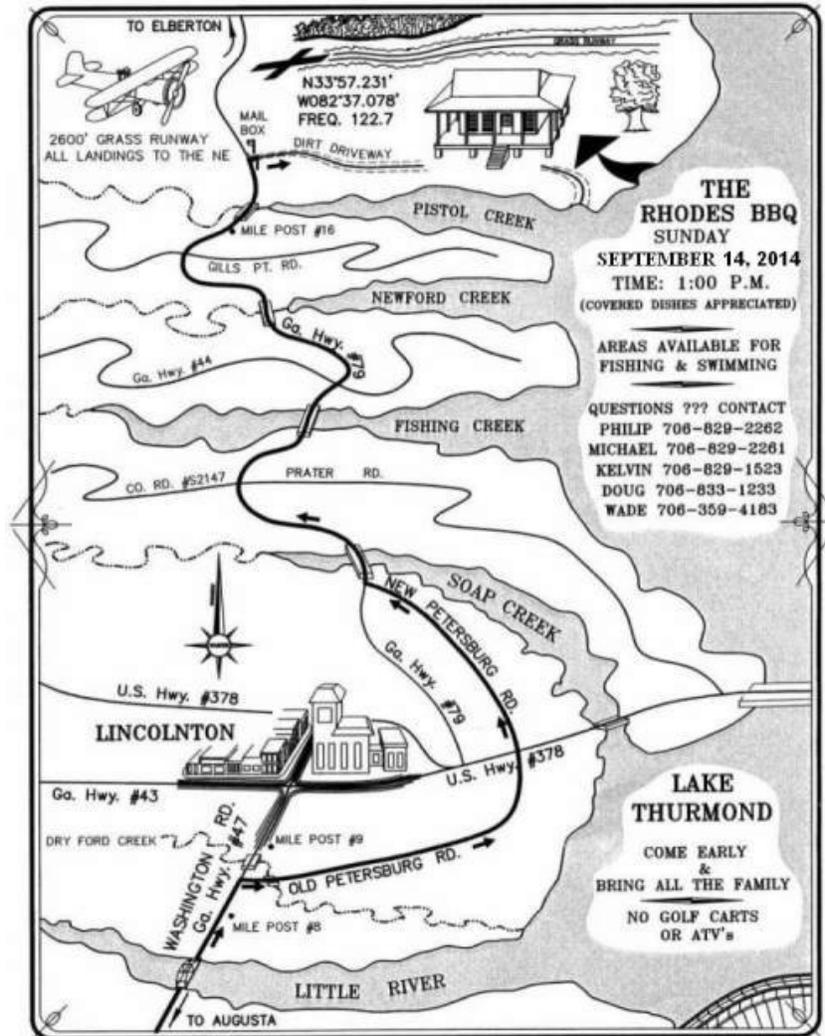
***When doing this, note some of these key points according to the NTSB:***

- When leaving Nashville the pilot was the pilot flying and was in the left cockpit seat.
- About 1959 EST, the copilot told the pilot to adjust his altimeter. The pilot responded, "say, I'm kinda out of the loop or something. I don't know what happened to me there but I appreciate you lookin' after me there."
- after the landing gear was lowered, about 2004, the copilot noted that the "ANTI SKID FAIL" annunciator light illuminated. The pilot continued the approach, and, about 2005, the airplane touched down on runway 10.
- The Premier IA was not equipped with reverse thrust, and wheel braking was the primary means of stopping the airplane after landing.
- The copilot heard the pilot announce a go-around, but the copilot did not know the reason for the go-around.
- The airplane lifted off near the departure end of the runway.
- The copilot directed the pilot to increase pitch.
- He stated that he began to monitor the airspeed indicator, saw that they were at 105 knots approaching the end of the runway, and thought "it was going to be close."
- runway 28 failed to meet the FAA Part 77 reporting requirements for a 34:1 obstruction-free, nonprecision instrument approach to 200 ft from the runway end.
- Thomson city administrator stated that before 2012, no GDOT inspection report had identified the power line east of the airport as a potential obstruction.
- Premier pilots were not taught to execute a balked landing in the Premier IA following touchdown on the runway.

(Information adapted from multiple sources including [USA Today](#), [AP.org](#), FAA, [NTSB](#) )

## RHODES BARBECUE SEPTEMBER 14, 2014

This is just to get you ready so you can mark it on your calendar. On July 19 we checked with Kelvin Rhodes, and the annual Rhodes Barbecue is on Sunday, September 14. If you have never been to it, they put out a great spread and everyone has a fine time. Mark down the coordinates shown on the map since the Rhodes airstrip is not on the charts.



(CLICK THE ABOVE GRAPHIC FOR A LARGER VERSION SUITABLE FOR PRINTING)

### AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *Is a terminal radar service area (TRSA) a class of airspace? Are VFR pilots required by the FAA to use it?*

**According to AOPA and the FAA:** TRSAs are technically not their own class of airspace. The charted lines are simply there to show you where services are available on the published frequencies. For VFR pilots, participation in the TRSA is voluntary, but is recommended for increased situational awareness. (Source: [AIM 3-5-6](#).)

**This Month's Question:** As altitude increases, at what rate do temperature and dew point converge?