

RYAN SPECHT'S INCIDENT STATEMENT

I am writing to provide a description of events for the incident at the Augusta airport on October 16, 2019. At approximately 11:45am we had gathered inside the FBO at Augusta, GA in preparation to fly our second leg of three for that day.

At Augusta, ramp access is controlled by the FBO personnel behind the desk, which is stated on the inside of the doors leading to the ramp. Once we were ready to walk to the aircraft, I notified the desk we were ready to walk out and the FBO agent behind the desk pressed the button which opened the door. We walk through a short breezeway before we are outside. Two of the passengers and myself are leading in front with the remaining five following behind us. We have a clear and direct path to our airplane, only needing to walk in front of a Phenom jet which is parked closest to the door. Our Learjet was the next airplane in the row.

As we walk out I notice a Global Express aircraft (N307KP) parked off to our left. The Global was not in the first row to our left, but the second row, closer to the south side of the airline commercial terminal, so a decent distance away, approximately 100 ft. Initially, I thought only their APU was running because it was not very loud, and we did not feel any warm air or blast from their idling engines. As the two passengers walking with me were about to board our Learjet, the rest of the group were several steps behind us. It was at that time I heard a loud roar and felt a strong, warm gust of blast on my left side which required me to walk several steps with the wind to stay steady. I remember thinking at that moment that the thrust was excessive and lasted longer than normal for a simple turn out on level ground. When I turned around I saw papers flying, and then saw Suzanne on the ground. I ran over to her and she had her hand raised slightly in the air. As I started to reach for her I noticed she was in fact unresponsive to verbal questions, yet her eyes were open. I then realized she was unconscious. I immediately ran inside to have them call 911 and dispatch the paramedics located on the field. Once I confirmed the proper emergency response had been notified, I went back outside to check on her. When I went back out all of our passengers were surrounding her as well as Gary, who was the other pilot flying with me. She had regained consciousness at this point. As they were talking with her and the emergency personnel arrived I ran to our airplane to notify the ground controller what had happened, as the Global was now at the end of the taxiway preparing for take-off.

As the paramedics talked to her she would ask what happened, and then forget a short time later and ask again. We were of course all concerned for her. One of our other passengers, Cathy, had been knocked down as well and suffered cuts to her knees.

Observation of the ramp and the path we had to our aircraft was safe and even after I noticed the Global engines were in fact running, that aircraft was far enough away that the passage was safe. There was not any reasonable expectation that they would apply that level of thrust. The jet blast was completely abnormal and unexpected and came without warning.

Sincerely,

Ryan Specht

Ryan Specht

Pilot, Dillard's Inc.

GARY FRYAR'S INCIDENT STATEMENT

On October 16th 2019 at approximately 11:45 am, I witnessed an aircraft using excessive thrust on an FBO tarmac at Aviation Services in Augusta Georgia (KAGS) resulting in multiple people being blown with jet blast resulting in injuries. I was in our aircraft preparing the systems for our flight out of Augusta Georgia. When suddenly, I heard and felt an aircraft throttle up to what seemed like a take-off power setting causing my aircraft to shake and aggressively move the aircraft controls. This was so extreme and out of the ordinary on a tarmac that it caused me to break my concentration of preparing the aircraft and look up to wonder what aircraft and where it was located. I noted it was a Global located approximately 120 feet to about my 11-1130 position. As I looked up to see the aircraft, that's when I noticed our passengers right in the direct jet blast causing them to be blown off their feet and knocked down onto the tarmac violently. It took a second to realize what just happened out of shock. Before I exited the airplane, I took note of the tail number (N307KP) as it proceed to start to taxi off. I then proceeded to assist and help the passengers. I ran towards the FBO to have them call 911, but Ryan was already taking care of that part of the emergency. I then went back to the passengers to help assist in any way possible until emergency crews arrived. I noticed one passenger knees (Cathy) was scraped to the point that blood was running down the legs from the knees. Another passenger (Suzanne) was unconscious with her body shaking as if it were convulsing after hitting her head on the tarmac. Her eyes were open but clearly unresponsive. I assisted with passengers that needed assistance to make sure they were okay and not injured while a couple of people were tending to Suzanne who was unconscious. Within just a couple of minutes of the incident, the airport fire department showed up to the scene and took over all medical needs until the EMS unit arrived.