

Joshua Young
Air Safety Investigator
AS-ERA

Date: 7/22/2024

Subject: ERA24FA283, Friend of Pilot Statement

Contact: Richard Ward, Friend of Pilot

Mr. Ward provided the IIC with the following statement via electronic mail on July 19, 2024.

"Mr. Young,

You have asked for my observations of Roger Beggs, pilot of aircraft N85PG. As a general statement Roger was very professional and serious about his responsibilities as a pilot and was enthusiastic when it came to flying. He did not take flying lightly nor casually. Roger prepared for every aspect of the flight, including weather, aircraft condition, flight planning and what to anticipate enroute and at destination. Our last flight together in late September, 2023 is best representative of how he operated.

Roger picked me up at my house already thoroughly knowledgeable about enroute and destination weather as a tropical storm was approaching our final destination of ILM. We talked about what to expect and whether or not we could arrive before the storm hit. At the airport Roger checked the weather again at both our intermediate and final destinations. Roger performed a thorough preflight of the aircraft, confirming no water in the fuel tanks, engine oil was full and fuel was loaded to the proper amount. (As an aside, I remember on a previous flight the aircraft was

fueled beyond what he wanted or needed and Roger had fuel removed.) All ground operations were done with caution, making sure all personnel and aircraft were clear of his airplane. Once airborne he used the autopilot to fly, probably engaging no later than 5,000' AGL. Operation of the radios was appropriate and professional. TCAS was used to identify other aircraft in the vicinity and we both attempted visual contact when necessary. At the intermediate destination he checked the weather and we once again discussed our options. Picking up our passengers we proceeded to fly towards our destination. Roger used a tablet computer to obtain enroute weather information, including radar depiction of the storm moving towards ILM. The aircraft had an avionics package that gave detailed engine performance and he showed me how he used that to attain the best performance from the engine. This was his main source of navigation as I recall. As soon as possible we received ILM ATIS as well as possible alternate airports. Once ILM became out of the question due to winds Roger decided Myrtle Beach airport was the best option. The ride on approach was a bit bumpy and I don't recall at what point Roger disengaged the autopilot which was used for nearly the entire flight. Once on the ground I made sure our passengers were taken care of while Roger checked the weather and filed a flight plan for our return. The return flight was operated in the same manner and nothing of note occurred. Operation of the aircraft was always in a safe manner.

This narrative is a bit long but I hope you are able to glean pertinent information as applicable to your investigation. If I can help or provide any other information feel free to contact me at any time.

Regards,

Richard E Ward

Delta 767 Captain (Retired)"