

When the student is ready, the teacher shows up!

You gotta pay attention.

I am blessed! I am a firm believer that God puts you where he wants you, when he wants you there for one of three reasons. First, to accomplish a task for his glory. Second, to learn a lesson to accomplish a task for him in the future. Third, A combination of both.

As the owner of McLaren Corporation that operates the FBO at W24, Falwell Airport, Lynchburg, VA. And the owner of 3 Amigo's Flight Club I realize that I am in a highly visible position in the Lynchburg area flight community.

I have been placed in a position to interact with many young aspiring pilots, A/P mechanics and individuals desiring to be involved in the aviation industry at some level. These levels range from university students training to be future career seeking commercial pilots, dedicated mechanics and industry workers to the person seeking a private pilots license later in life as a hobby.

After the lessons I have learned in my life I feel I would be remiss by not following God's direction and sharing the following narrative sent to the FAA.

1 Peter 4 8-10 NIV states.

⁸ Above all, love each other deeply, because love covers over a multitude of sins. ⁹ Offer hospitality to one another without grumbling. ¹⁰ **Each of you should use whatever gift you have received to serve others, as faithful stewards of God's grace in its various forms.**

August 29th, 2024 N734SY Accident.

My name is Roger Beck. I am the owner and president of McLaren Corporation. My company operates the FBO at Falwell Airport, 4332 Richmond Highway, Lynchburg, VA. 24501. Ph. 434-845-8769.

I have been in operation since 02/01/2013. I am a private pilot with over 2000 hours of flight time. I am also an A/P, I/A aircraft mechanic. Cert.# 3309153.

The following narrative concerns an engine break-in flight performed on 8/29/2024 at approximately 5:00PM to 5:20PM.

2024-08-29 at approximately 5:00 PM Eastern time I Pre-Flighted N734SY, a 1977 Cessna 172N

Ser# 17269088, for an engine break-in flight at W24, Falwell Airport, Lynchburg, VA.

The pre-flight inspection was normal, Oil and fuel at capacity, all flight controls free and correct. Pre-flight engine run normal showing 60 PSI oil pressure, Oil Temp in the green arc, Mag check at 1700 RPM showed normal drop, Carb heat showed normal drop.

Taxi to runway 10 at W24 for takeoff. All systems normal. Added power for takeoff, Airspeed alive, tach reading 2200+ rpm, Take-off climb at 80 indicated established. All systems normal and in

green arc. Oil pressure reading above middle of green arc. Upon reaching approximately 1300 MSL, complete power loss and engine seized stopping the propeller within 3 seconds.

Due to my position and no viable options within the prescribed 60 degree arch I turned left back to the direction of the airport. I had seen a couple of open areas over my left shoulder.

At this time, I was communicating on W24 unicom, 123.00. Mayday distress calls were made that were heard by W24 employees.

I picked an open area behind East Side Suites, Holcomb Path Road, Lynchburg, VA.

My flight path was over the back yards of houses on Holcomb Path Road. As I approached the open area my left wing impacted a tree which spun the aircraft 90 degrees, the aircraft impacted the ground and bounced. Then the aircraft hit the ground again and slid to a stop.

I was able to extract myself from the aircraft through the right passenger compartment door.

I was met by a resident from one of the houses that informed me that he had called 911. I did not get his name however I know he was interviewed by the police on scene.

I called my employees to bring a 55 gal. drum and a fuel transfer pump. Although I only saw small drips of fuel, I did not want a potential fire or environmental incident. My employees, Brad Bishop (A/P, I/A) and Robert Kelly (A/P) arrived and removed the fuel from the wing tanks into the 55 gal. drum. The drum of fuel was left at the accident site per state police and FAA request.

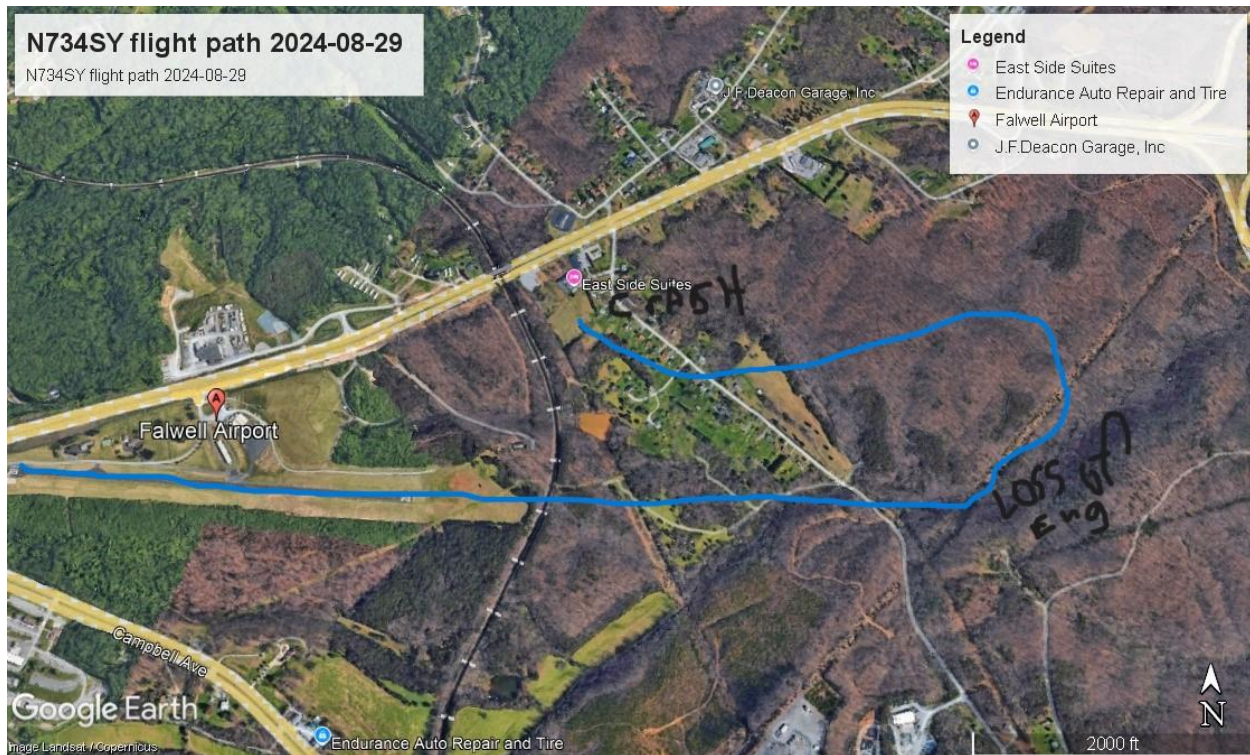
I removed my head set and ADS-B portable receiver from the aircraft. My employee, Robert Kelly, noticed the fire extinguisher on the ground adjacent to the right-wing tip. He picked it up and removed it from the scene. The fire extinguisher is now secured in my office at Falwell Airport.

Fire and rescue, Lynchburg Police, Virginia State Police and the Virginia State Police Aviation unit were on site.

Several news crews were also on site.

ABC 13 news Lynchburg, VA. Video link;

<https://www.youtube.com/watch?v=qpkgN1hxn6k>



Above is an approximate image of flight path.

After cleared to leave the scene by the FAA and VA. State police my wife, Dee Beck, drove me to the Bedford, VA. Emergency room. During the crash I had my wallet and keys in my right front pocket. Upon impact I must have hit the right seat causing a deep muscle bruise in my right upper thigh. As time moved forward my right upper thigh swelled and became very painful. The hospital visit was precautionary for internal bleeding or broken bones. Neither present. Just sore, very painful.

Please see attached photos and contact me if needed.

Sincerely

Roger M. Beck

End of FAA narrative.

Complacency

As mentioned in the above narrative I have over 2000 hours of flight time. My future instructor and good friend James Stack of Richmond, VA. partnered on our first aircraft in 1982. Flying out of KFCI, Chesterfield County Airport, I obtained my Private Pilot's license in 1984.

The first aircraft was a 1966 Cessna 150F. During my flight training and all the various maneuvers needed to accomplish a PPL he always asked the question "What are your going to do if...?"

He kept asking that question to the point of annoying. In the middle of steep turns, 720-degree power turns, departure climbs, descents, stall series, all the procedures needing to be accomplished. “What are you going to do if...?” So annoying!

After achieving Privat Pilot status I flew as much as I could. I had a plan to become a commercial pilot and live the life of an airline captain. God had a different plan for my life. I was married and my wonderful family was expanding. I needed to work to provide for an expanding family. I found myself in the automotive service trades. A trade I had a talent for.

Automotive Service Management was now my career. Over 40 years of being involved with the auto service industry I was blessed with the opportunity to continue flying with the hope of someday making the move over to the aviation industry. During that time the challenges of automotive service and being committed to making sure that our customers vehicles were safe for their families I kept hearing “What are you going to do if...?”.

If I get complacent during a Virginia Motor Vehicle Safety Inspection or a maintenance repair and think “Oh, that part, tire, shoddy repair will be ok for now” am I serving my customer, my fellow human being, to the best of my ability with the gifts God has given me?

During my tenure and to this day I have reached an expertise in automotive mechanical systems and repair that I now am tapped by insurance companies and legal counsel to provide expert analysis and expert witness testimony at various times. I have seen the consequences of complacency firsthand. Devastating.

Later in life God blessed me with the opportunity to bring my two passions/gifts together. Automotive and Aviation. With the unbelievable support of my wife, my family and the Falwell family on February 1st, 2013, McLaren Corporation was founded to operate W24, Falwell Airport with the goal of paying forward the lessons learned through my life, training young individuals in the automotive service technologies and providing an opportunity to aviation students and enthusiasts to learn and progress.

With the efforts of the wonderful team, and extended family God has blessed me with we have been successful in our endeavors. If you are reading this, I consider you a part of this family. Thank you all.

During my in-flight emergency on August 29th, I heard very loudly “What are you going to do if...”

My prayer for all is never get complacent in your training, work, play, life. Keep the “What are you going to do if...?” always in the forefront of your thoughts. Be prepared for the unexpected.

When the unexpected happens,

**BE BOLD IN YOUR DECISIONS! TAKE ACTION! OWN THE SITUATION YOU
FIND YOURSELF IN.**

NEVER GET COMPLACENT!!!!

Love God – Serve Others