

MARCH 30, 2019

ON THIS DATE AT APPROX 8:55 PM I WAS IN AV-GAS TRUCK #1075 PARKED AT THE AREA WHERE WE KEEP THE FUEL TRUCKS PARKED @ BASE OPS. I HEARD THEN SAW AIRCRAFT #N433SR GETTING READY TO PARK IN FRONT OF THE JET TRUCKS. I GOT OUT OF TRUCK #1075 WITH WANDS IN HAND AND MOTIONED FOR THE PILOT TO PARK NORTH OF THE FUEL TRUCKS. THE PILOT GUNNED HIS ENGINE AND THE PLANE MOVED VERY QUICKLY TOWARD ME. I MOTIONED TO SLOW DOWN TO THE PILOT. I NEXT MOTIONED FOR THE PILOT TO PULL UP TO ME TO TURN HIM TO PARK. I NOTICED THAT THE PILOT WAS GOING VERY CLOSE TO THE FRONT OF THE FUEL TRUCKS AT WHICH TIME I TRIED TO MOTION THE PILOT AWAY FROM THE FUEL TRUCKS AND TOWARDS THE CENTER OF THE RAMP. NEXT I SAW THE AIRCRAFT IGNORING MY MOTIONS TO TRY TO GET HIM TOWARDS THE CENTER OF THE RAMP. I WAS VERY CONCERNED ABOUT THE PILOT NOT FOLLOWING MY DIRECTIONS AS HE KEPT GOING TOWARD THE FUEL TRUCKS.

(next) →

I IMMEDIATELY GAVE THE PILOT THE SIGNAL TO STOP! THE PILOT WAS NEGLIGENT IN FOLLOWING MY SIGNALS AND KEPT GOING AWAY FROM THE CENTER OF THE RAMP BUT INSTEAD KEPT GOING TOWARD THE FUEL TRUCKS. THE AIRCRAFT STRUCK THE LIGHT POLE JUST NORTH OF WHERE WE PARK THE FUEL TRUCKS @ BASE OPS WITH HIS LEFT WING CLOSE TO IT'S TIP.

NEXT THE PILOT GOT OUT OF THE AIRCRAFT AND WAS ACTING CRAZY SCREAMING "I CAN'T BELIEVE WHAT I DID TO MY AIRCRAFT." HE SAID THIS SEVERAL TIMES, THEN HE AND I WENT OVER TO WHERE THE AIRCRAFT STRUCK THE LIGHT POLE AND LOOKED AT THE DAMAGE. HE RAN HIS FINGERS ON THE LIGHT POLE AND SAID "NO DAMAGE" WITH A SIGH OF RELIEF. NEXT WE LOOK AT THE LH. WING OF THE AIRCRAFT AND SAW DAMAGE (A DENT & PAINT CHIPPING) WHERE HE STRUCK THE POLE. I CALLED LOU ON OUR RADIO REQUESTING HE PLEASE COME TO THE AREA OF THE FUEL TRUCKS. LOU ARRIVED I TOLD LOU OF THE ABOVE & HE LOOKED AT THE DAMAGE

SINCERELY

Date: March 31, 2019

To: Don LaVelley, Jonathan Buff, Scott Sheets

From Fred Broszeit

Re: Aircraft mishap N4335R on 03/30/2019

On March 30, 2019 I arrived at Page Field for the 3:00pm-11:00pm shift. Upon reporting for duty I saw that the transient tie down parking spots were all full, and there were piston aircraft parked along the fence, in front of the light poles, in front of parked cars, and on the sides of the space that we keep our fuel trucks parked. I worked the South Side of the field this day and had my fuelings finished and everything closed up by 8:40pm. I drove back in Jet truck #3158 which was topped off and stopped off at the M hangar to top off the pist in that truck. I parked the truck properly in that area that we park our fuel trucks on the Base Ops side. The front desk called out a fueling in the Foxtrot hangar. As I turned on the truck lights I heard the sound of a piston aircraft close by, I looked to my right and saw a small Cessna 172 about to park in front of the 3 jet trucks to my right. I put the Av gas truck that I was in, in park and applied the parking brake turning the engine off but leaving the lights on. I found a pair of day glow marshaling wands in the truck and exited the truck. I went out towards the center of the ramp in front of the Cessna 172 that was in front of the 3 jet trucks I waved the wands to attract the pilots attention, so as to help him move into a better safer area to park this aircraft. I had gotten the pilots attention and started walking North of where he was (in full view). I was north of where all the trucks were parked and in almost half way to the center of the ramp. I motioned for the pilot to taxi towards me and away from the fuel trucks. The pilot started moving his aircraft in a northerly direction, but it looked to me as if he was headed northwest towards the trucks, when he started to move I heard aircrafts engine rev vey high just to move what should have been slowly maybe 140 feet north. At this time I thought maybe I had a student pilot in the aircraft. I motioned with the wands to slow down and to turn AWAY from the 4 parked fuel trucks. IT seemed like the pilot was ignoring my stand marshaling signals, and was taxi-ing into the fuel trucks while his aircraft was raving vey high and moving quicker than what I had expected him to move at. I was very concerned for my safety, the 4 trucks and the aircrafts & pilot in the aircraft. At this point I threw up the STOP marshaling signal "X" with the wands and yelled at the top of my lungs "STOP STOP STOP STOP" This was approximately 30-50 feet from the light pole that was just north of the north most fuel truck. The pilot didn't stop taxi-ing and came to rest where the aircraft struck the light pole. I ran over to the aircraft from a safe distance I yelled to the polite to turn it off. He shut down the engine, and got out of the aircraft. He was running & skipping hopping around like a crazy person chanting over and over "I can't believe what I did to my airplane" I tried to calm him down and asked him if he was OK – or- needed any medical help. He said he was fine physically but could believe what he did to his airplane. He ran over to the light pole that he just struck with his airplane and I walked over and saw him rubbing the area of the light pole then looked at me and said "see no damage: with a sign of relief after those words. I walked around to light pole to the

aircrafts left wing trip and saw damage to the aircrafts wing. The pilot walked around after me and looked at the damage also. Next I called out to my shift lead Luis to please meet me by the fuel truck Luis replied that he'd be there in a minute or two. Luis and David were restacking the M hangar of pull outs for tomorrow. First ones out on top. The pilot said to me in front of Luis "look what you made me do". I in a polite manner said No you didn't follow my marshaling signals and hit the light pole. I took a couple of phones of the aircraft against the light pole and the aircraft damage on the left wing. Luis called a supervisor Then I asked Luis if I should take care of that fueling in the foxtrot hangar what was waiting. Luis said yes take care of that now. I left and completed the foxtrot fueling.

I did all that I could have possibly done to help him safely park but, he didn't follow marshaling signals.

Respectfully submitted,

Fred Brosziet