

On 3/30/19 at approximately 9:00 PM local time N4335R a C172 struck a light pole on the Base Ops ramp just north of the Fuel Truck parking area.

The pilot of the aircraft, Teagwon Jung provided a sketch of the incident (See attached) I asked Mr. Jung to explain what happened. He said that he was taxiing in to park in front of the fuel trucks when Fred hopped out of one of the fuel trucks and began to marshal him north of the fuel truck parking area. He said that Fred told him to come forward (towards Fred) and that Fred did not warn him about the pole. I told Mr. Jung that the only way for Fred to communicate with him was through hand/wand signals and that there is not a signal for watch out for that pole. He said that he followed Fred's directions. I asked him if he could show me where Fred was standing when he was giving directions. At this point Luis pointed out that Fred dropped his marshalling wands where he was standing when the aircraft made contact with the pole. I asked Mr. Jung if that is where Fred was standing when he was giving directions. Mr. Jung then said that Fred walked from the fuel truck to the spot where the wands were. I asked Mr. Jung if he could show me what hand / wand signals Fred gave him. He said that he did not memorize the signals and could not remember. I asked him how he knew that he followed Fred's directions if he could not remember what hand/wand signals he was given. Mr. Jung did not answer. I asked Mr. Jung if Fred was standing where the wands were, giving the come forward signal, why was the aircraft turned towards the pole. Mr. Jung did not answer. I told him that I was just trying to piece together the facts with what he had already told me. I then asked multiple times if Mr. Jung could show me the hand signals that were given to him and where Fred was standing when he gave the hand signals. Mr. Jung did not answer.

Mr. Jung repeatedly asked who was responsible for the incident. I told him that we were in the process of investigating the incident. Mr. Jung repeatedly asked if we were going to report the incident to the FAA. Mr. Jung asked us multiple times not to report the incident to the FAA. We told him that if the incident met certain criteria we may have to notify the FAA.

I ended up calling the FAA ROC to inquire if this would be considered an accident or an incident and to find out if anything needed to be reported. I spoke with Maribel who informed me that the FAA is the only agency who can determine if something is an accident or an incident and that the FSDO would want to take a look at the damage. She requested information about the situation which I provided. She told me to provide the following number [REDACTED] to the pilot. She told me to let him know that he needed to speak with Hermon Maddox at that number before he would be allowed to move the aircraft.

I then provided the number and name to Mr. Jung and let him know that he would need to call the number tomorrow morning. I told him that he would have to speak with Mr. Maddox before the aircraft could be moved.