



July 27, 2021

Federal Aviation Administration

SkyWest Jet Blast Incident on 7/24/21

To Whom this May Concern:

On Saturday, July 24th, 2021 at approximately 11:30 am, I received a call from [REDACTED] on my cell phone. He had asked who was at the Airport for Crash Fire Rescue, as his aircraft was flipped up on its nose and spilling fuel. I asked what had happened, he stated that the Airline did a high power run up as he was taxiing on Bravo, which in turn pushed the aircraft several feet with the brakes locked, ending with aircraft flipping up on its right wing and causing a prop strike.

I immediately called on schedule staff [REDACTED] to respond with fire truck due to the fuel that was being spilled. Fortunately, another one of my ARFF/Maintenance staff, [REDACTED], was just pulling into the parking lot of the Airport. He also responded to the disabled aircraft. At that point I was in route to the airport, I was approximately 30 minutes away. Upon arrival I checked to make sure that everyone was okay and that the aircraft was removed from the taxiway and in a safe location. Damage to the aircraft seemed to be left wing, left main gear, left side of fuselage, and left main wheel, along with pitot tube, and the prop, consistent with a prop strike.

I interviewed [REDACTED]. He was returning from a short local flight with one passenger, he landed on runway 01, and exited to taxiway A. He made his radio calls stating he was crossing 13/31 to B. He noticed the beacon was on the Airline CRJ200, also noted wheels were chalked in cones around the aircraft. Also noted, no ramp agent or marshaller was around or near the aircraft. As Anthony continued down B to the GA ramp, the Airline powered up the engines and began pushing his 172 with a very large jet blast from the right rear. He applied full brakes and gave the correct inputs to the controls for a right quartering tailwind. The aircraft began to skid, eventually ending up on its nose and left wing. [REDACTED] shut off the magnetos as fuel began to spill. However, before shutting the power off, he made a radio call to SkyWest to please shut their engines down. No response from SkyWest Aircraft.

I then interviewed the mechanics for SkyWest, I asked who they had as a spotter or marshaller, and they claimed there was none as they are not required to have either. I asked if they were monitoring UniCom 122.8 and they said they were. Mechanic also claimed this was proper procedure for them to do a run up, and claimed he only brought it up to 65% N2. They were up and down on the throttle on the right engine from idle to power, which is consistent with witness reports. Maintenance personnel, [REDACTED], again, claimed its proper procedure for them to do a run up without any spotters. Maintenance personnel, [REDACTED], did not add any input or comments to my questions.

It is my understanding that [REDACTED] asked a station agent if they needed to contact anyone to do maintenance on the aircraft, the agent said they were ok to do maintenance where the aircraft was parked at the gate.

Sincerely,

Tim Howen
Airport Manager