

Before the flight, Jalil (student) and I (CFI) conducted a thorough pre flight check. I noticed Jalil didn't have a specific flow to the preflight so I showed him how following the checklist and using a specific route around the aircraft you can check every part to make sure the aircraft is airworthy. Once completed, we hopped inside and proceeded with a normal engine start. We listened to the ATIS and set ourselves up for taxi and the avionics for flight. Jalil was not too familiar with the Garmin G5 so I took some time to demonstrate some of its features which will aid him in flight. Once all that was done we began to taxi.

We proceeded by clearing the area and rolling forward to complete the brake checks. I handed the controls back to Jalil and told him to taxi slowly at 1000RPM or less since he was not familiar with the airport. We made a left eastbound followed by an immediate left northbound to link up with taxiway Bravo.

At this point I had taken notice of the Conquest Air Convair sitting inside the non movement area at Spot 2. Since he was facing southeast bound I was under the assumption that he had just landed and was coming back to park at the ramp. I certainly did not expect him to be performing a run up since I had previously been told by ATC that runups in that non movement area are prohibited. Taking note of the Convair, I told Jalil to follow a faded yellow line as opposed to the other taxiway centerline to remain further away from the Convair. The normal taxiway centerline would have taken us very close to the Convair and could have posed a problem even if the engines were at idle. We kept taxiing but I decided to tell Jalil to stop further away from Spot 2 than usual so that we wouldn't be directly behind the Convair.

Once stopped I told Jalil to go ahead and call ground to get clearance to taxi to the run up area (taxiway hotel). Ground got back and issued a clearance to taxi via right turn on Papa, November, Hotel. Jalil read back the clearance perfectly. Before moving, I told Jalil to taxi slowly so as to prevent any rocking of the aircraft as we taxied behind the Convair which I believed had his engines on idle. Additionally, I deflected the ailerons into the Convair to mitigate any incoming propwash from the "idle" engines.

As soon as we came up behind the Convair, I knew something had gone wrong. The aircraft started violently shaking and increasing in ground speed. This was followed by the right wing lifting up causing the left wing to strike the ground. Simultaneously, the nose pitched down into the ground which resulted in the prop striking the pavement. I immediately took the controls and tried to counter as best I could by moving the yoke full aft to bring the nose up. I also immediately cut the mixture on the engine to prevent any further damage or increase in ground speed. Once I shut the engine down, coupled with my elevator deflection we settled back down on all 3 landing gears. We continued to get pushed forward for about 100 feet. I applied full brakes so as to prevent the aircraft from being pushed further into a taxiway or another aircraft. At this point the aircraft was still shaking a lot, however fortunately it was not moving anymore. I immediately went on frequency and called out for the Convair to move from its position or that we could be at further risk of being pushed again or god forbid flipping over. I kept calling the next 20-30 seconds trying to get the attention of the pilots or ground to tell them to move but to no avail. Finally, the Convair moved out and taxied past us. Ground then reached out to us once they figured out what happened to ask if we were okay and if we needed any assistance or

ambulances. We were immediately met by some Signature FBO personnel and OPF Airport OPS.

To add to the previous paragraph from what I remember Jalil doing, he immediately relinquished controls once I took the controls. Fortunately I had previously ensured that we both had our seatbelts on before taxiing because as our aircraft was getting thrown around by the Convair, the left hand door swung open. Fortunately Jalil remained in his seat and managed to close the door as soon as he was able to.

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[REDACTED] 01-05-2023