

I vividly remember taxiing the plane, several feet shy of checkpoint two

My instructor Alvaro, insisted that we not get too close to the plane, that was parked some feet to the right of the checkpoint for fear of propwash and wake turbulence

I made the radio call to ground frequency and asked for permission to taxi, to the designated run-up area after receiving ATIS Information

We kept the larger plane in view, in sight while making our radio communications

After being granted permission from ground to taxi, we proceeded to the run up area, with our engine on (idle) setting as my instructor insisted the Cessna 172, did not need much power to taxi

My instructor Alvaro made sure to take controls and point the aileron into the direction of the plane which was facing in our direction, to deflect the anticipated wake

Once in the Vortex path, it was to our surprise that the larger planes engine were not on idle, but in fact closer to full power as they were doing a “run up” check

Our plane was overtaken by the jets blasts, as we made a left motion on what I believe was at taxi way “Hotel”

The high winged Cessna was immediately tilted on its left wing, sliding several feet before crashing nose first with the prop violently striking the pavement

The door popped open and the single engine plane, slid on across the ground for several feet while my instructor assessed the situation

He reached to disengage the key and shut the engine and master battery/ generator simultaneously bringing the props rotation to a complete halt

The larger plane was clearly unaware of the accident that had just occurred to their rear. They

were already down the run way, prepping for what seemed to be an immediate take off departure

luckily both my instructor and I had seat belts engaged and seats locked within the track/ position

We were immediately Assisted by onlookers from the Signature air garage, lateral to the checkpoint