

Miami, FL
December 09 / 2023

To whom it may concern

Subject: Incident with Cessna 172 - N955PT and Bombardier Challenger 300 - N334JE

Location: Miami Executive airport (TMB)

Date and time: December 08, 2023 - 11:50 am

On December 8, 2023, I had a flight scheduled at 11 am in N955PT with my student Paola Serrato, she is currently training to get her private pilot certificate. Around 11:20 in the morning we got the keys of the aircraft, then we went to the ramp to pre-flight the aircraft and make sure our airplane was in an airworthy condition to fly. About 11:40 am we got in the airplane, turned on the engine and did our checklists.

Radios were set and we listened to 124.0 (atis frequency), after we got the atis information we contacted 133.0 to ask for touch and goes. We received the instruction to communicate with 121.7 which is ground frequency, we were number two in sequence at the spot 14. Around 11:45 in the morning we received the clearance to Taxi to run-up area whiskey via Delta taxiway, as we approached the run up area I saw a jet in the run up area with its nose facing east northeast. (Attached diagram)

I asked my student for the controls to make sure we were going to keep a safe distance from the jet. As soon as I passed behind the jet to enter the run up area, we were suddenly blown away because of the jet blast of the engines. The right wing of our aircraft (Cessna) went up making the left wing go down and striking the ground, we were dragged for around 30 - 40 feet. The propeller of our airplane hit the ground creating significant damages. Our airplane got to a stop but it kept shaking because the jet still had power in its engines and we were still being impacted by the jet blast, so I pushed the throttle a little bit to move forward and put the Cessna away from the blast.

Ground control at that moment asked me if I needed any assistance so I replied to the communication saying " we don't require any assistance, the airplanes need to be towed", the controller said " say again " so I replied saying " the airplane needs to be towed". I turned off the engine, kept the radios on and I heard in the communications that ground control asked the jet what they were doing, the jet replied " we are burning out some fuel ". After that, I called the ground frequency saying " ground ptc 955 is going to be out of the headsets".

I made sure we were fine, so I asked my student if she was ok, gladly we didn't suffer any traumas or injuries. I got off the airplane, waited for the ground support because the airplane was going to be towed. Some minutes later, " ramp 60" arrived, asked what happened and he started his required procedure. They informed the tower, then I got a phone call from the tower to ask me what happened and then another phone call from the FSDO. As per the FSDO, we were cleared to move the airplane, so our airplane was towed and escorted back to spot 14.

Feel free to contact me at [REDACTED] Don't hesitate if you need any further information

Best regards,

Mateo Agudelo Quiros
Pilot in command - Cessna 172 N955PT

Paola Andrea Serrato Acosta

12/08/2023

Federal Aviation Administration (FAA)

Subject: Incident Report - Aircraft Identification Number: N955PT

I am writing for the purpose of submitting the report of an incident that occurred during a scheduled flight on December 8, 2023, at 11:50 a.m. aboard aircraft identification number N955PT.

That day, I had a flight scheduled at 11:00 a.m. which I conducted with my instructor, Mr. Mateo Agudelo. I arrived at the school at the scheduled time, requested the aircraft CAN, which was delivered to me at 11:20 a.m., at which time I proceeded to perform the pre-flight, verifying the documentation both in the aircraft CAN and in the aircraft itself, making sure that everything was in order and matched the tail number of the aircraft. After completing the pre-flight, we boarded the aircraft, started the engine, adjusted the radios, and contacted clearance. Subsequently, we were transferred to ground where we were instructed to proceed to the delta taxiway to the runup area whiskey, with no additional notification of situations or wake turbulence.

Before arriving at the runup area whiskey, we observed a jet in position with its tail to the west. My instructor assumed the controls to perform a safe entry into the area. During this process, we experienced a strong jolt as the jet behind us pushed us. As a result, our aircraft lifted off the right wing, and as we attempted to regain control, the left wing touched the ground, causing damage to the aircraft.

Immediately after the incident, the control tower contacted us to verify our condition. We confirmed that we were unharmed, and the jet was contacted, who stated that he was performing fuel burn. The tower helped, and we requested to be towed. Airport security personnel arrived shortly thereafter, towed the aircraft, and the standard procedures of information gathering and declaration of events were carried out by my instructor.

I thank you in advance for your attention to this report. I am available for any additional clarification or information the FAA may require regarding this incident.

Sincerely,

PASA

Paola Andrea Serrato Acosta

Student Pilot- [REDACTED]