



## MEMORANDUM FOR RECORD

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: 12/19/2023**

**Subject: Information Provide by FAA Inspector Forest Dodd**  
**NTSB Case Number: ERA24LA062**

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According to Inspector Dodd:

Inspectors from the South Florida FSDO interviewed CFI/PIC of N955PT Mr. Mateo Agudelo at the PTC Flight School on December 8, 2023, at approximately 16:00 EST, Mr. Agudelo stated: They were taxiing to Whiskey ramp on taxiway Delta for engine run up with student. As The aircraft taxied behind a jet which was in the run up area, N955PT lifted off the ground rolling left and hit the left wing on the ground. Next the propeller struck the ground, and the airplane rolled upright on to its landing gear. This was from jet engine blast from the jet in the Whiskey run up area. Mr. Agudelo then moved N955PT (by power from the airplane's engine) to a safe distance on the side of Taxiway Delta. He then spoke with ground control for tow back to the ramp.

Inspectors from the South Florida FSDO also interviewed both Flight Crewmembers that were operating the jet (N334JE) at Signature Aviation at approximately 14:30 EST. (Capt. Rasmussen, and copilot Smyser).

Due to over fueling of N334JE at Signature, the airplane was taxied to run up area Whiskey to burn off excessive fuel weight. At the run-up area they pulled in next to another aircraft to the north. While position at this point for about 20 minutes, the crew stated they were at a higher power setting to burn off the required fuel to meet the weight and balance for takeoff. When completing the fuel burn, they requested and initiated and taxi back to the ramp to pick up their customers. Upon taxi to the active for takeoff, ground control requested they hold for ramp personnel and to follow them to a holding area. At this point, the flight crew were made aware of the other damaged airplane.

Both crew members were asked if they saw the damaged airplane in the vicinity during the reposition back to Signature Aviation. Both responded that they did not.

When asked at what power setting, they utilized for the fuel burn off, they were not sure but stated it was about 70% N1.