



Aviation Investigation Final Report

Location:	Orlando, Florida	Accident Number:	ERA23LA116
Date & Time:	January 19, 2023, 11:15 Local	Registration:	N915KF
Aircraft:	MESAFOX LLC KITFOX	Aircraft Damage:	Substantial
Defining Event:	Prop/jet/rotor blast/suction	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was taxiing for departure at a large international airport. As he taxied from the ramp toward the taxiway that he had been cleared to take to the departure runway, the right wing of his airplane lifted. The airplane's left wing then contacted the ground, and the airplane began to slide across the ground. In a statement following the accident, the pilot described that he had inadvertently taxied into the jet blast of an airplane that was about 500 feet away, which he was unable to see because his view was obscured by another large airplane parked on the ramp. The pilot subsequently shut his airplane's engine down, exited the airplane, and tried to hold its wing down and keep it from contacting the ground again. He described that the jet blast made it difficult to keep the airplane from tipping over again and that he was lifted in the air several times as he tried to hold the right wing down. After several minutes, several individuals assisted the pilot with moving the airplane out of the jet blast. The airplane's left wing spar was substantially damaged during the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An inadvertent encounter with the jet blast of another airplane while taxiing, which resulted in substantial damage to the airplane's left wing.

Findings

Environmental issues

Aircraft - Awareness of condition

Factual Information

History of Flight

Taxi	Prop/jet/rotor blast/suction (Defining event)
Taxi	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 10, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2022
Flight Time:	2907 hours (Total, all aircraft), 366 hours (Total, this make and model), 2776 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MESAFOX LLC	Registration:	N915KF
Model/Series:	KITFOX 7 STi	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	KA21118495
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	March 11, 2022 Condition	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	360 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, not activated	Engine Model/Series:	915iS
Registered Owner:	MESAFOX LLC	Rated Power:	144 Horsepower
Operator:	MESAFOX LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 89 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	144°
Lowest Cloud Condition:	Few / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	23°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL	Type of Flight Plan Filed:	None
Destination:	Apopka, FL (X04)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class B

Airport Information

Airport:	ORLANDO INTL MCO	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	18R	IFR Approach:	None
Runway Length/Width:	12004 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.425244,-81.329904(est)

Administrative Information

Investigator In Charge (IIC): Freeze, Christopher

Additional Participating Persons: Ron Faulkner; FAA/FSDO; Orlando, FL

Original Publish Date: June 15, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106617>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).