



# NTSB MEMORANDUM FOR RECORD

**Adam Gerhardt**  
**Senior Aviation Accident Investigator**  
**Eastern Region, Office of Aviation Safety (ERA)**  
**National Transportation Safety Board**

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**Date: 1/13/2023**  
**Person Contacted: Shahir Pierre Selim (Pilot, Conquest Air Cargo)**  
**NTSB Accident Number: ERA23LA104**

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## **Narrative:**

The individual noted above provided the following information via a telephone call. The below contents are a summary of what was reported:

- He was flying a Convair C-131F airplane (N345GS). It was equipped with two Pratt & Whitney R-2800 radial engines.
- He stated he was not performing a run-up at the time of the mishap. He stated the Convair was at flight idle.
- He stated that he was waiting to receive their clearance and there were delays at the airport for clearances. He did not want the tail of the Convair to be oriented with a tailwind, which was why the airplane was facing southeast.
- He did not see the Cessna and he did not even know anything had happened until they heard about a prop strike on the radio.
- He believed it was his turn to get a clearance, but the "Cessna wanted to go faster" and jumped in and got their clearance before him.
- He believed that the Cessna could have chosen a different spot to exit the ramp area, such as spot 1 versus spot 2.

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