



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 10/20/2021
Person Contacted: Steve Stalder (Dir. of Maintenance, Sierra West Airlines)
NTSB Accident Number: ERA22FA004

Narrative:

Mr. Steve Stalder was contacted via telephone and reported the following details pertaining to the accident airplane (N283SA) and circumstances surrounding the event:

- He recalled seeing a crew write up for the accident airplane Saturday. He decided that maintenance would take care of the write up on Monday, rather than on the weekend (Sunday).
- He reported that there were two “squawk” write ups. The first was for an inoperative #1 Engine N2 gauge. The instrument error was found to be valid, and it was deferred per the minimum equipment list (MEL). The second was a low hydraulic reservoir on the #1 engine, which was serviced to an acceptable level. He added that this low level was expected due to recent maintenance work performed on the engines a few days prior to the accident.
- He reported that both engines were removed for maintenance in Michigan a few days or a week prior to the accident.
- He reported that he was tasked with cleaning out Mr. Bachman’s (Captain) hotel room which was the Best Western near the El Paso airport. He reported that the hotel staff said that he checked in Sunday afternoon or evening.
- He recalled that on Monday October 4, he was “100%” certain he had no contact with the First Officer (Mr. Duchesne). He recalled that he did not see Mr. Bachman at the airport or maintenance facilities on Monday. He cannot recall having any phone conversations with Mr. Bachman either on October 4.
- He reported that he believed the aircraft was returned to “Green” status on their maintenance board “fairly early” in the day, perhaps around or before 12:00PM local time.
- He reported that it is routine process to inform dispatch that an aircraft has returned to service, rather than flight crews, and this was accomplished in this scenario. It is dispatch’s responsibility to inform the flight crew of trip assignments.



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- He reported that the First Officer (Mr. Duchesne) was a very quiet/ soft spoken speaker.

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