



NTSB MEMORANDUM FOR RECORD

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Date: 10/20/2021

Person Contacted: Luis Fagundes (Flight Follower, Sierra West Airlines Dispatch)
NTSB Accident Number: ERA22FA004

Narrative:

Mr. Luis Fagundes was contacted via telephone, and he reported the following details regarding his communications with Mr. Bachman (Captain) and additional circumstances surrounding the accident to the best of his knowledge:

- His shift started at 11:00PM PDT. He is based in the California office. When he started his shift, the airplane and crew were already in Lubbock, Texas (LBB Airport). At that point the crew was waiting for the freight to arrive.
- He reported that after the freight arrived, he assisted in verifying the freight and the flight departed shortly after its arrival.
- He stated the crew was “in a bit of a hurry”.
- To his understanding, the freight was supposed to be loaded in El Paso at the crew’s home base, however, there a “mix up” and the crew had to fly to LBB empty prior to heading to Georgia. He stated the “empty leg was not planned.”
- He reported that the flight crew never mentioned that they were tired or fatigued to him. He stated that if a pilot reports’ being fatigued, in his experience, they are immediately afforded the opportunity for rest prior to being asked to move any freight.
- He reported that he discussed with Mr. Bachman (Captain) that he would list Augusta, GA airport as an alternate, but he planned Thomson Airport (HQU) due to its somewhat closer proximity for the freight customer.
- He told the captain that Augusta was “safer”, so if the “runway is soaked” or if the weather is bad, or “for any reason” divert to Augusta.
- He believed the weather was “questionable” for HQU and that rain was possible.
- Mr. Fagundes was asked whether he was aware of any Notices to Airman for HQU. He stated, “there were no NOTAMs for HQU”. He reported that after the accident he saw several NOTAMs for the ILS, but he was not aware of any NOTAMs for HQU prior to flight.



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- Mr. Fagundes was asked whether he would have still planned the flight to HQU if he was aware of the NOTAM for the glidepath out of service for the ILS runway 10 at HQU. He responded that he told the crew that for "any reason", they should go to Augusta.
- He stated that, "No NOTAMs were published for the ILS at HQU."
- He stated, "I do not recall any NOTAMs about the glideslope."
- He reported that they use "Fltplan.com" and Skyvector for preflight information.
- He reported that the captain files the actual flight plan for Part 135 flights.
- He reiterated that he told the crew "If you are uncomfortable at all, go to Augusta."
- After the crew failed to check in with him after the expected arrival, he called flight service to inquire about the flight's whereabouts.
- He reported that he is a flight follower with Sierra West and that he is working towards his Dispatcher certificate, as he does not currently hold the FAA certificate.

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