

STATEMENT OF 1stLt. C. D. BROWN 090542 USMC Concerning
Accident involving CH-46A Bureau Numbers 151930 & 151936 on
15 July 1966.

Just abeam the landing zone, the leader gave us the tail chase signal and we moved in place. The flight then turned on final, estimated our airspeed about 80 to 85 knots when on straight away, Captain SELLERS called for Hover Aft. At that time we were a little high and fast for the approach. We continued and planned to land left of the leader. As we approached the landing spot, our turns were building and Captain SELLERS was trying to control the turns by up collective, this making us a little more high for the landing spot. As we started to settle too close to the trees to our left, Captain SELLERS moved the aircraft to the right where Major REAP in YT-15 had just landed. When we finally landed we were very close to YT-15 and I switched to AUTO on the speed trim and lowered the ramp. At that time Captain SELLERS lowered the collective to the bottom and we started to receive a violent vibration and Captain SELLERS secured both engines. I put the rotor brake on and all rotors stopped. We exited the aircraft. When I got out and looked back, it looked as though our aft rotor had hit YT-15's aft rotor. Both aircraft were damaged to the point we could not have flown either of the two. We got all weapons and personnel out of the aircraft and into another aircraft in the zone just west of the crash site.

Carl D. Brown Jr.
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