

## FOR OFFICIAL USE ONLY

WITNESS STATEMENT

NAME: WEBB, Robert SP6 OCCUPATION: Technical Inspector  
ADDRESS: 333d TC Det DATE OF ACCIDENT: 2 July 1969  
101st Abn Div DATE OF STATEMENT: 4 July 1969  
APO SF 96383

This statement may not be used as evidence or to obtain evidence in determining line of duty status of any personnel; as evidence before evaluation boards; as evidence to determine liability in claims against the government; or as evidence to determine pecuniary liability. The sole purpose of this statement is to aid the prevention of accidents.

I don't believe I've seen a ship go up in better condition. There wasn't a push pull rod or crank or bearing I didn't check. I watched everything. It's the first time I've seen the book followed perfectly.

Q. Do you feel there was an initial TI done on this aircraft along with an in progress and final TI?

A. I'd have to say it was TI'd all the way through. If there was anything done I wanted to see what was done.

Q. You say you TI'd most of it yourself?

A. It was the first PE and I made sure there were no mistakes. There was another man who knows his job on TI's good but I checked everything.

Q. What you are saying is you were capable of TIing yourself but you had others check it?

A. Yes.

Q. So it was actually TI'd twice?

A. Yes, about 5 times.

Q. There were no major discrepancies on the aircraft after following the book?

A. There were no major discrepancies, but the input quill was seeping.

Q. If it is an excessive leak shouldn't the aircraft be grounded?

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A. Yes it should, but it wasn't excessive.

Q. Do you believe that because of this accident some of the aviators will think it is because of maintenance?

A. I don't believe so, they swear by these boys, they are good.

Q. Who inspected the rotor head and squash plate?

A. I did for one.

Q. Did anyone else inspect it?

A. SSG Schall, the Senior TI did.

Q. Did you examine the ~~swashplate~~ carefully?

A. Yes, this one was nice and snug.

Q. How do you TI the ~~swashplate~~?

A. I just feel of it, look at it.

Q. Do they ever crack?

A. I've never seen one crack.

Q. What about on the inside of the ~~swashplate~~?

A. I can say it was OK, I have been around enough of them to know.

Q. Did you physically look where the drive link connects to the ~~swashplate~~?

A. Yes, I examined everything.

Q. Did you get down and look at the trunnion collar?

A. Yes.

Q. Did you visually inspect the whole thing?

A. Not so far as taking it apart.

Q. Did you visually look at all of the mast assembly and head?

A. Yes.

Q. Were there any defects in the assembly?

A. I didn't see any. You should ask Flynn.

Q. What do you call that piece on top with the bolts missing?  
(mixing levers)

A. I don't know.

Q. Were all the bolts attached?

A. I didn't miss any bolts.

Q. They all had cotter keys and pins?

A. Yes.

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Q. Were samples taken of the  
A. I saw one man doing it.  
Q. Where are the oil samples now? FOR OFFICIAL USE ONLY  
A. They should be in maintenance  
Q. Was the crew chief working on the aircraft during the PE?  
A. Yes, I believe his name is Martin.

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