

WITNESS STATEMENT FOR OFFICIAL USE ONLY

NAME: SCHALL, JOHN SSG

OCCUPATION: Technical Inspector

ADDRESS: B Troop 2/17th Cav
101st Abn Div
APO SF 96383DATE OF ACCIDENT: 2 July 1969
DATE OF STATEMENT: 4 July 1969

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.

Q. What is your job?

A. Senior Tech Inspector, sir.

Q. Did you inspect the aircraft?

A. Part of it sir.

Q. When did the aircraft go into PR?

A. The night of the 1st of July.

Q. Who else worked on the aircraft?

A. Myself, SP6 Webb, SP5 Alexander, SP5 Matthews, SP4 Schneider, SP4 Smith, SP4 Flynn, PFC Jackson, all I can account for now.

Q. Was anything out of the ordinary or anything repaired or fixed on the aircraft?

A. The only major components removed was the tail rotor hub.

Q. Other than the tail rotor hub there were no major components changed or anything?

A. They had an oil seepage in the input quill, 1 quart every three hours.

Q. Did you change the input quill?

A. No sir.

Q. Do you think 1 quart in every three hours in your own mind is acceptable as a flyable condition?

A. I believe it would be acceptable and flyable.

Q. On this PE, with the number of people you had working on the aircraft do you consider the PE pulled on the aircraft as being fast. In other words was it a hurry up job or do you believe enough time was spent on this PE?

A. I believe it was enough time for a decent inspection to be pulled.

Q. What parts of the engine did you TI?

A. The only part I TI'd was internal panels, external panels, and the tail rotor cables.

Q. Did they find anything wrong with the pedals?

A. No sir, cable tension checked out. We checked the tail rotor ourselves, everything looked fine.

Q. The people you mentioned, tell me their names again and what is their jobs?

A. SP5 Alexander, he's a mechanic; SP5 Matthews, he's an engine man; Jackson, engine man; SP4 Smith, mechanic; PFC Milligan, he's a mechanic; Marks, a mechanic; Schneider, a PE Team Leader.

Q. Who else is on his team?

A. They're all on his team.

Q. Is that the way a normal PE Team is constituted in this troop?

A. Yes, I think it is.

Q. How many men is that?

A. Seven counting team leader.

Q. How long does it normally take to pull a PE and PMP?

A. This is the first one I've pulled down here, usually 2 to 3 days.

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Q. How long did this one take?
A. One day.
Q. Do you have this many people working on an aircraft on your normal PE's?
A. Yes sir.
Q. It takes 2 to 3 days usually?
A. This 2 to 3 days is before I came to this outfit, this is the first I've pulled one here.
Q. How long have you been in the troop?
A. Since last October?
Q. What did you do at Eagle?
A. Tech inspector.
Q. Are you with the 333d TC or B Troop?
A. I'm in the troop.
Q. Did you work with the 333d TC?
A. Not very much.
Q. How long did it take the 333d To pull a PE?
A. About 3 days.
Q. Do you know why this PE only took 1 day?
A. No answer.
Q. Any ideas at all?
A. They put more men on it. They had 2 men per section and one on the engine.
Q. Did they need the aircraft?
A. Yes & No, yes they needed the aircraft, everything on the Pamphlets was pulled and checked. They always need aircraft.
Q. In your mind was this a good PE?
A. I say fair sir.

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Q. Who would have inspected the rotor head and ~~swashplate~~?

A. I don't know for sure, I believe SP4 Flynn.

Q. Was SP6 Webb actually doing most of the Technical Inspecting?

A. He signed all the red X's, I only signed off the panels.

Q. Don't you inspect certain items on the initial TI?

A. Yes.

Q. Who made the initial TI?

A. PE Team Leader.

Q. Who's the senior man on this PE team?

A. SP4 Schneider.

Q. How well did you know SFC Tovey?

A. Very well.

Q. Tell us about him?

A. He has been in country 9 Months, very good in aviation, if he's not sure of something, he finds out, never tries to show anyone. I've learned a lot from him myself.

Q. Did he inspect that aircraft before it took its test flight?

A. Yes, he ran it up for 10 to 15 minutes.

Q. How about Mr. Holditch?

A. Same as SFC Tovey, he always pre-flights and runs up his aircraft for 10 to 15 minutes. Does what ever he's responsible for.

Q. Half way through the inspection does the TI go back and do an in Progress TI and then final TI or just one TI at the end?

A. I started the initial TI and worked half way through.

Q. Do you use the three TI's?

A. No, just the initial TI is all we usually use.

Q. Have you used all three?

A. At Eagle they do.

Q. Who is responsible for TI's and inspection teams and everything else?

A. SFC Tovey and SSG Phillips of the Troop.

Q. Did you see Mr. Holditch and SFC Tovey get into the aircraft?

A. Yes.

Q. Which side was Mr. Holditch in?

A. Right side.

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