

WITNESS STATEMENT

FOR OFFICIAL USE ONLY

NAME: ALLEN, WILLIAM M. CPT OCCUPATION: Pilot

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

WITNESS: WILLIAM M. ALLEN

IRL WITNESS:

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 helped search for the aircraft the night of 2 July. We got a report from the Marine CAP Team that they had seen an aircraft go down. They say a helicopter about 1500 meters from the dual bridges on Hue QL1, at BT378175, going generally north to south, descended and not come back up. The aircraft was on an azimuth of 80° to 90° from their position. They couldn't identify the aircraft, it was too far away.

The next day I was coming in from the bridges, and descended in the area of the crash to see if the CAP Team could see the aircraft. I lost sight of the bridge at 400 feet indicated.

There is a lot of helicopter traffic in Chu Lai. There is also a lot of small fixed wing and Marine jets landing here. A lot of helicopters descend along the coast in this area to get under the fixed wing traffic going into Chu Lai.

Q. What is the traffic pattern coming into Chu Lai?

A. I'm not sure about the jets, they are usually about 1000 feet when they turn final. The fixed wing, OV-10's, 1-19's and U-8's are at 500 feet. Helicopters descend to 300 feet and usually straight across the bay, when landing south.

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