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WITNESS STATEMENT

NAME: DALLY, FLOYD E. 1LT

OCCUPATION: AVIATOR

ADDRESS: B Trp, 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. Tell us about the aircraft 67-17694.

A. I thought it was a good aircraft, I know it had an excessive N2 tack leak, it seemed to take more pressure on the pedals than an average aircraft.

Q. Did you notice an excessive leak in the input quill?

A. It was leaking, but not excessively.

Q. What was done about the discrepancies you wrote up?

A. They checked the pedals and signed them off.

Q. When you preflight do you look at squash plate carefully?

A. I always check for play.

Q. Did you get any play on this aircraft?

A. No.

Q. Did you notice a 1 to 1 verticle vibration in it?

A. I believe there was, but I'm not sure.

Q. If you write up a one to one verticle vibration do you think the aircraft is safe to fly?

A. It should be checked, it may be OK.

Q. If you write anything excessive up do you feel the aircraft is safe to fly?

A. It depends on what it is.

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Q. How do you feel about the inspection on this aircraft being done in one day?

A. I don't think it was maintenance, I think Mr Holditch was tired. I think he got vertigo. I was with the CO when we found the aircraft and helmet.

Q. Where were the helmets?

A. They were on shore.

Q. All three of them?

A. We just found two, the third one was in the aircraft. The tail boom was about 50 feet from the cabin. The crew chief was about 100 meters from the beach. The main body of the aircraft was on its back.

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