

WITNESS STATEMENT

NAME: SUGG-PIDDEY, FERNANDO 1LT OCCUPATION: Pilot

ADDRESS: B Troop 2/17th Cav
101st Abn Div
APO SF 96583DATE 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.

I flew the aircraft the day before it went into PE. It flew good, everything was OK.

Q. When you pre-flight your aircraft do you check your scissor link, and swashplate?

A. Yes.

Q. Did you check this one?

A. Yes.

Q. Was everything tight?

A. Yes.

Q. Did you notice any in and out play in the scissors?

A. I don't recall.

Q. Were the pedals stiff?

A. No.

Q. How fast do you fly an aircraft?

A. 80 knots, very seldom over 90 knots.

Q. Did you know the test Pilot, CW2 Holditch?

A. Yes.

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Q. What kind of pilot was he?

A. He was very good.

Q. Did he ever show off?

A. No, he usually flew high.

Q. Did you notice a lot vertical vibration?

A. No, I didn't. It may have had a lot in it, but if so its no worse than normal and about like other UH-1's.

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Q. On which side was the SP4 Schneider ?
A. Right side in back.

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