

WITNESS STATEMENT

NAME: ALEXANDER, JOHN C SP5 OCCUPATION: Senior Hel Repairman
ADDRESS: B Troop 2/17th CRV 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.

Q. What part of the aircraft did you work on?

A. The tail rotor.

Q. Did you notice anything wrong with it?

A. No.

Q. Did you turn it in to be magnaflexed?

A. Yes.

Q. Did you get the same one back?

A. No.

Q. Do you know who pulled the oil samples?

A. No.

Q. Were you rushed?

A. No.

Q. Do you think this was a better than average aircraft?

A. I'd say average.

Q. Did you notice anything unusual about the aircraft?

A. No, except the tail rotor cable was a little frayed, but it was checked off.

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Q. Was all the work you did checked by a TI?

A. I don't know for sure, they said it was.

Q. Where was the cable frayed?

A. About 6 or 8 inches up from the 42° box.

Q. What was causing it to fray?

A. I'd say normal wear.

Q. When you checked the tail rotor do you make sure the rotor doesn't go any closer than 3 inches to the tail boom?

A. Yes.

Q. Did you check this one?

A. I didn't, but I know Mr. Holditch and SGT Tovey did.

Q. You didn't check it yourself?

A. I checked movement but didn't notice how close it was to the tail boom.

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