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WITNESS STATEMENT

NAME: FLYNN, JOHN P. SP4 OCCUPATION: Helicopter Repairman
ADDRESS: B Trp, 2/17th Cav 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. Full name and job?

A. Flynn, 67B20.

Q. Do you think there were enough people to pull a good PE?

A. Yes.

Q. Did the TI's inspect everything?

A. Yes.

Q. Do you think this is one of the better aircrafts?

A. I think it is one of the better ones.

Q. Do you know who pulled the engine oil samples?

A. No, I don't.

Q. Was SGT Tovey putting in a lot of hours of work that day? Was he tired?

A. He flew about an hour with the test flight flight that morning.

Q. Are test flights usually about half an hour long?

A. Yes.

Q. Did you see the aircraft leave that night?

A. Yes.

Q. What time did the aircraft leave?

A. About 1930.

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Q. How close to that time do you think it was?
A. About 15 minutes either way.
Q. Was the aircraft clean?
A. Yes, we cleaned it.
Q. Have you flown with CW2 Holditch before?
A. Yes, several times.
Q. What maneuvers does he normally execute on test flights?
A. Full pitch, banks and turns.
Q. Normally where do you put your intercom box on a test flight?
A. On INT.
Q. Do you put it on PVT?
A. No, I never have.
Q. Did you inspect the main rotor head?
A. Yes.
Q. Describe the condition?
a. Everything was OK. I checked the whole mast assembly and head. There was a little play in one drive link, but it was within tolerance.
Q. How much play was in the drive link?
A. Nine-thousandths.
Q. Where?
A. Where the trunnion attaches to the drive link.

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