

DOCKET NO. SA-516

APPENDIX B

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 1-99
(249 pages)**

1

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted]
Blue Point, New York (NY) 11715, telephone number [redacted]
was contacted at his place of business.

[redacted] advised he was driving his boat, a Bertan 35,
in a north/easterly direction towards Cherry Grove. On the
starboard side (the right side), [redacted] stated he was what he
thought was a shooting star with an orange color. he then stated
the sky lit up and he felt a vibration. He pulled back on the
throttles of the boat because he thought he had hit something in
the water.

The other passenger in the boat was [redacted]

Information on [redacted]

Date of Birth: [redacted]
Address: [redacted]
Telephone: [redacted]

265A-NY-259028-SUB CC3

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Investigation on 07/20/96 at Blue Point, New York

File # 265A-NY-259028
by SA Timothy Lauzon; SA Richard Buggy/ATF
SA Larry Boyle/SCPD Date dictated 07/20/96

0018

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] Bay Avenue, East Moriches, New York,
[redacted]
[redacted] after being advised of the nature of
the interview and identities of the interviewing agents and a
Suffolk County Police Detective, provided the following
information:

On July 17, 1996, [redacted] stated that around 8:30 PM,
while killing ants on his boat, [redacted] saw an explosion in the sky west
of Moriches Inlet. He stated that he saw a helicopter go out to
the direction of the crash sight.

[redacted] stated that a boat owner at one of his slips,
[redacted] and his friend, [redacted] owner or employee of a
fishing bait store located in Mastic, New York, was on the water
during that time period and may have seen something. He had no
further information.

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265A-NY-259028-SUB CC3

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Investigation on 07/20/96 at East Moriches, New York

File # 265A-NY-259028

by SA JOHN S. HUI; SA NELSON (ATF);
SCP DET. FANNING (JSH:hrg) Date dictated 07/23/96

0019

3

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] Patchogue, New York 11772, [REDACTED] was interviewed at his place of employment, [REDACTED] Patchogue, New York, was advised of the identities of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On July 17, 1996, at approximately 8:37 PM to 8:40 PM, while heading towards Davis Park from Patchogue, on the DAVIS PARK FERRY, [REDACTED] stated he saw an explosion, which looked like a fireball dropping out of the sky.

[REDACTED] stated that after the DAVIS PARK FERRY docked at Davis Park, he contacted the fire station, Davis Park, New York, and had learned that the son of one of the firemen, [REDACTED] may have seen the plane explosion. [REDACTED] advised that [REDACTED] son was with a friend who may have also seen the plane explosion. [REDACTED] had no further information.

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Investigation on 07/19/96 at Patchogue, New York

File # 265A-NY-259028

by SA JOHN S. HUI; SA KELLEHER (ATF)
SCP DET. PITTS (JSH:hrg)

Date dictated 07/21/96

0020

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4

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] Mastic Beach, New York 11951, [redacted] was interviewed at his place of employment, [redacted] Shirley, New York, was advised of the identities of the interviewing agents and the nature of the interview, he provided the following information:

On July 17, 1996, around 8:30 PM - 8:45 PM, on his boat, [redacted] between Mud Creek, New York, and Davis Park, New York, heading west, at Buoy 36, saw an explosion in the southern direction. [redacted] advised that the explosion was first red in color and that the second explosion was orange/red in color, near the horizon line. He stated that he did not hear anything due to the engines running.

[redacted] stated around 10:30 PM, he began heading back towards DOCKSIDE 500, 90 Colonial Drive, Patchogue, New York. He had no further information.

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Investigation on 07/20/96 at Shirley, New York

File # 265A-NY-259028

by SA JOHN S. HUI; SA KEVIN KELLEHER; SCP DET. MIKE PITTS (JSH:hrg)

Date dictated 07/23/96

0022

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] was interviewed at his place of business, [redacted] East Patchogue, New York 11772, [redacted] was advised of the identities of the interviewing agents and the nature of the interview, he provided the following information:

On July 17, 1996, approximately 8:30 PM to 8:40 PM, [redacted] stated that him and his family were getting ready to return from tubing off their boat, in South Bay, near the Oakdale area. [redacted] stated that he had seen an explosion from what seemed to be near the Davis Park area, south, towards the Atlantic Ocean.

[redacted] stated that there were two explosions, the first explosion had an orange flame with black around it, followed by a second explosion roughly 100 feet above the first explosion, connected by a fire trail. [redacted] advised that the second explosion was above the plane (first explosion) and higher in intensity than the first explosion. [redacted] stated that the second explosion was orange and white in color and that both explosions were reminiscent of the Space Shuttle CHALLENGER disaster.

[redacted] advised that there were three (3) boats in the water near him at South Bay; 35 foot C-RAY, green canvas; a 25 foot BAYLINER, color blue/white; and a 16 foot boat, type unknown.

[redacted] stated that his friend, [redacted] Oakdale, New York, [redacted] may have seen the explosion. [redacted] had no further information.

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Investigation on 07/20/96 at East Patchogue, New York

File # 265A-NY-259028
by SA JOHN S. HUI; SA KELLEHER (ATF);
SCP DET. MIKE PITTS (JSH:hrg)

Date dictated 07/22/96

0023

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] Patchogue, New York 11772, [redacted] was interviewed at her place of employment, [redacted] Patchogue, New York, was advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, working the 2:30 PM to 11:30 PM shift at approximately 8:15 PM, while eating dinner with the crew, [redacted] stated that the ferry was traveling towards Davis Park, southern direction, and saw an explosion in the sky that was spiraling downward.

[redacted] stated that the Captain of the ferry, [redacted] may have had a better view of the plane explosion.

[redacted] advised that once the ferry docked at Davis Park, she believes the Captain, [redacted] contacted the fire station to inform them of the explosion. [redacted] stated that she later found out through [redacted] that two young boys at the fire station may have seen the plane accident.

[redacted] advised that another ferry on the water out of Sayville, New York, with the name [redacted] had called in the initial distress signal to the Coast Guard, which was overheard on their radio. [redacted] had no further information.

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Investigation on 07/19/96 at Patchogue, New York

File # 265A-NY-259028

by *AS* SA JOHN S. HUI; SA KELLEHER (ATF);
SCP DET. PITTS (JSH:hrg)

Date dictated 07/21/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] was interviewed aboard the motor vessel ROGUE RIVER, operated by the Great Lakes Dredge and Dock Company. The vessel was docked at the United States Coast Guard Station, East Moriches, New York (NY). [redacted] was advised as to the identities of the interviewing agents and the nature of the inquiry wherein he provided the following information:

[redacted] is temporarily residing at [redacted] Riverhead, NY 11901. [redacted] permanent address is [redacted] New Bern, North Carolina 28560. [redacted] is employed by Great Lakes Dredge and Dock Company and is presently working out of the Moriches area, dredging sand to replenish the beach.

During the evening of July 17, 1996, [redacted] was piloting the [redacted] approximately one half mile off shore, travelling west to east. Also with him on the boat was [redacted] [redacted] was operating the boat at full speed. At approximately 8:30PM, [redacted] observed a bright light off to his right. He turned and saw an explosion. [redacted] further described the explosion as two (2) balls of fire. [redacted] said he could not tell what was on fire. [redacted] said he did not hear anything, noting the sound of the boat engines running "wide open" would have made it difficult for him to hear anything.

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Investigation on 07/18/96 at East Moriches, New York

File # 265A-NY-259028

by SA DAVID S. EDWARD
SA ANTHONY JACKSON

Date dictated 07/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] West Islip, New York 11795, [redacted] auxiliary with the Coast Guard Station (CGS), Fire Island, (516) 661-9101, was advised of the identity of the Agents and the purpose of the interview and provided the following information:

[redacted] On July 17, 1996, at approximately 8:20 PM, [redacted] was working a "special" meaning he was taking a single passenger from Sayville over to Fire Island. [redacted] does not remember the passengers name, [redacted]

At approximately 8:20 PM, the boat was one and one-half miles north of the turn buoy when to the east of the boat [redacted] saw a red object flying upward. [redacted] stated that he described the object as a flare when he called the incident into the Coast Guard but that it was actually much bigger than any flare he had ever seen. As the "flare" lifted into the sky he next saw a big explosion of a large red color. The red explosion then hung stationary for a few seconds and then started to head back toward the water. In the middle of the explosion, he saw a dark cylinder heading for the water. Out of this large explosion came another reddish flare off shoot.

Originally, when he called the incident into the Coast Guard he felt the flare had come up from the east possibly out of the back bay. But when other boats started to report the flare as coming from as far away as Bellport, [redacted] now figures that the flare must have come from the ocean.

[redacted] could not remember any names from any of the other boats who were on the radio talking about the flare. [redacted] said that in his capacity as a Coast Guard Auxiliary Officer, the Coast Guard will keep a log of those boats who called into the Coast Guard with reports.

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265A-NY-259028-SUB CC₃ -

Investigation on 7/20/96 at Fire Island Coast Guard Station (telephonically)

File # 265A-NY-259028

by SA ERICK J. LAUBER/dp Date dictated 7/24/96 - NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[Redacted] Holbrook, New York (NY), [Redacted]

[Redacted] was advised of the identity of the interviewing Agents and the purpose of the interview. [Redacted] then provided the following information:

On July 17, 1996, [Redacted] was on a boat with his wife [Redacted] and a photographer [Redacted] (Phonetic) and her assistant, name unknown. [Redacted] was returning from Fire Island, Barrett Beach where he and his wife were having their picture taken.

At approximately 8:30 pm, [Redacted] was in the boat which was heading north. [Redacted] was facing east when he saw a streak of red, orange light come up from the bay or the ocean and head straight up or at a slight one o'clock angle. The light was bigger than a flare and it lasted approximately ten seconds.

[Redacted] lost sight of the light and did not see or hear any subsequent explosion.

[Redacted] stated that the light as it rose up from the horizon was thick at first and then thinned.

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Investigation on 7/25/96 at Long Island, New York (telephonically)

File # 265A-NY-259028

by SA ERICK J. LAUBER/dap

Date dictated 7/25/96

0069

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[redacted] Massapequa, New York, [redacted] was interviewed telephonically at his place of employment on August 2, 1996. After being advised of the identity of the interviewing Agent and the nature of the interview, [redacted] provided the following information:

[redacted] was walking east along the Jones Beach boardwalk just prior to the TRANS WORLD AIRLINE Flight 800 airplane crash. As [redacted] was walking he observed an eastbound, low flying red and white Piper airplane, that had either "NB" or "NG" markings on it. Approximately seventy-five percent of the plane was red, with the remainder painted white. The Piper airplane was flying approximately one hundred feet off the water and approximately two hundred feet away from the shoreline. There was a quick, large explosion and a shower of sparks. After the explosion the aircraft immediately "banked hard over Zachs Bay" as "things were coming down" and turned around heading west. [redacted] believes the pilot of this airplane would have had a good view of the TRANS WORLD AIRLINE Flight 800.

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Investigation on <u>8/1/96</u> at <u>East Moriches, New York (telephonically)</u>	SEARCHED INDEXED SERIALIZED FILED
File # <u>265A-NY-259028</u>	SEP 24 1996
by <u>SA BENNY LAMANNA/njs</u> Date dictated <u>8/1/96</u>	FBI-NEW YORK

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259028-003

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] of the U.S. Coast Guard [redacted] Highlands, New Jersey 07732, [redacted] was interviewed by Special Agent CHRISTOPHER M. PIEHOTA and Investigator ED KARASIEWICZ who identified themselves and the purpose of the interview.

During the interview, [redacted] provided the following information:

[redacted] stated that the Adak went out on fishery law enforcement patrol on Tuesday, 07/16/12996, and was approximately 90 miles of the New Jersey shore and since about 1:00 PM on 07/18/1996, was about 12 miles from the site of the crash.

[redacted] stated the he was on the bridge of the Adak communicating with an unidentified fishing vessel while GM-3 Ward was driving the ship when Seaman Apprentice Parrales alerted him [redacted] to the crash.

[redacted] stated that he viewed what appeared to him to be a ball of flames and he immediately thought that it was a plane crash. [redacted] immediately turned the ship, proceeded to the crash site at approximately 30 knots and arrived there in approximately 15 minutes.

[redacted] stated that a Navy airplane reported a life boat floating in the water. When the Adak arrived at the site of the floating object, it was found to be the escape chute from the downed airplane.

[redacted] stated that, when he was on active duty with the U.S. Navy, he served on a missile boat. As such, [redacted] said he knew what missile trails looked like and saw no missile trails at the scene of the crash. [redacted] said that he did not hear or notice anything peculiar before the crash.

[redacted] stated that another individual on the bridge of the ADAK, Petty Officer [redacted] stationed on the U.S. Coast

265A-NY-259028-3-SUB cc, 542

Investigation on 07/24/1996 at Sandy Hook, New Jersey

File # 265A-NY-259028

by SA Christopher M. Piehota
Inv. Ed Karasiewicz

Date dictated

07/27/1996

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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/24/1996, Page 2

Guard Cutter ADAK, residing at [REDACTED], Highlands, New Jersey 07732, [REDACTED] was not available for an interview as he was attending training at the Maritime Law Enforcement School. [REDACTED] said that he would be back in several weeks and could be contacted for an interview.

[REDACTED] could not recall any other details or provide any further information regarding this matter.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/26/96

[redacted] Wakefield, Rhode Island, [redacted] was advised of the identities of the interviewing Agents and of the nature of the interview. [redacted] advised as follows:

He has been a deck hand for four to five years and has been employed as such on the fishing vessel [redacted] since April, 1996. [redacted] advised as follows:

On July 17, 1996, shortly after 8:00 p.m., the [redacted] was heading east towards Point Judith from Long Island and he and [redacted] First Mate [redacted] were standing on the port stern of the ship near the net drum when [redacted] said, "Hey look at that". [redacted] looked up to see two (2) fireballs falling from the sky. They were approximately six to eight miles west of the boat falling at the same rate of speed. They were orange and red in color and one was lower than the other. The lower fireball looked like an upside down ice cream or a comet with a tail extending upward from the ball.

[redacted] ran to Captain [redacted] and reported what he had seen. They took the net on board and turned the boat around and headed towards the area of the fireballs. They heard over the ship's radio that it was a 747 down.

Upon arriving at the scene, the Coast Guard asked them to help search for survivors southeast of the fire.

The crew went out on the bow of the ship with flashlights and searched. The Coast Guard later called and told them to look for bodies.

They proceeded to make passes down wind of the fire and saw chunks of debris including the outside tip of a wing which could have been the small wing on the tail of the plane. They decided to move closer to the plane and moved through the fire cutting off a portion of it the fire.

265A-NY-259028-SUB CC3

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Investigation on <u>7/22/96</u> at <u>GALILEE, RHODE ISLAND</u>	SEARCHED _____ INDEXED _____ SERIALIZED <u>4</u> FILED <u>✓</u>
File # <u>265A-NY-259028</u>	<u>OCT 17 1996</u>
by <u>SA WALLACE D. SALISBURY/dmi</u> <u>SA F. DAVID CONSTANCE</u>	Date dictated <u>7/22/96</u> FBI-NEW YORK

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Continuation of FD-302 of [REDACTED]

, On

7/22/96

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They spotted a female body still strapped in the seat. Due to the ship's draft, they felt they could not get it aboard so they pointed it out to a nearby pleasure boat. They found another female body which they took aboard. Both bodies had no clothing and only the hands which were above water, were burned. They later turned the body they recovered over to a police boat.

After the police took the bodies, they did the few more passes then decided the area was too congested to they left the area proceeding towards Point Judith.

As they approached Point Judith, the vessel manager called to send them to fish at "THE DUMP", which is an area between Point Judith and Martha's Vineyard. [REDACTED] noticed no unusual vessels from July 16 to July 18, 1996.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted], Crew Member, [redacted] a commercial fishing boat berthed at the piers at Point Judith/Galilee was interviewed regarding the crash of TWA FLIGHT 800 off Long Island on July 17, 1996.

[redacted] advised that he worked the deck of the [redacted] most of the day on July 17 while fishing off Long Island. The [redacted] dragged the net a couple of times. [redacted] observed no unusual boats or airplanes during this period.

Later that day, just before dark, he went into the galley to cook dinner. He heard the "PTO" engaging to pull in the net and went outside to investigate. [redacted] and [redacted] advised they had seen two flares and the boat was turning around. [redacted] said that he had seen a fireball at eight miles out.

[redacted] turned off the stove and helped clear the deck and prepare the survival suits. [redacted] saw nothing unusual during the trip to the crash site. He did see a couple of commuter planes.

Upon arrival at the site, approximately eighteen miles, [redacted] observed flames from jet fuel about the size of a football field. There were three to four COAST GUARD helicopters and debris consisting of aircraft parts such as seats. While searching for survivors in the southwest sector of the site, [redacted] and [redacted] retrieved one female body which was transferred to a sheriff's boat.

As the evening wore on there were so many small boats around that the [redacted] was pointing out bodies for those boats to recover. Most were sport fishing boats.

The [redacted] remained on station until early morning the next day, about one half hour before sunrise, before heading back toward Point Judith.

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Investigation on <u>7/22/96</u> at <u>NARRAGANSETT, RHODE ISLAND</u>	SEARCHED <u>AS</u> INDEXED <u>AS</u> SERIALIZED <u>AS</u> FILED <u>AS</u>
File # <u>265A-NY-259028</u>	<u>OCT 17 1996</u>
by <u>SA THOMAS J. CARSON JR./dmi</u> <u>SA CHRISTOPHER NEUGUTH</u>	Date dictated <u>7/22/96</u> FBI-NEW YORK

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265A-NY-259028

Continuation of FD-302 of

[REDACTED]

, On

7/22/96

, Page

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Personal background on [REDACTED] is as follows:

DATE OF BIRTH:

PLACE OF BIRTH:

RESIDENCE:

HOME PHONE:

SOCIAL SECURITY
ACCOUNT NUMBER:

[REDACTED]

14

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] Islip Terrace, New York, [redacted] was advised of the identity of the interviewing agents and the purpose of the interview. He then provided the following information:

At approximately 8:30 PM on July 17, 1996, [redacted] was in a fishing boat with his co-workers, [redacted] (Phonetic) (PH) and [redacted] (PH) lives in Westchester County, New York, while [redacted] lives in Howard Beach, New York. The fishing boat was in the water which [redacted] described as being just north of the west cut of Moriches Inlet. [redacted] drew [redacted] attention to something in the sky. [redacted] looked up and saw a "big flare," as well as a gray or ash-colored substance above the "flare". [redacted] thought the object looked like a flare because of his experiences in Vietnam. The object then descended and split into two flames. One flame was oblong-shaped, while the other was round. [redacted] did not hear any loud noises associated with the object. He and his companions continued fishing in the inlet until they saw Coast Guard boats on the ocean.

[redacted] had not consumed any alcohol while in the fishing boat. He stated that he does not travel in a boat while under the influence of alcohol.

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Investigation on 07/21/96 at East Moriches, New York

File # 265A-NY-259028

by SA JOHN S. HUI, FBI
SA KEVIN KELLEHER, BATF (JSH:hrg) Date dictated 07/21/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted], Date of Birth - [redacted], was advised of the nature of this investigation and the identity of the interviewing Agent. He provided the following information:

On July 17, 1996, at about 8:30 PM, he was at the public parking lot at Smith's Point Park on Fire Island, New York. He saw a large fireball in the southeast sky. It was bright orange, left a long trail of black smoke residue. It appeared to break into two parts. He could not see it hit the water.

[redacted] resides at [redacted], Shirley, New York 117967, [redacted]

He is employed as an auto mechanic at [redacted], Bellmore, New York, [redacted]

265A-NY-259028-SUBCC

Investigation on 7/25/96 at Smith Point Park, New York

File # 265A-NY-259028

SA KEVIN MATHIESON
SA JAMES MCCARTHY

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On July 25, 1996, Special Agent (SA) CHARLENE J. TRUX spoke with [REDACTED], [REDACTED], Sound Beach, New York, work number [REDACTED], home telephone number [REDACTED] stated he spoke to Federal Bureau of Investigation (FBI), Special Agent (SA) DAN KILCULLEN and could not provide any further information. [REDACTED] only saw a white cloud of smoke after the explosion.

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JK:dt

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

[redacted] Lake George, Smithtown, New York, home phone number [redacted] was telephonically contacted at home. [redacted] advised that on 7/17/96, he and his friend [redacted], home phone number [redacted], were surfing just off field number 5, ROBERT MOSES STATE PARK, when [redacted] saw fireworks. [redacted] turned and saw a fireball that he thought was fireworks and heard what he thought was thunder. [redacted] explained that after learning of the plane crash he remembered that an airplane had passed by flying low and fast, from the west in the direction of the explosion. It was a single engine prop plane with only one light on the left wing and was about 25 yards above the water.

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265A-NY-259028
JK:dt

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

[redacted] for Suffolk County, [redacted] Yaphank, New York, home phone number [redacted], was telephonically contacted at work. [redacted] advised that on Wednesday, 7/17/96 at about dusk, he was on his boat with three friends, about one mile north of Mt. Sinai. The friends were [redacted] and [redacted], home phone number [redacted] and [redacted], home phone number [redacted] and work phone number [redacted]. [redacted] explained that he and [redacted] were in the back of the boat facing west and the girls were up front when one of the the girls saw what she thought were fireworks. [redacted] advised that he turned and saw a fireball with an explosion and glittering. He described it like a mushroom-big and wide at the top, tapered to the bottom. [redacted] estimated they were 30 miles from the explosion.

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265A-NY-259028

JK:dt

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

[redacted], Miller Place, New York, work phone number [redacted] home phone number [redacted] was telephonically contacted at work. [redacted] advised that she was on [redacted] boat on the evening of 7/17/96. [redacted] explained that it was [redacted] who saw the fireworks before the explosion. [redacted] advised that all she saw was the fireball falling toward the water.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

On August 2, 1996, assigned lead to contact and conduct interviews with realty companies in the Long Island area. Interviewed was [redacted], Date of Birth (DOB) [redacted] of [redacted] Mastic, New York, can be reached at [redacted] is the Rental Agent at [redacted] located at [redacted] Patchogue, New York. [redacted] relates that there have been no unusual or pertinent rentals to report. [redacted] does state that on the night of July 17, 1996, she was in her living room when she heard a noise, she describes as the roar like a furnace malfunction. About two-three (2-3) seconds later, she heard an explosion, this occurred around 8 PM. [redacted] did not go outside her residence to investigate and heard of the Trans World Airline (TWA) Flight 800 crash later that evening. [redacted] is a reluctant interview and had to be persuaded by the Office Manager, [redacted] who was also present, to come forth with the information.

Investigation on 08/02/96 at Mastic, New York **265A-NY-259028-SUB CC**

File # 265A-NY-259028

by Investigator CARL L. SUMMERLIN/hrg Date dictated 08/AUG 29 1996

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 29 1996	
FBI - NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted], Date of Birth, [redacted]
[redacted] Coram, Long Island, telephone numbers
[redacted] and [redacted], was advised of the identities
of the interviewing Agents and the nature of the interview.
[redacted] thereafter provided the following information:

On July 17, 1996, [redacted] arrived at Smith Point
Park, Long Island, at approximately 7:00 p.m. While surfing,
[redacted] stated that he was approximately seventy-five feet from
inland and was looking southeast into the ocean. [redacted] stated
that at approximately 8:30 to 8:40 p.m., he observed a little
speck in the sky, orange and reddish in color. [redacted] stated
that it started as a small speck and that from seven to eight
seconds, it grew into a large ball of fire, dropping immediately
toward the ocean, splitting into two pieces. Several seconds
later, [redacted] heard a thunder sound lasting approximately five
to six seconds.

[redacted] stated that the explosion took place
approximately eight to ten miles southeast of the location at
Smith Point Beach, Long Island.

[redacted] supplied Federal Bureau of Investigation (FBI)
Agents with a complete drawing of what his visual observation was
of the July 17, 1996 explosion.

[redacted] did not see any flare entering the sky.

[redacted] stated that he had given verbal information to
Special Agent STEVEN A. BONGARDT of the FBI at telephone number
(212) 384-3910, on July 18, 1996.

Investigation on 7/24/96 at Coram, New York

265A-NY-259028-SUB CC

File # 265A-NY-259028

by SAs DAVID SEBASTIANI/
NATALE PARISI/DS/cxk

Date dictated 7/24/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 29 1996	
FBI-NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 24, 1996, [REDACTED]

[REDACTED] Coram, New York, 11727,

[REDACTED] was interviewed telephonically. He was advised of the identity of the interviewing agent and the nature of the interview. He then provided the following information:

On July 17, 1996, at approximately 8:30 p.m. to 8:40 p.m., [REDACTED] was surfing with his brother [REDACTED] and a friend at Smith's Point, one half mile East of the Pavilion and approximately eight miles West of Moriches Inlet, looking south over the water when he heard his brother say words to the effect of "What was that?". [REDACTED] saw what looked like a flare - stationary, far away - for a period of one to two seconds. The color of this "flare" was bright orange-yellow-red. This object grew from the size of a star into the size of a dime and remained stationary for about four to five seconds. It then fell straight down and in approximately one to two seconds turned into a bigger explosion and smoke which was about the size of a football - very bright yellow. This object remained wide as it came down and [REDACTED] could make out an object in the middle bottom of the falling explosion. To the right and bottom side of this explosion was a smaller piece which was smoking. The entire object fell to the horizon in eight to ten seconds. Fifteen to twenty seconds after the object hit the water MUELLER heard a sound which sounded like "a thunderstorm" and rumbled for five to seven seconds.

Investigation on 7/24/1996 at New York, New York

(telephonically)

File # 265A-NY-259028Date dictated 7/30/1996by SA STEVEN A. BONGARDT (SAB:sab)

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265A-NY-259028
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The following investigation was conducted by Special Agents Frederick R. Schmied and Martin Bernstein on July 19, 1996.

[REDACTED] Center Moriches, New York [REDACTED], and wife of [REDACTED] stated that between 08:30 and 08:45 she and her family parked the family car at the Moriches Yacht Club. [REDACTED] said her son told her to look up into the sky to look at the fireworks. [REDACTED] looked up in the sky in a southeastern direction and saw a huge explosion. [REDACTED] then ran over to a telephone and dialed 911. [REDACTED] was put on hold for approximately one minute. [REDACTED] said it was no more than two minutes after the explosion that she finally got through to speak to a 911 operator.

[REDACTED] said she did not see the plane crash in the water or hear the explosion. [REDACTED] said she did not see the plane or anything in the sky before the explosion.

265A-NY-259028-SUB C C

AUG 22 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 25, 1996, [redacted], Date of Birth [redacted] was interviewed by an agent of the Federal Bureau of Investigation (FBI) at his residence, [redacted], Shirley, New York (NY) [redacted]. [redacted] works as a Produce Manager at [redacted], East Northport, NY, [redacted]. During the interview [redacted] provided the following information:

On July 17, 1996 [redacted] went to East Moriches with his brother-in-law, [redacted] and his Uncle, [redacted] in order to fish on the beach. They began fishing at approximately 7:30PM. Other fishermen were on the beach at the time and there were some boats in the inlet. None of them struck [redacted] as unusual, however.

At one point, [redacted] was looking up and saw a large fireball. [redacted] also heard a sound like a mortar, but could not recall whether he heard this prior to the fireball. The mortar sound was low and level with the water. The sound came from out on the ocean across from Moriches Inlet. [redacted] thought that it was part of a fireworks demonstration or possibly a boat explosion. After the fireball and the first mortar-like explosion, [redacted] heard two (2) explosions that sounded like distant thunder. A fourth (4th) explosion occurred approximately five (5) minutes later, which again sounded like thunder.

Sometime after the explosions, [redacted] observed the lights of a helicopter in the area.

Investigation on 07/25/96 at Shirley, New York 265A-NY-259028-SUB (telephonically) 20

NY 265A-NY-259028

SA WALTER E. HUERTAS WSH:arc Date dictated 07/25/96

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265A-NY-259028
JK:dt

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

[REDACTED], Islip Terrace, New York, home phone number [REDACTED] was telephonically contacted at home. [REDACTED] advised that he was surfing with [REDACTED] just off field number 5, ROBERT MOSES STATE PARK, at dusk on 7/17/96. [REDACTED] saw what he thought was fireworks and heard what sounded like thunder. He saw a fireball to the east, trailing down to the horizon. [REDACTED] remembered seeing a plane with one light on the left wing, flying from west to east just before the fireworks. [REDACTED] thought this was strange because news reports said there weren't any planes observed on radar at the time of the explosion.

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AUG 15 1996

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ESM:hrg

EdM

JOHN R. HIGGINS, JEFFREY K. RADZICKI, ALFRED P. LANDOLFI, and JAMES D. SAUER was interviewed by Investigator JOHN P. KEARY and Investigator EDWARD MLODYNIA of the New York State Police Department. The interview was conducted on July 23, 1996.

On July 23, 1996, responded to Captree State Park and interviewed [REDACTED], Date of Birth (DOB) [REDACTED], of [REDACTED], Islip Terrace, New York, phone [REDACTED]. [REDACTED] is employed as a Charter Boat Mate on the [REDACTED] and stated that following:

On July 17, 1996, at about 8:00 PM, the aforesaid boat left the boat basin to go blue fishing in the ocean. Upon arrival in Fire Island Inlet, the boat took a compass heading of about 225 degrees southwest and continued to travel to their intended fishing grounds. While the boat was about three to five (3 to 5) miles from the inlet and approximately 3 miles from shore (placing the boat somewhere between Fire Island Inlet and Jones Inlet). [REDACTED], who was sitting on the upper deck of the boat looked to the south. It was about 8:20 PM, and he observed an airplane traveling in an easterly direction. The plane was located approximately two to three (2 to 3) miles south of their boat. [REDACTED] stated he noted that the plane was glowing red and orange to the rear of its nose and extended all the way to the tail section. He drew this to the attention of the other mate named [REDACTED] of Lindenhurst, New York. [REDACTED] claimed he watched the plane continue to fly for about a half of a minute to a minute. [REDACTED] lost view of the plane as it came across the port side of the captains pilot-house and he did not attempt to observe it any longer because other than the glow of the plane there did not seem to be any other thing unusual about the plane which he considered to be cruising at less than two miles in altitude. [REDACTED] stated after hearing about the plane crash he was sure that it must of crashed due to some sort of mechanical failure, due to the fact that it had been glowing red for the entire time he viewed it. [REDACTED] stated he did not see any flares in the sky or hear any explosion that night.

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AUG 15 1996

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265A-NY-259028

JPK:cam

[REDACTED] was interviewed by Investigators JOHN P. KEARY and EDWARD S. MLODYNIA of the New York State Police Department. The interview was conducted on July 22, 1996.

On July 22, 1996, at approximately 5:00 pm, [REDACTED] Date of Birth [REDACTED], of [REDACTED], Shirley, New York, [REDACTED], also resides at [REDACTED], Shirley, New York, [REDACTED] was interviewed at her residence. BELLIS advised she was facing east. All of a sudden she saw a big ball of fire to the southeast of her location. She stated she ran up to the 3rd floor deck of the residence. She stated that she saw a cloud of smoke rising from what she thought was the beach at Smiths Point Park. Her point of reference for the smoke was between the two bath houses to the west at Smith Point Park. She originally estimated this occurred about two miles away. She did not hear noise, and did not see anything ascending into the sky.

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AUG 15 1996

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265A-NY-259028

JPK:cam

JPK

[REDACTED] was interviewed by Investigators JOHN P. KEARY and EDWARD S. MLODYNIA of the New York State Police Department. The interview was conducted on July 22, 1996.

[REDACTED] Date of Birth [REDACTED], of 20 Roneck Court, Shirley, New York, telephone [REDACTED] also residing at [REDACTED] Shirley, New York, telephone [REDACTED] was interviewed by Investigators JOHN P. KEARY and EDWARD S. MLODYNIA, New York State Police. He provided the following information:

[REDACTED] advised that on July 17, 1996, at about 8:30 pm, he was sitting at the table in the rear deck area of the Roneck Court residence. He was facing east. All of a sudden he saw a big ball of fire to the southeast of his location. His point of reference was to the left of the bath houses which are located at Smith Point Park (southeast of his location). He originally thought a propane tank on a motor had blown up. He originally estimated this occurred about three miles away. He did not hear noise, saw no smoke, and did not see anything ascending into the sky.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] Date of Birth (DOB) [REDACTED]
 [REDACTED] Hampton Bays, New York, telephone number [REDACTED]
 [REDACTED], is Captain of the [REDACTED] " [REDACTED] " a boat involved with
 the recovery operation at East Moriches. [REDACTED] was contacted
 on the deck of his vessel. After being advised of the identity
 of the interviewing agents and the nature of the interview,
 [REDACTED] provided the following information:

On Wednesday evening, July 17, 1996, [REDACTED] was
 returning from a day of fishing, when he spotted an explosion in
 the sky. At this time, his position was in Penny Point Creek, at
 Hampton Bays. He estimated that the explosion was about five (5)
 miles out and about 2,000 feet high. He based these estimates on
 a visual sighting of a C-130 plane that was refueling a
 helicopter when he left his fishing area. He believed that the
 explosion was a result of these two aircrafts colliding.

[REDACTED] described the explosion as an orange ball of
 flame that fell to the ground, although he lost sight of it over
 the dunes of Fire Island. At the time of the explosion, he
 looked at his watch and noted the time to be 8:30 PM.

[REDACTED] spoke to a couple he knows at the dock when he
 tied up his boat. [REDACTED], a Suffolk County Sheriff, and
 [REDACTED] heard two, maybe three, loud noises that evening.
 [REDACTED] did not hear any sounds due to the noise coming from the
 engines of his boat.

265A-NY-259028-SUB C

07/24/96 at Hampton Bays, New York

265A-NY-259028

SA ROBERT S. CRISALE

Investigator RODNEY POLITE

Reporting

Date dictated

07/24/96

AUG 15 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] Shirley, New York, telephone [redacted], Date of Birth [redacted] was advised of the identity of the interviewing agent and the nature of the interview, and provided the following information:

[redacted] stated that he was in the Smith Point camping ground on Wednesday, July 17, 1996, and saw a flare going up and then saw white smoke. He said he thought it was just a boat sending up a flare and did not pay much attention to it.

[redacted] stated that approximately 10 - 15 minutes prior to the flare there was a small white airplane with a blue stripe toward the tail circling the area for approximately 15 minutes. He stated he thought that a boat lit a flare because that small plane went down. He stated he thought the small plane was unusually low, approximately 100 feet off the water, circling over the ocean and the bay.

265A-NY-259028-SUB

Investigation on 7/20/96 at Shirley, New York

265A-NY-259028

by SA ANDREW DE CICCO:cam

Date dictated 7/23/96 AUG 5 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 23, 1996, at approximately 5:00 PM [redacted] white, male, Age 12, Date of Birth - [redacted] residing at [redacted] Shirley, New York, [redacted], was interviewed by New York City Police Department (NYCPD)/Federal Bureau of Investigation (FBI) Terrorist Task Force (TTF) Detective TOM PISTONE and Special Agent (SA) JILL MARIE EULITZ regarding observations he made while fishing on the Moriches Inlet Beach on July 17, 1996, at approximately 8:15 PM. Present during the interview was NOBLES' Mother, [redacted] and her boyfriend, [redacted] white, male, Date of Birth - [redacted] [redacted] (previously interviewed by Bureau Agents on the beach on July 19, 1996). [redacted] furnished the following information:

[redacted] did not telephone the FBI to advise that he saw a flare hit the plane, his friends called. [redacted] and [redacted] were fishing at Moriches Inlet during the time the plane went down. Another unidentified male was out in the water fishing and as he waded into shore, mentioned something about a boat blowing up or look up at that plane. [redacted] looked up and saw a big streak of fire coming down into the water. NOBLES did not know if it was a plane or a boat until hearing the news later that evening. [redacted] heard no noises and only observed flames at the water level.

265A-NY-259028-SUB

7 23 96 " Shirley, New York

265A-NY-259028 AUG 15 1996

SA TOM PISTONE NYCPD FD:meq

SA JILL MARIE EULITZ

7 23 96

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8/1/96

[redacted] Bricktown, NJ,
[redacted] was advised of the identity of
the interviewing Agent and the nature of the interview. [redacted]
thereafter provided the following information:

[redacted] stated he is a deck hand on the fishing vessel
[redacted] Pt. Pleasant, NJ. [redacted]
[redacted] He is single and summer help on the ship.

[redacted] stated that on the night of the explosion he
was on deck picking fish from the nets. A flash in the sky caught
his attention and he looked up in a northern direction towards
Long Island. This flash was low in the sky and golden in color.
The color turned to bright orange and seemed to break-up into two
pieces. Of the two main pieces, one fell ahead of the other and
smaller pieces were visible in between the two larger ones. All
of this image burned the entire time until it fell to the water,
with trailing smoke in the middle. Vassallo stated that the
golden bright flash lasted two to three seconds, then the image
seemed to break-up in the sky. Looking directly at this flash,
[redacted] stated the left side of this image dropped to the water
first, followed by the rest.

[redacted] stated he did not see any flares in the sky at
this time. In addition, [redacted] saw nothing unusual in the
waters or sky that day.

This is the extent of information [redacted] could
provide.

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Serial : 1044
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FM FBI NEW YORK (265A-NY-259028) (P) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

FBI WMFO/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

*Interview of
passenger on
N911JA
Charlotte to
Providence.*

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, 20 MILES;
S EAST OF HAMPTON, NEW YORK; JULY 17, 1996; AOT-IT-EOD;
LEADS TW 3063 AND TW 3059, OO:NY.

FOR INFORMATION OF THE BUREAU, ON JULY 18, 1996, [REDACTED]

[REDACTED] WAS TELEPHONICALLY
CONTACTED AT THE NAVAL COMMUNICATION SCHOOL (NCS), NAVAL
EDUCATION TRAINING CENTER, (NETC), NEWPORT, RI, BY SA JOHN W.
DEVENY, JR., NAVAL CRIMINAL INVESTIGATIVE SERVICE, (NCIS),
NEWPORT RHODE ISLAND, SUBSEQUENT TO REPORTING AGENT RECEIVING

265A-NY-259028-SUB CC-54

[Handwritten signatures and notes]
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PAGE TWO DE FBINY 0035 UNCLAS

INFORMATION THAT HE POSSESSED KNOWLEDGE CONCERNING THE
EXPLOSION OF TWA FLIGHT 800 OVER LONG ISLAND, NEW YORK ON JULY
17, 1996. [REDACTED] ADVISED HE WAS A PASSENGER ABOARD [REDACTED]
[REDACTED] WHICH ORIGINATED IN CHARLOTTE, NORTH CAROLINA AND
WAS DESTINED FOR PROVIDENCE, RHODE ISLAND ON JULY 17, 1996.
WHILE IN FLIGHT AT APPROXIMATELY 20:25 HOURS, [REDACTED] STATED
THAT HE OBSERVED TWO EXPLOSIONS, A SMALL ONE THEN A LARGE
EXPLOSION OVER THE WATER. [REDACTED] STATED THAT HE WAS
CONVINCED THAT HE OBSERVED THE EXPLOSION OF TWA FLIGHT 800. ON
JULY 19, 1996, [REDACTED] WAS INTERVIEWED REGARDING THE ABOVE
INFORMATION AT NAVAL CRIMINAL INVESTIGATIVE FIELD OFFICE,
(NCISFO), NEWPORT, RI. [REDACTED] PROVIDED THE FOLLOWING
INFORMATION DURING THE INTERVIEW: [REDACTED] INITIATED HIS TRAVEL
RHODE ISLAND ON JULY 17, 1996 BY FLYING FROM PENSACOLA,
FLORIDA TO CHARLOTTE, NC, WHERE HE DEPARTED AT 17:50 OR 18:50
HOURS FOR PROVIDENCE, RI ON USAIR FLIGHT 217. [REDACTED] LATER
PROVIDED A FAX COPY OF HIS OFFICIAL ORDERS AND ITINERARY,
WHICH NOTES THAT HE WAS SCHEDULED TO DEPART CHARLOTTE, NC ON
FLIGHT 217 AT 18:55 HOURS. [REDACTED] SEAT ASSIGNMENT WAS
[REDACTED] A WINDOW SEAT ON THE RIGHT SIDE OF THE PLANE. AT
APPROXIMATELY 20:25-20:30 HOURS, [REDACTED] OBSERVED SOME

WORKING LIGHTS ON A SMALL PLANE FLYING UNDERNEATH THE [REDACTED] AIRCRAFT. AT THE TIME, HE WAS LISTENING TO MUSIC ON A TAPE AND LOOKING OUT THE WINDOW. HE HAD NOT CONSUMED ANY ALCOHOL ON THE NIGHT PRIOR TO THIS MOMENT. APPROXIMATELY 15-20 SECONDS LATER, HE OBSERVED A LIGHT WHICH APPEARED TO BE A "FLARE" AND LOOKED LIKE THE SHOOTING OF AN UNEXPLODED FIREBALL INTO THE AIR. IT WAS MOVING FROM [REDACTED] "RIGHT TO LEFT" AND IT APPEARED TO HAVE "PEAKED", THEN IT WAS GOING DOWNWARD. THIS EVENT TOOK NO MORE THAN TEN (10) SECONDS IN TIME.

[REDACTED] THEN OBSERVED AN INITIAL SMALL EXPLOSION IN THE SAME AREA THAT HE LAST OBSERVED THE FLARE. WITHIN A SECOND LATER, THE SMALL EXPLOSION TURNED INTO A LARGE EXPLOSION. THE FIREBALL THAT WAS CREATED BY THE LARGE EXPLOSION THEN BEGAN TO DESCEND. [REDACTED] ESTIMATED THAT THIS TOOK PLACE APPROXIMATELY 3000-4000 FEET BELOW THE [REDACTED] AIRCRAFT.

[REDACTED] ESTIMATED THE FIREBALL TO BE 200 FEET IN LENGTH AND AS IT DESCENDED, IT GOT LONGER IN LENGTH. WHEN [REDACTED] LAST SAW THE FIREBALL, IT WAS HITTING THE WATER BELOW.

[REDACTED] TOLD ONE OF THE FLIGHT ATTENDANTS ABOARD HIS FLIGHT THAT HE SAW AN EXPLOSION BELOW AND SHE STATED THAT SHE WOULD



PAGE FOUR DE FBINY 0035 UNCLAS

NOTIFY THE FLIGHT DECK. THE ATTENDANT LATER TOLD ██████████ THAT ██████████ MADE THE NOTIFICATION. AFTER ██████████ INITIALLY TOLD THE FLIGHT ATTENDANT, A MALE IN SEAT "6F" STATED "DID YOU SEE THAT TOO" AND HE SAID THAT HE OBSERVED A FIREBALL EXPLOSION. THIS INDIVIDUAL WAS DESCRIBED AS A WHITE MALE IN HIS 60'S, 5'10" TALL, 175 LBS., MEDIUM BUILD, WITH GRAY HAIR.

AFTER THE SMALL PLANE FLEW UNDERNEATH THE ██████████ AIRPLANE, ██████████ OBSERVED THE COASTLINE APPROXIMATELY 8-10 MILES IN THE DISTANCE, BUT HE DID NOT SEE ANY LANDMARKS. AT THE TIME OF THE EXPLOSION, ██████████ DESCRIBED VISIBILITY AS "GOOD" WITH SOME HAZE. THE SUN HAD SET AND HE DESCRIBED IT WAS "TWILIGHT TIME", BUT IT WAS NOT PITCH-DARK. ██████████ DID NOT OBSERVE ANY LARGE PLANES FLYING BELOW THE ██████████ AIRCRAFT. AT

APPROXIMATELY 20:55 HOURS, 25 MINUTES AFTER SEEING THE EXPLOSION, ██████████ FLIGHT LANDER AT T.F. GREEN AIRPORT, WARWICK, R.I. (PROVIDENCE, R.I.). ██████████ PICKED-UP A RENTAL CAR AND HEARD ON THE RADIO THE REPORT OF THE TWA FLIGHT 800 CRASH/EXPLOSION WHILE DRIVING. AFTER MIDNIGHT, ██████████ CALLED A TELEVISION STATION IN PROVIDENCE, R.I., WPRI-TV, CHANNEL 12, AND SPOKE WITH ██████████ (LNU) AND TOLD HER WHAT HE SAW. ██████████ ASKED ██████████ TO CALL THE STATION BACK IN THE MORNING.

[REDACTED] REASON FOR CALLING CHANNEL 12 WAS HE WANTED TO TELL SOMEONE ABOUT THE EXPLOSION WHILE IT WAS FRESH IN THIS MIND. ON JULY 18, 1996, [REDACTED] WAS INTERVIEWED "LIVE" VIA TELEPHONE DURING CHANNEL 12'S 0600 AND 0630 NEWSCASTS. [REDACTED] COULD NOT PROVIDE ANY ADDITIONAL INFORMATION.

PERSONAL DATA REGARDING [REDACTED]

NAME: [REDACTED] SS#: [REDACTED]

DOB: [REDACTED] POB: [REDACTED] WA; RESIDENCE: 1 [REDACTED] DRIVE, PENSACOLA, FL, 32506-9563; TELEPHONE #: [REDACTED]

[REDACTED] (W), [REDACTED] (H); EMPLOYMENT: U.S. NAVY, [REDACTED] CHIEF NAVAL EDUCATION AND TRAINING, NAVAL AIR STATION, PENSACOLA, FL.

LEAD:

WASHINGTON METROPOLITAN FIELD OFFICE

AT WASHINGTON, D.C.

BASED ON THE INFORMATION PROVIDED BY [REDACTED] THE NYO REQUESTS THAT WMFO OBTAIN THE IDENTITY OF THE FLIGHT CREW FOR USAIR FLIGHT 217 ON JULY 17, 1996. THE HOME OFFICE FOR U.S. AIR IS LOCATED AT CRYSTAL PARK FOUR, 2345 CRYSTAL DRIVE, ARLINGTON, VIRGINIA 22227. (LEAD TW 3059 HAS BEEN SET TO RE-

PAGE SIX DE FBINY 0035 UNCLAS

INTERVIEW [REDACTED].

IT IS ALSO REQUESTED THAT WMFO SET OUT LEADS TO THE APPROPRIATE FIELD OFFICES, TO ENSURE THAT THE CREW MEMBERS AND PASSENGERS OF THE FLIGHT ARE INTERVIEWED.

INTERVIEWS OF THE CREW SHOULD BE PREPARED ON FD-302'S, AND THE LEAD CONTROL NUMBERS TW 3063 AND TW 3059 SHOULD BE REFERENCED IN ALL COMMUNICATIONS. IF NECESSARY, WMFO SHOULD OBTAIN A SUBPOENA TO ASCERTAIN THIS INFORMATION. ALSO, ANY INDEPENDENT FLIGHT RECORDINGS OR RADAR PRINTOUTS/OBSERVATIONS THAT MAY BE MAINTAINED OR RECORDED BY USAIR FLIGHT 217 SHOULD BE OBTAINED.

INVESTIGATION CONTINUING IN NEW YORK.

BT

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- UNCLAS E F T O
- UNCLAS

Date 7/22/96

FM FBI NEW YORK (265A-NY-259028) (P) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

FBI JACKSONVILLE/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; 7/17/96; AOT-IT-EID; OO:NY.

REFERENCE NEW YORK TELETYPE TO ALL FBI FIELD OFFICES, DATED JULY 17, 1996.

NEW YORK OFFICE WAS CONTACTED BY [REDACTED] FROM THE NAVAL COMMUNICATIONS SCHOOL (NCS) AT WHICH TIME THE FOLLOWING INFORMATION WAS ACQUIRED FROM AN INTERVIEW WITH [REDACTED]

- 1 - New York
- 1 - Supv. I-46

PAC:emf
(2)

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UPLOADED

WITH TEXT
WITHOUT TEXT
BY

Approved DATE 7/27/96 Original filename:

Time Received: Telprep filename:

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MRI/JULIAN DATE: ISN:

FOX DATE & TIME OF ACCEPTANCE:

Comment 526
265A-NY-259028-Sub CC-5
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SERIALIZED _____
INDEXED _____
FILED _____

^PAGE 2 NY (265A-NY-259028) UNCLAS

[REDACTED] UNITED STATES NAVY, WHO WAS A PASSENGER ON BOARD U.S. AIR FLIGHT 217 (BOUND FROM CHARLOTTE, NORTH CAROLINA TO PROVIDENCE, RHODE ISLAND) ON JULY 17, 1996, WHEN HE OBSERVED WHAT HE BELIEVES TO BE THE EXPLOSION OF TWA FLIGHT 800. THE FOLLOWING IS AN ACCOUNT OF THE NCS INTERVIEW OF

[REDACTED]
ON JULY 18, 1996, [REDACTED]
[REDACTED] WAS TELEPHONICALLY CONTACTED AT THE NAVAL COMMUNICATIONS SCHOOL (NCS), NAVAL EDUCATION AND TRAINING CENTER (NETC), NEWPORT, RHODE ISLAND; SUBSEQUENT TO REPORTING AGENT (RA) RECEIVING INFORMATION THAT HE POSSESSED KNOWLEDGE CONCERNING THE EXPLOSION OF TWA FLIGHT 800 OVER LONG ISLAND, NY, ON JULY 17, 1996 ABOARD US AIR FLIGHT 217, WHICH ORIGINATED IN CHARLOTTE, NORTH CAROLINA, AND WAS DESTINED FOR PROVIDENCE, RHODE ISLAND. [REDACTED] RELATED, DURING THE FLIGHT AT APPROXIMATELY 20:25, WHILE OVER WATER, HE OBSERVED TWO (2) EXPLOSIONS, A SMALL ONE THEN A BIG ONE. [REDACTED] STATED HE WAS "CONVINCED" THAT HE OBSERVED THE EXPLOSION OF TWA FLIGHT 800.

^PAGE 3 NY (265A-NY-259028) UNCLAS

ON JULY 19, 1996, [REDACTED] WAS INTERVIEWED REGARDING THE ABOVE INFORMATION AT NCISFO, NEWPORT, RHODE ISLAND. [REDACTED] PROVIDED THE FOLLOWING INFORMATION DURING THE INTERVIEW:

[REDACTED] INITIATED HIS TRAVEL TO RHODE ISLAND ON JULY 17, 1996, BY FLYING FROM PENSACOLA, FLORIDA TO CHARLOTTE, NORTH CAROLINA, WHERE HE DEPARTED AT 17:50 OR 18:50 FOR PROVIDENCE, RHODE ISLAND, ON US AIR FLIGHT 217. [REDACTED] LATER PROVIDED A FAX COPY OF HIS OFFICIAL ORDERS AND ITINERARY, COLLECTIVELY APPENDED AS ENCLOSURE (1), WHICH NOTES THAT HE WAS SCHEDULED TO DEPART CHARLOTTE, NORTH CAROLINA, ON FLIGHT 217 AT 18:55.

[REDACTED]

[REDACTED]

[REDACTED] SEAT ASSIGNMENT WAS "5F", A WINDOW SEAT ON THE RIGHT SIDE OF THE PLANE. AT APPROXIMATELY 20:25 - 20:30, [REDACTED] OBSERVED SOME BLINKING LIGHTS ON A SMALL PLANE FLYING UNDERNEATH THE US AIR AIRCRAFT. AT THE TIME, HE WAS LISTENING TO MUSIC ON A TAPE AND LOOKING OUT THE WINDOW. HE HAD NOT CONSUMED ANY ALCOHOL ON THE FLIGHT PRIOR TO THIS MOMENT. APPROXIMATELY 15-20 SECONDS LATER, HE OBSERVED A LIGHT WHICH APPEARED TO BE A "FLARE" AND LOOKED LIKE THE

^PAGE 4 NY (265A-NY-259028) UNCLAS

SHOOTING OF AN UNEXPLODED FIREWORK INTO THE AIR. IT WAS MOVING FROM [REDACTED] "RIGHT TO LEFT" AND IT APPEARED TO HAVE "PEAKED", THEN IT WAS GOING DOWNWARD. THIS EVENT TOOK NO MORE THAN TEN (10) SECONDS IN TIME. [REDACTED] THEN OBSERVED AN INITIAL SMALL EXPLOSION IN THE SAME AREA THAT HE LAST OBSERVED THE FLARE. WITHIN A SECOND LATER, THE SMALL EXPLOSION TURNED INTO A LARGE EXPLOSION. THE FIREBALL THAT WAS CREATED BY THE LARGE EXPLOSION THEN BEGAN TO DESCEND. [REDACTED] ESTIMATED THAT THIS TOOK PLACE APPROXIMATELY 3000-4000 FEET BELOW THE US AIR AIRCRAFT.

[REDACTED] ESTIMATED THE FIREBALL TO BE 200 FEET IN LENGTH AND AS IT DESCENDED, IT GOT LONGER IN LENGTH. WHEN [REDACTED] LAST SAW THE FIREBALL, IT WAS HITTING THE WATER BELOW.

[REDACTED] TOLD ONE OF THE FLIGHT ATTENDANTS (NFI) ABOARD HIS FLIGHT THAT HE SAW AN EXPLOSION BELOW AND SHE STATED SHE WOULD NOTIFY THE FLIGHT DECK. THE ATTENDANT LATER TOLD [REDACTED] THAT SHE MADE THE NOTIFICATION. AFTER [REDACTED] INITIALLY TOLD THE FLIGHT ATTENDANT, A MALE IN SEAT '6F' STATED "DID YOU SEE THAT TOO" AND HE SAID THAT HE OBSERVED A FIREBALL EXPLOSION. THIS

^PAGE 5 NY (265A-NY-259028) UNCLAS

INDIVIDUAL WAS DESCRIBED AS A WHITE MALE IN HIS 60S, 5'10" TALL, 175 LBS., MEDIUM BUILD, WITH GRAY HAIR.

AFTER THE SMALL PLANE FLEW UNDERNEATH THE US AIR AIRPLANE, [REDACTED] OBSERVED THE COASTLINE APPROXIMATELY 8-10 MILES IN THE DISTANCE, BUT HE DID NOT SEE ANY LANDMARKS. AT THE TIME OF THE EXPLOSION, [REDACTED] DESCRIBED VISIBILITY AS "GOOD" WITH SOME HAZE. THE SUN HAD SET AND HE DESCRIBED IT AS "TWILIGHT TIME", BUT IT WAS NOT PITCH-DARK. [REDACTED] DID NOT OBSERVE ANY LARGE PLANES FLYING BELOW THE US AIR AIRCRAFT. AT APPROXIMATELY 20:55, ABOUT 25 MINUTES AFTER SEEING THE EXPLOSION, [REDACTED] FLIGHT LANDED AT T.F. GREEN AIRPORT, WARWICK, RHODE ISLAND (PROVIDENCE, RHODE ISLAND). [REDACTED] PICKED-UP A RENTAL CAR AND HEARD ON THE RADIO THE REPORT OF THE TWA FLIGHT 800 CRASH/EXPLOSION WHILE DRIVING TO NETC, NEWPORT, RHODE ISLAND. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] COULD NOT PROVIDE ANY ADDITIONAL INFORMATION.

BIOGRAPHICAL DATA:

**EMPLOYMENT: USN, 250 NORTH DALLAS STREET, CHIEF NAVAL
EDUCATION AND TRAINING, NAS, PENSACOLA,
FLORIDA.**

[REDACTED]

LEAD:

**JACKSONVILLE DIVISION, AT PENSACOLA, FLORIDA. LOCATE AND
FULLY IDENTIFY, THEN INTERVIEW [REDACTED] WITH RESPECT TO THE
EVENTS HE REPORTED WITNESSING ON JULY 17, 1996. ALL DETAILS
SHOULD BE OBTAINED WITH RESPECT TO HIS SEAT NUMBER, THE**

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^PAGE 7 NY (265A-NY-259028) UNCLAS

DIRECTION HE WAS LOOKING, AND A DETAILED MAP, IF POSSIBLE, THE FOLLOWING QUESTIONS SHOULD BE ASKED:

1. WHAT WAS THE SEQUENCE OF EVENTS?
2. WHAT WAS THE TIMING OF EVENTS? HOW LONG DID THE MISSILE FLY, ETC.
3. WHAT COLOR WAS THE SMOKE TRAIL?
4. HOW LARGE WAS THE INITIAL PUFF OF SMOKE?
5. WAS ANY OBJECT VISIBLE IN ADDITION TO THE SMOKE? IF SO, WHAT WAS IT'S APPEARANCE? DID ANY OBJECT FALL AWAY FROM THE SMOKE TRAIL DURING THE INITIAL PORTION OF THE FLIGHT?
6. WHAT DOES THE TERRAIN AROUND LAUNCH SIGHT LOOK LIKE? WERE SCORCH MARKS VISIBLE?
7. WHAT DID IT SOUND LIKE?
8. DID THE SMOKE TRAIL GO ALL THE WAY TO THE AIRCRAFT. IF NOT HOW FAR DID IT GO?
9. WAS THE SMOKE TRAIL CONSISTENT IN COLOR, DENSITY, THICKNESS?
10. HOW LIGHT WAS IT WHEN THE SMOKE TRAIL WAS OBSERVED?
11. WAS THERE A BRIGHT GLOW AT THE LEADING EDGE OF THE SMOKE TRAIL OR WAS SMOKE ONLY VISIBLE.

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12. WAS THE SMOKE TRAIL STRAIGHT OR CURVED? IF CURVED, IN WHICH DIRECTION? TOWARDS THE AIRCRAFT FLIGHT PATH OR AWAY FROM THE AIRCRAFT FLIGHT PATH? DID IT INITIALLY FLY ALMOST HORIZONTAL AND THEN CLIMB TO THE AIRCRAFT, FLY STRAIGHT AT THE AIRCRAFT, OR INITIALLY FLY UP AND THEN LEVEL OFF?

13. WHERE WAS THE SUN IN RELATION TO THE AIRCRAFT AND THE MISSILE LAUNCH POINT?

14. WHAT DID IT LOOK WHEN IT IMPACTED THE AIRCRAFT? SMALL, SINGLE BURST OF FIRE/SPARKS OR MULTIPLE BURSTS?

15. WHAT DIRECTION DID IT APPROACH THE AIRCRAFT FROM.

16. WHAT POINT OF THE AIRCRAFT APPEARED TO BE THE IMPACT POINT? DID IT APPEAR TO IMPACT THE ENGINE, LIGHTS, TAIL SECTION, ECT.?

17. WHAT WAS THE ESTIMATED DISTANCE FROM THE LAUNCH POINT TO THE AIRCRAFT AT THE TIME OF IMPACT?

18. HOW FAR WAS THE WITNESS FROM THE LAUNCH POINT? WHAT WAS HIS RELATION TO THE AIRCRAFT AND SMOKE TRAIL FLIGHT PATH?

NOTE: UPON REPLY OF INTERVIEW REFER TO NEW YORK LEAD NUMBER TW03059. IF [REDACTED] IS NOT AVAILABLE AND IT IS DETERMINED THAT HE IS ELSEWHERE, NEW YORK REQUESTS MIAMI TO

JAE Brown

^PAGE 9 NY (265A-NY-259028) UNCLAS

PREPARE AN IMMEDIATE COMMUNICATION TO FORWARDING OFFICE
REQUESTING SAME LEAD INFORMATION, AS SOON AS POSSIBLE.

NEW YORK DIVISION WILL SEND SEPARATE COMMUNICATION
REQUESTING US AIR FLIGHT 217 MANIFEST, AS WELL AS THE IDENTITY
OF THE CREW.

BT

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED], Westhampton, NY, telephone: [REDACTED], was contacted by telephone regarding her call to the FBI hotline on July 20, 1996. [REDACTED] then provided the following information:

At approximately 8:30 p.m. on July 17, 1996, [REDACTED] was walking her son near the beach in Westhampton. She observed a jet traveling east and another jet traveling west towards each other. Additionally, [REDACTED] observed a third smaller plane, possibly a Cessna, traveling east, but at a lower altitude than the two jets. [REDACTED] noticed these aircrafts because they were close to each other and she thought this unusual. The jet traveling east began to climb and was spewing white exhaust.

Approximately ten minutes later, [REDACTED] observed what is described as two sunsets. [REDACTED] heard nothing unusual and later learned that a jet crashed. [REDACTED] is positive that she saw three planes and thinks it is unusual that she has heard nothing about the other planes in the media.

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Investigation on 7/20/96 at NY, NY (telephonically)

File # 265A-NY-259028

by SA DANIEL K. QUINN/dcd Date dictated 7/21/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

On 7/18/96 [redacted] Deerpark, New York, 11729, telephone [redacted] Director Of Wholesale Operations, [redacted] Massapequa, New York, 11758, telephone [redacted] was contacted telephonically by SA TIMOTHY J. LATERNER, Federal Bureau Of Investigation, and provided the following information.

On 7/17/96 [redacted] stated that he was standing on the dock, in the Vanderbilt Wharf Marina, where he keeps his boat, on the Connetquot River on the South Shore of Long Island awaiting the return of his boat which he had lent to a friend at approximately 8:10 PM. After approximately 15-20 minutes had gone by [redacted] began to look for his boat, looking southeast over the water. [redacted] further stated that it was at this time, approximately 8:30 PM that he observed what appeared to be a Coast Guard flare approximately 15 miles off the shore of Fire Island. [redacted] advised that it was only after he went home and heard of the crash that he realized that approximately 30 seconds to 2 minutes before he observed what he thought was a flare, he observed what he thought was a shooting star travelling west to east coming from the south shore, over Fire Island. [redacted] stated that although he thought the light looked like a shooting star, he felt that there was something odd about it because a shooting star is white in color whereas this object he observed was more like a bottle-rocket with a dull orange glow to it. [redacted] further stated that the glow moved faster than an aircraft and had no arch to it, travelling west to east from just west of Heckscher State Park to where he lost sight of it somewhere in the vicinity of Davis Park. [redacted] advised that the object flew for approximately 10 to 15 seconds before he lost sight of it. [redacted] further advised that he saw no smoke trail, nor did he observe where it may have come from, or an initial puff of smoke. [redacted] stated that he could not observe any visible object or smoke, and only observed the light it emitted, due to the speed of the object. [redacted] only observed the light while in flight and heard nothing, he could not comment on the launch site, because he only observed it in flight. [redacted] further stated that he did not see it go all the way to the aircraft. [redacted] advised that there was no change that he observed in intensity, color, density or thickness.

Investigation on 7/18/96 at New York, New York (telephonically)

File # 265A-NY-259028 SUB CC-36

by SA TIMOTHY J. LATERNER 710 Date dictated 7/18/96

265A-NY-259028

Continuation of FD-302 of [redacted] , On 7/18/96 , Page 2

[redacted] observed all of this at approximately 8:30 PM during what he described as twilight, with the sun having already been set. [redacted] further advised that the trail was straight and remained horizontal until it was out of his view. [redacted] did not see it strike the aircraft. CAMES stated that it approached the aircraft (what he originally thought was a Coast Guard flare) from west to east. [redacted] could not see a launch point, nor did he observe anything strike the aircraft. [redacted] was approximately 15 miles from where he observed the crash site and no more than 5 miles from the missile (originally described as a shooting star). [redacted] observed this looking in a southerly direction.

[redacted] concluded the interview by stating that everything happened so quickly, making it difficult for him to remember any details.

*****SEE ATTACHED MAP FOR FIELD OF VISION*****

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

[redacted] Holtsville, New York (NY),
Home telephone number: [redacted] 2, work telephone number:
[redacted], date of birth: [redacted] social security
number: [redacted] was advised of the identity of the
interviewing Agent and the nature of the interview, and provided
the following information:

[redacted] advised that on 7/17/96 at a time between 8:30
p.m. and 8:40 p.m., she and her boyfriend, [redacted] were
travelling South on Broadway near the intersection of Broadway
and Veteran's Memorial Highway near the town of Holbrook, New
York, when she noticed a burst of a bright white light to a
distance on her right. Because she was driving, [redacted] said that
she was unable to focus completely on the light, but did observe
that the light expanded beyond the tree-line, but lasted only a
few seconds. [redacted] said the light seemed to resemble the light of
a firecracker. [redacted] said she did not hear any type of sound
that may have been associated with the light, nor any smoke in
the area of the light. [redacted] advised that the windows in the car
were up, and the radio in the car was not on at the time.

[redacted] advised that she believed the light came from the
direction of Bayport or Sayville, Long Island, New York. [redacted]
advised that the light had disappeared before [redacted] had an
opportunity to observe it.

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Investigation on 7/18/96 at Holtsville, New York

File # 265A-NY-New

SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/18/1996

[REDACTED] West Islip, New York, telephone number [REDACTED], beeper number [REDACTED] contacted the FEDERAL BUREAU OF INVESTIGATION regarding information on the TWA flight 800 plane incident. He was advised of the identity of the interviewing Agent and the nature of the interview was to obtain the information concerning the incident. PAGE thereafter provided the following information:

[REDACTED] was on his home computer last night between 7:30p.m. and 9:00p.m.. He was not sure of the exact times, but it was not pitch black out yet. Probably around 8:30p.m.. His house faces the ocean near Great South Bay (South), and when he looked out his window, he saw an orange color flash, similar to a roman candle or rocket, flash by. The flash came from the approximate direction of the northwest and was heading toward the southeast. He was unsure if it had an upward or downward trajectory. The flash streaked across the Bay. His house faces Great Bay South and he could not be sure if the flash was over the ocean or the bay area. [REDACTED] stated the streak seemed to small to be a plane, but he was not sure how far away it was, so he was not certain. It could have been a firework or rocket. He later heard about the plane crash and thought he should report it. He did not hear any type of explosion after seeing the orange streak.

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Investigation on 07/18/1996 at NEW YORK, NEW YORK (telephonically)

File # 265A-NY-259028

by SA JOHN F. KOHLER ^{JK}

Date dictated 07/18/1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

On July 18, 1996, [redacted] DOE [redacted] SSN# [redacted] was interviewed by SA NEIL DONOVAN. After being advised of the identity of the interviewing Agent, and the purpose of the interview, [redacted] provided the following information:

[redacted] was contacted, telephonically, at the Hyannisport Ramada Inn. [redacted] IMM is employed as a Pilot-In-Command by [redacted]. On the night of July 17, 1996, [redacted] was piloting an ATR-42 aircraft on a scheduled commuter flight, [redacted] from Newark, New Jersey to Hyannisport, Massachusetts. [redacted] was the first officer on the flight, which carried twenty two adult passengers. The flight taxied at 7:45 P.M. and was airborne at 8:10 P.M. [redacted] characterized the weather condition as hazy and typical of summer flying conditions in the Northeastern United States.

At approximately 8:35 P.M., [redacted] observed an orange streak descending in the sky which resembled a night shuttle launch, but in reverse. He estimated his position to be ten miles west of Bridgeport, Connecticut and thirty five miles north of the incident while travelling at an altitude of thirteen thousand feet. [redacted] did not hear any sound at the time of the observation. He reported his observation to Air Traffic Control. He has no opinion with regard to the source or cause of what he observed.

[redacted] is amenable to being reinterviewed, if necessary. He can be reached through the [redacted] Office in Newark, New Jersey at [redacted] 0058. [redacted] can also be reached at that number. He further advised that he will not be working for the next three days and that he can be reached at his home, telephone [redacted] during that time.

Investigation on 7/18/96 at New York, New York (telephonically)

File # 265A-NY- 028 SUBCC 32

SA NEIL DONOVAN/nd 7/18/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

[redacted], date of birth [redacted],
[redacted] Center Moriches, New York, work number [redacted]
[redacted] was interviewed telephonically at New York State Police,
Troop New York City Headquarters, Fort Schuyler, Bronx, New York.
After being advised of the identity of the interviewing
investigator, [redacted] provided the following information.

[redacted] advised he is employed as an [redacted] with
[redacted] State Campus Albany, New
York 12226. [redacted] states that on 7-17-96 at approximately
8:31PM he and 10 other people, who had just finished sailing,
were sitting on the lawn at the Moriches Yacht Club, Union
Avenue, Moriches, New York when one of the 10 people, [redacted]
[redacted] a sailing instructor with the Moriches Yacht Club,
yelled "look at that" as he pointed to an area in the sky.

[redacted] states that he looked toward the direction in
the sky and observed what appeared to be an orange streak a
considerable distance away, which after a few seconds split into
two and became a large orange wall of flames as it fell straight
down into the sea. [redacted] further states that approximately
eleven or twelve seconds after observing the above he heard two
distinct booms which were followed by a rumbling noise that
sounded like thunder. [redacted] also states that he did not
observe a lot of smoke, but he did observe a puff of white smoke
that remained in the sky where he first observed the orange
streak in the sky. [redacted] states that there were no other
clouds in the sky.

[redacted] further states that after witnessing the above
incident he and the other witnesses contacted the United States
Coast Guard stationed at Moriches, New York.

JUL 13 1996

Investigation on 7/18/96 at New York, New York (telephonically)

265A-NY-259028 SUB OC - 29

by: [redacted]

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FD-302 (Rev. 3-3-82)

FEDERAL BUREAU OF INVESTIGATION

Description

7/18/96

On July 18, 1996, [redacted], Sayville, New York was interviewed by Special Agent (SA) CLIFFORD F. FIEDLER of the New York Office of the Federal Bureau of Investigation (FBI). After being apprised of the identity of the interviewing Agent and the purpose of the interview, [redacted] advised as follows:

On the evening of July 17, 1996, [redacted] was outside the front location of her home located at the above address. [redacted] asked a neighbor who she had been speaking with what the time was. The neighbor answered that it was eight o'clock (8:00 pm). [redacted] went inside her residence where she viewed a clock which read eight thirty-two (8:32)pm and returned outside. According to [redacted], after a minute or two had elapsed, she heard an extremely loud report coming from the rear of her property and a large "puff" of black smoke which blew from west to east and over and enveloping her house and others.

[redacted] advised that her property consists of three quarters (3/4) of an acre which has a "V" shape to it. Behind her property to the right on a corner is a store which closes at six o'clock (6:00)pm and beyond that is weeds, junk and a boatyard. In [redacted] estimation, the report came from beyond that area.

[redacted] described the report as being loud enough that it startled the children playing in the area and the smoke as beginning approximately fifty (50) to seventy (70) feet away from the property, very thick and black in the center and lighter at the edges. This cloud blew over to another section of homes in approximately twenty (20) seconds. [redacted] advised that she never looked skyward and observed nothing other than the above.

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by SA CLIFFORD F. FIEDLER [signature] Date dictated 7/18/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/19/1996

On 07/18/1996, [redacted], of apartment [redacted] New York, New York, telephone number [redacted] after being advised of the identity of the interviewing agent, telephonically provided the following information:

On 07/17/1996, at approximately 8:35 or 8:40 pm, [redacted] was in her apartment and approaching a window to open it when she observed a bright white object travelling very quickly across the sky east of her apartment building moving toward the East River. The object travelled horizontally and slightly upwards across the sky. She saw no smoke, nor did she hear any noise associated with the object, as the window was still closed and there was much noise in the area anyway.

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Investigation on 7/18/1996 at New York, New York (telephonically)

File # 265A-NY-259028 265A-NY-259028-27

by Thomas H. Swink Date dictated 07/19/1996

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FBI NEW YORK/PRIORITY/

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S E C R E T

CITE: //3520//

PASS: HQ FOR SIOC ATTN SSA JOHN LIPKA; NY FOR COMMAND POST

SA AMY BONDREAU AND CG FOR SA JOHN COCCIA, SQUAD 5B.

SUBJECT: UNSUBS; EXPLOSION OF TWA FLIGHT 800; 20 MILES

SOUTHEAST, HAMPTON, NEW YORK, 07/17/1996; AOT-IT-EID; OO: NEW YORK.

[REDACTED]

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SET UP TO NY
MARK HOUDEBY
J. Lipka

OPC/EHR
7/19/96

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

EMPLOYED AS A TEACHER AT PLAINFIELD HIGH SCHOOL, PLAINFIELD, CT. [REDACTED] STATES HE WAS SAILING OFF OF DUCK ISLAND, APPROXIMATELY ONE MILE FROM THE CONNECTICUT COAST, LAST EVENING WHEN HE PERSONALLY OBSERVED THE EXPLOSION OF TWA FLIGHT 800. HE STATES HE OBSERVED WHAT HE DESCRIBES AS A "REDDISH COLORED STREAK" THAT IN HIS OPINION EMANATED FROM THE GROUND TOWARDS THE POINT OF THE EXPLOSION. HE STATES THAT THE STREAK REMINDED HIM OF THE CONTRAIL LEFT BY A FLARE AND BELIEVES IT MAY HAVE SOME CONNECTION WITH THE EXPLOSION.

[REDACTED] WILL BE CONTACTED AND INTERVIEWED IN DEPTH.

[REDACTED]

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PAGE FOUR DE FBINH 0001 S E C R E T

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07-18-1996

[redacted] date of birth [redacted]
 residence [redacted] Westbrook, Connecticut telephone
 [redacted] employed as a teacher Plainfield High School,
 Plainfield, Connecticut, was telephonically contacted due to a
 referral from Lt. Dickerson, United States Coast Guard Station,
 New Haven. [redacted] furnished the following;

He was sailing off of Duck Island, an island about one
 mile from the Connecticut coast line opposite Westbrook,
 Connecticut, when he observed the explosion. In watching the
 explosion he observed what he described as a reddish colored
 streak that in his opinion was going from the ground towards the
 point of the explosion. He related the streak he observed, on
 July 17, 1996 at between 8:30 and 8:40 pm, to a flare streak he
 had observed while sailing at night, in that the streak caused by
 the flare as it rose in the sky was the same streak he observed
 when he saw the explosion.

He observed the explosion as being on an azimuth of 180
 to 190 degrees or due south from Duck Island. He observed one
 explosion and emanating from the explosion a plume which went
 from left to right as he viewed the scene.

He was in a race at the time and another boat the
 [redacted] owned by [redacted] (telephone [redacted])
 [redacted] was able to triangulate the position of the explosion
 from Duck Island and call the coordinates in to the Coast Guard.

Investigation on 07-18-1996 at New Haven, Connecticut (telephonically)

File # 265A-NY-259028 CC3-5 Date dictated _____

by SA Archie T. Stone 07-18-1996

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265A-NY-259028
JSH:hrg

The following investigation was conducted by Special Agent (SA) JOHN HUI, SA KEVIN KELLEHER, and Suffolk County Police Detective JIM FANNING:

[REDACTED], was interviewed at her residence, [REDACTED], East Moriches, New York 11940, [REDACTED] stated that she did not see anything on July 17, 1996 between the hours of 8:00 PM and 9:00 PM, but did hear two loud booms. She stated that the first one was louder than the second one. [REDACTED] had no further information.

SA John Hui JSH

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 20, 1996, [REDACTED]

[REDACTED] Mastic
Beach, New York, [REDACTED]

[REDACTED], was advised of the identity of the interviewing Agents and that the nature of the interview was regarding the July 17, 1996 TWA Flight 800.

[REDACTED] thereafter, provided the following information:

[REDACTED] stated that he was on duty the night of July 17, 1996 until 10:20 PM as the [REDACTED] of Smith Point Bridge also known as (aka) County Bridge Number 46. [REDACTED] advised that he has worked in that capacity since May, 1996.

[REDACTED] stated that on July 17, 1996, at approximately 8:35 PM, he heard one loud, quick bang which he believed to be an M80 firecracker. He stated that two of the bridge tower windows were open at the time and there was a south-southwesterly wind.

[REDACTED] advised that he observed an old white cruiser-type vessel with a New Jersey Registration which was moored near Smith Point Bridge between the hours of 4:00 PM to 7:30 PM. He stated that the vessel was occupied by three male adults and two male children aged 7 or 8 years old. He stated that the male adults were wearing cutoff shorts and appeared to be watching him with binoculars. [REDACTED] advised that the vessel was a fishing-type vessel yet the occupants were not fishing.

[REDACTED] stated that on July 17, 1996 he kept a running log of all vessels which traveled under the Smith Point Bridge while he was working.

[REDACTED] advised that at approximately 7:00 PM on July 17, 1996 he observed a small white trainer-type plane flying extremely low, approximately 50 - 60 feet, above Bellport Bay in a west to easterly direction. He stated that he had never seen a plane flying so low.

Investigation on 7/20/96 at Long Island, New York

File # 265A-NY-259028

by SA ANDREW DeCICCO (AD)
SA KEVIN C. MATHIESON (KCM:dp) KCM

Date dictated 7/21/96

0342

265A-NY-259028-CC-317

265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 7/20/96 . Page 2

[REDACTED] advised that on July 19, 1996, at approximately 8:15 PM, two tourists from somewhere near Italy, possibly Slavania, visited his bridge tower. He stated that the two tourists used the windows of the bridge tower as a backdrop while filming each other with a small "Super 8" type video camera.

[REDACTED] advised that the tourists asked three different times, in broken English with heavy foreign-type accents, if the Federal Bureau of Investigation (FBI) was still at the beach. He stated that the tourists also asked whether the beach was open and if he had seen the plane accident. [REDACTED] stated that he observed the tourists leave his bridge tower and walk north over Smith Point Bridge. Approximately forty-five minutes later the tourists returned by foot over Smith Point Bridge in a southerly direction. The tourists walked out of sight.

[REDACTED] provided the following description of the two tourists as follows:

TOURIST NUMBER ONE

White/olive skin

Male

5'10"

Heavy set

Dark hair

Heavy accent - Foreign

Looked like LOU COSTELLO the actor

Wearing white shorts and white shirt

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/20/96, Page 3

TOURIST NUMBER TWO

White

Male

5'10"

Average Build - 170 - 180 pounds

Dark Hair

Accent - Foreign

Carrying a bag

[REDACTED] stated that he would recognize the two tourists if he were to see them again.

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265A-NY-259028
RAG:gmo

The following investigation was conducted by Detective (DET), WES DAILY JR., badge number 730, Criminal Intelligence Bureau, Suffolk County Police Department, on August 7, 1996.

Det. DAILY, responded to the SEAPORT DINER, Route 347, Port Jefferson Station to interview [REDACTED]

[REDACTED] in reference to witnessing a large flash the evening of July 17, 1996.

[REDACTED] stated, on July 17, 1996, he was [REDACTED] in the SEAPORT DINER, Port Jefferson Station, New York. At approximately 8:40PM (2040hours), he witnessed a flash in the skylight of the diner. [REDACTED] went on to say that the flash may have come from the carnival, the fire department was having that night. Later on he was speaking to some people and wondering if it was the plane explosion. No further information was received from [REDACTED]

Det. DAILY, responded to the Terryville Fire Department on August 7, 1996 and spoke to the dispatcher. July 17, 1996, was the first night of the Terryville Fire Department annual celebration carnival. There were no fireworks until the night of July 20th.

Det. DAILY, went back to the diner and observed the view from the skylight inside the diner. It is Det. DAILY's opinion that the flash [REDACTED] saw was not related to the Trans World Airline (TWA), crash investigation.

265A-NY-259028-SUB - CC - 320

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 12 1996	
FBI-NEW YORK	

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265A-NY-259028

EOL:dxa

On July 25, 1996, the following investigation was conducted by Detective ERICK J. LUNDE:

[REDACTED] was re-contacted at his residence at [REDACTED] East Patchogue, New York. [REDACTED] provided a diagram of his position on July 17, 1996. [REDACTED] also corrected a previously erroneous telephone number. His correct telephone number is [REDACTED].

cc-285

265A-NY-259028-SUB-~~285~~

SEARCHED	INDEXED
1 1996	
FBI - NEW YORK	

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AM

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [REDACTED]

[REDACTED] was interviewed at the Southampton Yacht Club, Little Neck Road, Southampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, he saw an explosion just east of the Shinnecock inlet. [REDACTED] attention was drawn to the explosion by his wife, [REDACTED], who saw it slightly before he did. [REDACTED] saw two distinct pieces falling from the sky trailing flames behind them. After the explosion [REDACTED] saw a column of smoke rising off the surface. Approximately 30 to 45 seconds later he heard a rumble that he could feel through the hull of the boat. [REDACTED] stated this occurred between 8:30 and 8:45 p.m.

265A-NY-259028-SUB CC-257

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SEARCHED	INDEXED
SERIALIZED	FILED
NOV 12 1996	
FBI-NEW YORK	

Investigation on 7/27/96 at Southampton, New York

File # 265A-NY-259028

by SAs CHRISTOPHER BRYCELAND/CB
SAMUEL G. KRAMER/CB/nac

Date dictated 7/27/96

0424

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [REDACTED]

[REDACTED], was interviewed at the Southampton Yacht Club, Little Neck Road, Southampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, [REDACTED] saw an explosion in the sky at about 25 degrees up on the horizon. Following the explosion he saw two columns of flame falling from the sky. [REDACTED] saw no smoke associated with the explosion. After a period of time, he heard a sound similar to thunder.

265A-NY-259028-SUB CC-256

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SEARCHED	INDEXED
SERIALIZED	FILED
NOV 12 1996	
FBI-NEW YORK	
	ITC

Investigation on 7/27/96 at Southampton, New York

File # 265A-NY-259028

by SAs CHRISTOPHER BRYCELAND/CB
SAMUEL G. KRAMER/CB/nac X/K

Date dictated 7/27/96

0425

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/02/96

On July 26, 1996, [REDACTED]

[REDACTED] was re-contacted and furnished the following information:

[REDACTED] advised that when he saw an explosion in the sky on July 17, 1996, he was located at approximately forty (40) degrees forty-five (45) minutes, fifty (50) seconds north and seventy-three (73) degrees, eight (8) minutes, thirty-eight (38) seconds west.

265A-NY-259028-SUB

cc 255

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SEARCHED	INDEXED
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	TC

Investigation on 07/26/96 at West Hampton, New York (telephonically)

File # 265A-NY-259028

by SA JANE C. KELLY/hrg Date dictated 07/29/96

0420

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[REDACTED], STARR BOGGS' RESTAURANT, 379 Dune Road, Westhampton Beach, New York, telephone 516-288-5250, [REDACTED], was advised of the identities of the interviewing agents and the purpose of the interview. [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] was in the restaurant kitchen and heard an explosion. [REDACTED] did not visually observe the incident.

265A-NY-259028-SUB CC - 249

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SEARCHED	INDEXED
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NOV 12 1996	
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Investigation on 7/18/96 at Westhampton Beach, New York

File # 265A-NY-259028

by SA CHARLES J. RUSSELL; [Signature]
SA MICHAEL C. INCE: MAM [Signature] Date dictated 7/18/96

0433

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[REDACTED] an employee of STARR BOGGS RESTAURANT, Westhampton Beach, New York, was advised of the identities of the interviewing agents and the purpose of the interview. [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] was working in the Ocean Room at STARR BOGGS RESTAURANT. This room has a window overlooking the ocean. [REDACTED] observed flames descending to the water. [REDACTED] advised that the flame was at the 11:00 o'clock position when facing south. The incident that [REDACTED] observed lasted five to six seconds. [REDACTED] advised that he heard and felt two explosions when the flames hit the water. The restaurant shook when the flames hit the water.

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SEARCHED	INDEXED
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Investigation on 7/18/96 at Westhampton Beach, New York

File # 265A-NY-259028

by SA CHARLES J. RUSSELL; JC
SA MICHAEL C. INCE:mam JT Date dictated 7/18/96

0435

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000127

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 20, 1996, [redacted] was interviewed by Special Agent (SA) KEVIN C. MATHIESON. After being advised of the identity of the interviewing Agent and that the nature of the interview was regarding the July 17, 1996 TWA Flight airplane crash, [redacted] provided the following information:

[redacted] stated that on the evening of July 17, 1996 at approximately 8:35 PM while vacationing at the Smith Point Park campground, he observed two orange streams with thick black lines spiraling downward the water. He stated that the spirals lasted for a time period of three through five seconds. He advised that the left spiral was wide and the right spiral was narrow.

[redacted] stated that the wind was blowing in from the southwest and that he did not hear anything unusual.

265A-NY-259028-SUB CC - 233

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SEARCHED	INDEXED
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Investigation on 7/20/96 at Long Island, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON/dp Kcm Date dictated 7/23/96

0446

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 20, 1996, [redacted] was interviewed by Special Agent (SA) KEVIN C. MATHIESON. After being advised of the identity of the interviewing Agent and that the nature of the interview was regarding the July 17, 1996 TWA Flight 800 airplane crash, [redacted] provided the following information:

[redacted] stated that on July 17, 1996 she was vacationing at the Smith Point Park campground and staying at Site Number 46. [redacted] advised that on July 17, 1996 at approximately 8:06 PM she was outside her trailer cooking dinner on her barbecue when a short time later something blew up by the Moriches Inlet. [redacted] stated that she observed red fire and black smoke in the sky.

265A-NY-259028-SUB CC

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NOV 12 1996	
FBI - NEW YORK	

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Investigation on 7/20/96 at Long Island, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON/dp Kcm

Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] Shirley, New York, [REDACTED] was contacted at his residence. He was advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information regarding the crash of Trans World Airlines flight #800 on July 17, 1996. He then provided the following information:

[REDACTED] advised that on July 17, 1996 he was at the beach with one of his friends when he observed the fireball created by the crash of flight 800. No smoke, sounds or other activity alerted his attention to the sky.

While at the beach, [REDACTED] did not observe any unusual activity before or after the fireball.

265A-NY-259028-SUB CC -

(X)
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SEARCHED	INDEXED
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Investigation on 7/25/96 at Shirley, New York

File # 265A-NY-259028

by SAs ROBERT STEVEN KRUPA / [initials]
MIKE GALGANO, ATF/RSK/jk1 [initials] Date dictated 7/25/96

0448

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

On July 24, 1996, the following investigation was conducted by Special Agent ROBERT STEVEN KRUPA, Federal Bureau of Investigation (FBI), and MICHAEL GALGANO, Bureau of Alcohol, Tobacco and Firearms (ATF):

[REDACTED]

[REDACTED] was contacted at his residence regarding the crash of Trans World Airlines (TWA) Flight Number 800. [REDACTED] advised that on July 17, 1996, at approximately 8:30 p.m., he was walking in a parking lot at the Center Moriches WALDBAUM'S when he witnessed a large fireball appear in the sky. The fireball was accompanied by a loud explosion. However, no smoke, sounds, or other unusual activity was observed prior to the fireball.

265A-NY-259028-SUB CC-228

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SEARCHED	INDEXED
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NOV 12 1996	
FBI-NEW YORK	
	TC

Investigation on 7/24/96 at East Moriches, New York
 File # 265A-NY-259028
 by SA ROBERT STEVEN KRUPA/ rsk
SA MICHAEL GALGANO, ATF/RSK/cxk Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/26/96

On August 8, 1996, [REDACTED] was interviewed at her residence [REDACTED]. Her place of employment is the QUOGUE EAST, 591 Montauk Highway, East Quogue, New York, [REDACTED], where she works as a bartender. [REDACTED] was advised of the identities of the interviewing Agents and the nature of the interview. She provided the following information:

On July 17, 1996, she was at the WESTHAMPTON BEACH YACHT CLUB in Remesenberg with her son [REDACTED] who is eight years old. She stated that she heard the sound of an engine slowing down and looked up and clearly saw a jet plane coming down. The plane was intact and there was no smoke or fire around the plane. She then saw and heard an explosion and saw the cockpit separate from the plane. She saw a trail of blue-gray smoke following these pieces downward. She stated that she observed these falling pieces for about four to five seconds at which time they were obstructed from her view by the sand dunes, at which time she heard two more explosions.

Investigation on 8/8/96 at Hampton Bays, New York

265A-NY-259028-SUBCC ²⁰⁶

File # 265A-NY-259028

SAs KEVIN M. KELLEHER (ATF) [Signature]
by JOHN M. MIFSUD (JMM:dp) [Signature] (TW07465)

Date dictated 8/8/96 OCT 2 1996

SEARCHED [Signature]	INDEXED [Signature]
SERIALIZED [Signature]	FILED [Signature]
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 31, 1996, [redacted], was interviewed at his residence [redacted] by agents of the Federal Bureau of Investigation (FBI) and provided the following information:

On July 17, 1996, [redacted] and his friends, [redacted] and [redacted], travelled to Mott Lane, Brookhaven, New York, at approximately 7:00 PM. At around 8:30 PM to 9:00 PM, [redacted] saw a flash or flare in the sky. [redacted] looked up at that point and saw a large bright orange fireball. [redacted] saw two parts engulfed in flames fall from the sky to the ground. A few seconds after the orange flame dropped to the ground, a thin black smoke trail could be observed. [redacted] did not hear anything at the time of the explosion nor did he see any boats or planes in the area. Approximately two minutes later, [redacted] observed a helicopter flying towards the direction of the crash.

Investigation on 07/31/96 at Yaphank, New York

265A-NY-259028-SUB C 205

File # 265A-NY-259028

by SA KURT B. HUERTAS
SA CAROL A. KACZMAREK/hrg

Date dictated

08/05/96 OCT 2 1996

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SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/05/96

On July 30, 1996, [REDACTED] was interviewed at his residence, [REDACTED] by Special Agents of the Federal Bureau of Investigation (FBI). [REDACTED] advised that on July 17, 1996, at around 6:00 to 7:00 PM, he and two friends, [REDACTED] and [REDACTED] were on Mott Lane in Brookhaven. While looking out over the ocean, [REDACTED] saw two large fireballs. The two fireballs were next to each other, with the fireball on the left being larger and longer of the two. Thirty seconds to one minute later, [REDACTED] heard faint rumbling like thunder. [REDACTED] did not see a smoke trail prior to the fireball nor did he see any boats or flames in the area.

Investigation on 07/30/96 at Bellport, New York 265A-NY-259028-SUB **203** CC -

File # 265A-NY-259028'

by SA KURT B. HUERTAS
SA CAROL A. KACZMAREK/hrg

Date dictated 07/31/1996

SEARCHED	INDEXED
SERIALIZED	FILED
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[REDACTED]

[REDACTED] was advised of the nature of this investigation, and the identity of the interviewing agent. He provided the following information:

[REDACTED] was driving his car south on Edwards Avenue, 100 feet north of Main Street, Riverhead, New York, at about 8:15-8:30 P.M., on July 17, 1996. At that time he observed a fireball in the southern sky. [REDACTED] could not judge the height of the fireball or its distance from him because he was in a moving car. It appeared to him to be only a few miles ahead of him, above Smith's Farm. The fireball was orange in color and quickly fell behind a tree line and out of his view.

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265A-NY-259028-SUB C

Investigation on 8/7/86 at Calverton, New York

File # 265A-NY-259028

by SA JAMES MC CARTHY MAM

Date dictated X 8/7/96 OCT 10 1996

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 10 1996	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/07/96

On August 1, 1996, [REDACTED] was interviewed by Special Agent JOSEPH C. KUHNS and Investigator RODNEY POLITE, New York State Police. [REDACTED] was advised of the identities of the interviewers and the purpose of the interview and provided the following information:

[REDACTED] was born on January 17, 1935, and presently resides at [REDACTED] Riverhead, New York. His telephone number is [REDACTED]. He worked for GRUMMAN for twenty-one years as an Electronics Technician and as a Strain Gauge Technician. He was laid off two years ago and is presently unemployed.

On the evening of July 17, 1996, [REDACTED] was fishing at the end of the west jetty at the Shinnecock Inlet with a friend he only identified as [REDACTED]. The sky was hazy but there were no clouds. He observed a National Guard aircraft flying by going from west to east about three miles out. He then saw an intense bright light in the sky. The light was white with a little bit of yellow and confined in size. From where [REDACTED] was located, the light was at approximately a forty-five (45) degree angle from the axis of the straight portion of the jetty he was on.

From [REDACTED] perspective, the white glow arced to the right, which would have meant that the aircraft flying east would have arced to the left. In [REDACTED] opinion, this arcing movement represented the pilot's attempt to regain control.

The white glow then descended about fifty (50) percent of the distance to the surface of the ocean. In the process it may have shifted a little bit to [REDACTED] left. When the glow reached about 50 percent of its original altitude, the white glow, which had stayed steady in its size and intensity, disappeared for about five or six seconds.

Then, at an altitude lower than where he had last seen the glow, [REDACTED] observed what he described as a descending ribbon of flame. To him, it did not appear as a fireball, but stayed continuously in the shape of the descending ribbon. It

Investigation on 08/01/96 at Riverhead, New York

File # 265A-NY-259028-CC-194
Investigator RODNEY POLITE, New York State Police
by SA JOSEPH C. KUHNS/hrg

Date dictated 08/05/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 08/01/96, Page 2

was [REDACTED] perception that the bottom of the descending mass of fire was flat and round which suggested a mass of descending fire somewhat in the shape of a cylinder.

When the fire hit zero altitude, [REDACTED] looked at his watch and determined that was 8:32 PM. At no time did he observe the shape of an aircraft. After the fire hit the ocean, [REDACTED] observed a thin column of black smoke which quickly disappeared.

The first thing [REDACTED] heard was two explosions or "booms" in quick succession, though he said it did not sound like the sound barrier being broken. These first two explosions were the second loudest thing he heard. There was then a silence for about ten seconds. This was followed by a rumbling or grinding sound and then three or four lighter "booms," which [REDACTED] described as not having "sharp edges." There was then one final and loudest explosion. From the time the rumbling sound began until the final explosion was about ten to fifteen seconds.

Calculating his own distance from the event from the amount of time between the visible explosion and the sound reaching him, [REDACTED] estimated it was about twelve miles away.

[REDACTED] provided the interviewing agents a diagram of what he had seen.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/02/96

[redacted] Date of Birth (DOB) October 10, 1983, of [redacted] East Moriches, New York, [redacted], was contacted at her residence. After being advised of the identity of the interviewing agent and the nature of the interview, she provided the following information:

On the evening of Wednesday, July 17, 1996, [redacted] was on her parents' boat, which was moored at the marina at Great Gun Beach. A friend of the family, [redacted] pointed out a bright light in the sky to her. When she looked, she saw a large orange-yellow ball of flame. At first she thought it was a firework or flare that had gone bad, but she felt the explosion was too big to be either of those. She did not hear any sound associated with the explosion.

265A-NY-259028-SUB-192

Investigation on <u>07/29/96</u> at <u>East Moriches, New York</u>	SEARCHED <input checked="" type="checkbox"/> INDEXED <input checked="" type="checkbox"/> SERIALIZED <input checked="" type="checkbox"/> FILED <input checked="" type="checkbox"/>
File # <u>265A-NY-259028</u>	SEP 19 1996
by <u>SA ROBERT S. CRISALLI/hrg</u>	FBI-NEW YORK
Date dictated <u>07/29/96</u>	

0486

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

[redacted] Shelter Island, New York 11964, [redacted] was advised of the identity of the interviewing agent and the purpose of the interview and provided the following statement:

[redacted] advised that shortly after dusk on Wednesday July 17, 1996, she was in the porch area of the SHELTER COUNTRY CLUB, near the First Tee, of the Country Club Golf Course. In the sky between two pine trees, she observed a large fireball of flames, bright red, falling down towards the horizon. [redacted] described the flames as having been approximately twenty feet wide, between the two trees. The flames disappeared into the southeast horizon behind the tree line.

[redacted] stated that she did not observe any peculiar incidents prior to observing the flames. [redacted] advised that she was accompanied by [redacted], and [redacted]

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Investigation on 7/28/96 at Westhampton, New York

File # 265A-NY-259028

by SA JOSE M. FLORES/gmo

Date dictated 7/28/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 18 1996	
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[REDACTED] Petersburg, New York, 12138, [REDACTED] was advised of the identity of the interviewing agent and the purpose of the interview. [REDACTED] then furnished the following information:

On July 17, 1996, he was on the Aqualine water taxi returning to Watch Hill, Fire Island. At approximately 8:40 PM he was entering the marina heading due south when he saw a fireball in the sky. He saw this from the starboard side of the boat through an open window. The fireball broke into two pieces and elongated as it fell. He saw this in the sky for 10-15 seconds. At the time he thought it was fireworks. Fire Island was between them and the explosion. It took a few seconds for it to completely disappear below the horizon.

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265A-NY-259028-SUB

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Investigation on 8/5/96 at East Moriches, NY (telephonically)

File # 265A-NY-259028

by SA JOHN L. SHEEHAN/avb Date dictated 8/5/96

8/5/96

SEARCHED	INDEXED
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SEP 18 1996	
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED], was interviewed at his place of employment, SMOKE SHOP, GIFT SHOP AND DELI CAFE, Old Montauk Highway, Shinnecock Indian Reservation, Southampton, New York, telephones 516-287-2460 and 516-283-8047.

[REDACTED] After being apprised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following:

[REDACTED] advised that on the evening of July 17 1996, he was traveling west on the Sunrise Highway between the Westhampton and Manorville Road exits in the vicinity of Center Moriches when he observed an airplane off to his left flying in an eastbound direction. [REDACTED] glanced to his left a second time and, on this occasion, observed a bright flash of white light on the rear portion of the airplane. [REDACTED] described the white flash as small, similar to a firework, circular in shape and of a size which did not obstruct the view of the airplane. [REDACTED] indicated that the airplane appeared to be flying through the white flash. Immediately thereafter, the airplane dipped at a slight angle before stopping and bursting into orange flames. [REDACTED] observed two separate balls of fire developing into a trail of flames which fell quickly and straight down to his line of sight ending at the tree line bordering the highway. He observed a small amount of black smoke after the disappearance of the trail of flames. Immediately following this observation, [REDACTED] pulled his car off the highway and heard a series of rumblings at ground level. [REDACTED] characterized the aforementioned as one continuous event and did not observe impact of the airplane by another object associated with the bright flash.

[REDACTED] estimated the location of the airplane as due south of his driving location approximately four miles offshore and a total of six miles from his location on the Sunrise Highway. [REDACTED] attributed his distinct view of the airplane to the evening light framing the airplane as it flew east. [REDACTED] recalled looking at the clock in his vehicle, described as a Four-Runner, and it reading 8:38 P.M. at the time of his observation.

Investigation on 7/20/96 at Southampton, New York

File # 265A-NY-259028

by SA PAUL T. PALUMBO;
SA STACY R. DIAMOND/MAM

Date dictated 7/20/96

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SEP 20 1996	
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AP 265A-NY-259028
PTP:dp

On July 18, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation:

[REDACTED], Westhampton Beach, New York, [REDACTED], was interviewed pursuant to an investigative vehicle check point at the intersection of Dune Road and Jessup Lane, Westhampton, New York. [REDACTED] advised that he was on the front deck of his residence, on July 17, 1996, when he heard a series of explosions described as slightly different than sonic booms. The explosions were of such intensity to cause his home to vibrate. Specifically, he heard one boom followed by a pause and then two more closely occurring booms. Following the explosions, he observed a long plume of black smoke, which he described as narrow to the horizon which widened as it elevated. [REDACTED] noted the time of these observations as approximately 8:32 PM.

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265A-NY-259028-SUB-CC

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 19 1996	
FBI - NEW YORK	

AS

65

PTP:MAM
265A-NY-259028

On July 18, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation.

[REDACTED] Hampton Bays, New York, [REDACTED] was interviewed pursuant to an investigative vehicle checkpoint of the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York. [REDACTED] advised that on the evening of July 17, 1996, he heard one big explosion, followed by a pause of approximately 6-8 seconds before a second explosion and a third explosion immediately thereafter. [REDACTED] had no visual observation of these events.

265A-NY-259028-SUB-CC ^{FBI}

SEARCHED <i>AB</i>	INDEXED
SERIALIZED	FILED
SEP 19 1996	
FBI-NEW YORK	

MS

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PTP:MAM
265A-NY-259028

On July 18, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation.

[REDACTED], Westhampton, New York, [REDACTED], was interviewed pursuant to an investigative vehicle checkpoint of the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York. [REDACTED] advised that she was on the porch of her home on the evening of July 17, 1996 when she observed a big strip of fire over the ocean. [REDACTED] indicated that it disappeared quickly. She was unable to furnish additional details concerning this observation.

180
265A-NY-259028-SUB-

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 19 1996	
FBI-NEW YORK	

CC
AVS

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265A-NY-259028
TMO:gmo

On July 20, 1996, [REDACTED], [REDACTED],
[REDACTED], interviewed at [REDACTED], Westhampton Beach,
New York, [REDACTED], was interviewed by
Senior Investigator THOMAS M. O'NEILL, and Investigator KEVIN E.
WALSH, New York State Police (NYSP). Ms. [REDACTED], is employed
as a Pest Control Manager at CHAMPION EXTERMINATORS, at 65-64
Myrtle Avenue, Glendale, New York, (718) 389-9172.

Ms. [REDACTED] stated that on July 17, 1996, between
8:15PM and 8:30 PM, she was sitting in the kitchen of [REDACTED]
[REDACTED] facing south. She saw an orange/red streak across the sky on
the horizon over Dune Road. Ms. [REDACTED] walked to an outer
deck at the residence and the streak then disappeared. She then
saw a funnel of puffy dark grey smoke rising from behind the dune
on Dune Road. She saw no airplane or debris, but did hear three
"booms". The entire observation lasted approximately ten
seconds.

265A-NY-259028-SUB ¹⁷⁷ CC

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 13 1996	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/09/96

[REDACTED] Hair Stylist, [REDACTED]
 [REDACTED], Linden, N.J. 07036, [REDACTED], [REDACTED]
 [REDACTED], was contacted at his place of employment, NORMANDYS'
 HAIR CLUB, 51 Westfield Ave. Elizabeth, N.J. (908) 558-2976.
 After being advised of the identity of the interviewing agents
 and the purpose of the interview, [REDACTED] provided the
 following information.

[REDACTED] stated that on 7/17/96 he and six other
 persons traveled to Long Island to conduct a photo session on
 the beach. The trip was arranged by [REDACTED] the photo-
 grapher. They arrived at the beach approximately 6:30 PM.
 He doesn't know the name of the beach, it was his first time
 to that location. They finished up between approximately
 8:20PM -8:25PM. At that time they began to load the equip-
 ment back into the car, which was parked in the parking lot.
 He made a last trip down to the beach to make sure that no
 equipment was left behind. As he was walking back up, with
 his back to the water, [REDACTED] came over a dune and yelled for
 him to look back.

[REDACTED] stated that he immediately turned toward
 the water and observed a trail of black smoke in the distant sky.
 One or two seconds later he saw a large fireball, which he felt
 must have been an explosion. He observed flaming debris falling,
 and two to four seconds later he heard the sound of an explosion.
 After the trail of flame, smoke and debris passed below the
 horizon he heard three more explosions. He looked at his watch
 and the time was 8:35PM, however he keeps his watch five minutes
 fast.

When asked if he had noticed anything unusual prior
 to the incident. [REDACTED] stated that he had not. The
 beach was very quiet. They were the only ones around. Earlier
 there had been a blue/grey van parked, with what appeared to be
 a family(one male, one female in front, two teenagers in rear),
 watching the photo session. The van left before the session
 was finished.

Investigation on 8/08/96 at Elizabeth, New Jersey

265A-NY-259028-SUBOC

File # 265A-NY-259028 SUB 302
 by S/A Jonathan R. LeBow USCG/JTTF
S/A Edmund Karasiewicz USCG/JTTF

Date dictated 8/09/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI NEW YORK	

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265A-NY-259028 SUB 302

Continuation of FD-302 of [REDACTED], On 8/08/96, Page 2

[REDACTED] listed the following named people in the group:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

(No name provided.)
No other identifying information was provided for the above persons.

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69

000165

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

On July 23, 1996, [redacted], Quogue, New York, [redacted] was interviewed at his home. After being advised of the nature of the interview and the identity of the interviewing agents, [redacted] provided the following information:

On July 17, 1996, at approximately 8:30 pm, while at his home, [redacted] heard one loud boom. This boom was quite loud and rattled the windows on his house. After 1 1/2 to 2 seconds, he heard three booms of much lesser intensity. This three booms occurred with little time between each boom. [redacted] thought the initial sound was a sonic boom but said it was much too loud for that.

Investigation on 7/23/96 at Quogue, New York

265A-NY-259028-SUBCC-

File # 265A-NY-259028

SA CHRISTOPHER BRYCELAND *CB*
by SA SAMUEL G. KRAMER:cam *SK*

Date dictated 7/28/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 13 1996	
FBI-NEW YORK	

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0517

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/05/96

[REDACTED] Calverton, New York, [REDACTED]
[REDACTED], was advised of the identity of the interviewing agent and the purpose of the interview. [REDACTED] then furnished the following information:

On July 17, 1996, he was sitting on his front porch with his brother-in-law, [REDACTED], [REDACTED], who is married to his wife's sister. His house is on the north side of Sunwood, facing south. He had spent the day at Smith Point Park and did not see anything unusual. He has been a crew member in the Air Force Reserve for fifteen (15) years and is in the habit of watching planes.

At 8:30 PM, he saw a plane traveling from west to east. He noticed the red, anti-collision light. The plane was in a sixty-seventy (60-70) degree descent. He said to [REDACTED] "The plane looks like it will crash." Then he saw a fireball. The plane broke into two fire-laden, falling objects of a yellow-reddish color. All of this took thirty (30) seconds to happen. He estimates he was thirty (30) miles away.

265A-NY-259028-SUB CC -

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Investigation on 07/28/96 at Hampton Bays, New York

File # 265A-NY-259028

by SA JOHN L. SHEEHAN/hrg

Date dictated 08/01/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 13 1996	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 28, 1996, [redacted], St. James, New York (NY) 11780, [redacted] was interviewed at Coast Guard Station, Moriches, NY. After being advise of the identity of the interviewing Agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, after 8:00 p.m., while sailing in Long Island Sound at Mount Sinai Harbor, [redacted] was looking south and saw an orange explosion in the sky. The explosion was followed by a second explosion 3 to 4 seconds later. [redacted] described the second explosion as three times as large as the first. The second explosion flashed both upward and outward, followed by two separate red streaks falling to the ocean. [redacted] stated it took 15 to 20 seconds from the time of the first explosion until all of the flaming pieces dropped out of his sight.

Investigation on 7/28/96 at East Moriches, New York 265A-NY-259028-SUB CC-160

File # 265A-NY-259028

by SA CHRISTOPHER BRYCELAND/jxs

Date dictated 7/28/96 3 1996

SEARCHED	INDEXED
SERIALIZED	FILED
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] was interviewed at her residence, [redacted] Manorville, New York (NY), telephone [redacted]. After being apprised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following:

[redacted] advised that she was walking on the Great Gun Dock on the bay side of Fire Island on the evening of July 17, 1996. [redacted] recalled being alerted to an object in the sky and looking up to see what appeared to be a black or grey smudge which she thought was a flare. The object appeared to be south of the her location and clearly beyond the dunes of Fire Island over the ocean. When she first observed the object, it appeared cylindrical in shape and was rising up in an arc-like direction. The smudge took approximately six to eight seconds to reach its peak, at which time it evolved into yellow and orange pieces of fire. The pieces fluttered down slowly taking approximately ten to twelve seconds to fall out of sight.

[redacted] was unable to provide a precise measure of distance from where she was standing to the object, except to say that it was definitely far away. [redacted] heard no noise associated with the event. She also indicated that she observed no smoke or falling debris associated with rising smudge-like object or falling pieces of fire.

With respect to here precise location, [redacted] advised that she was situated on the west end of the Great Gun Dock. She was unable to provide any landmarks which aided in her observation. She did, however, note that her view was partially obstructed by the tree line of Fire Island. [redacted] had no observation of the object as it passed below the tree line.

265A-NY-259028-SUB

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FBI-NEW YORK	

Investigation on 7/24/96 at Manorville, New York
File # 265A-NY-259028
by SA STACY R. DIAMOND
SA PAUL PALUMBO/axh Date dictated 7/25/96

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FM FBI CHARLOTTE (265A-NY-259028) (P)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK (265A-NY-259028)/IMMEDIATE/

BT

S E C R E T

CITE: //3140//

PASS: NEW YORK COMMAND POST.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, TWENTY MILES
SOUTHEAST OF HAMPTON, NEW YORK; 7/17/96; AOT-IT-EOD; OO: NEW
YORK.

REFERENCE LEAD 1589; NEW YORK TELETYPE TO CHARLOTTE,
7/20/96, AND TELCALL BETWEEN SA C. LEE BUTLER, CHARLOTTE
DIVISION, GREENSBORO RA AND SA JIM KYLE, NEW YORK COMMAND
POST, 7/20/96.

ON 7/20/96, [REDACTED] MADISON, NC,

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OPC/ETR
7/20/96

Micketti
Helen [unclear] TC

(X)

265A-NY-259028 sub @C, -603
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JUL 20 1996
FBI - NEW YORK
I-46
Conroy TC
Loss

EPHONE [REDACTED] WAS INTERVIEWED AT HER RESIDENCE REGARDING WHAT SHE WITNESSED ON 7/17/96, AT LONG ISLAND, NEW YORK. [REDACTED] ADVISED THE FOLLOWING:

ON 7/17/96, AT APPROXIMATELY 8:37 P.M., [REDACTED] WAS ON THE MOBAY (PHONETIC) SECTION OF LONG ISLAND BEACH, NEW YORK, WHEN SHE OBSERVED AN AIRCRAFT CLIMBING IN THE SKY TRAVELING FROM HER RIGHT TO HER LEFT. [REDACTED] ADVISED THAT THE SUN WAS SETTING BEHIND HER. WHILE KEEPING HER EYES ON THE AIRCRAFT, SHE OBSERVED A "RED STREAK" MOVING UP FROM THE GROUND TOWARD THE AIRCRAFT AT AN APPROXIMATELY A 45 DEGREE ANGLE. THE "RED STREAK" WAS LEAVING A LIGHT GRAY COLORED SMOKE TRAIL. THE "RED STREAK" WENT PASSED THE RIGHT SIDE AND ABOVE THE AIRCRAFT BEFORE ARCKING BACK TOWARD THE AIRCRAFT'S RIGHT WING. [REDACTED] DESCRIBED THE ARCK'S SHAPE AS RESEMBLING AN UPSIDE DOWN NIKE SWOOSH LOGO. THE SMOKE TRAIL, WHICH WAS LIGHT GRAY IN COLOR, WAS NARROW INITIALLY AND WIDENED AS IT APPROACHED THE AIRCRAFT.

[REDACTED] INITIALLY THOUGHT SOMEONE HAD SET OFF A FLARE AND COMMENTED SAME TO HER FRIENDS SCOTT AND PAULINE BARROWS OF LONG ISLAND. [REDACTED] NEVER TOOK HER EYES OFF THE AIRCRAFT DURING THIS TIME.

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AT THE INSTANT THE SMOKE TRAIL ENDED AT THE AIRCRAFT'S RIGHT WING, [REDACTED] HEARD A LOUD SHARP NOISE WHICH SOUNDED LIKE A FIRECRACKER HAD JUST EXPLODED AT HER FEET. [REDACTED] THEN OBSERVED FIRE AT THE AIRCRAFT FOLLOWED BY ONE OR TWO SECONDARY EXPLOSIONS WHICH HAD A DEEPER SOUND.

[REDACTED] THEN OBSERVED THE FRONT OF THE AIRCRAFT SEPARATE FROM THE BACK. [REDACTED] THEN OBSERVED BURNING PIECES OF DEBRIS FALLING FROM THE AIRCRAFT.

[REDACTED] WAS UNABLE TO PROVIDE A TELEPHONE NUMBER OR ADDRESS FOR HER FRIENDS [REDACTED] OR [REDACTED] EXCEPT TO SAY THAT THEY ARE RESIDENTS OF LONG ISLAND, NEW YORK AND THAT THEY DO NOT WANT TO BE INVOLVED.

[REDACTED] WAS IN NEW YORK CITY FROM 7/10/96 UNTIL 7/18/96, WHEN SHE RETURNED TO HER NORTH CAROLINA RESIDENCE. [REDACTED] ADVISED THAT DUE TO HER FRIEND'S RELUCTANCE TO COOPERATE, SHE HERSELF DELAYED CONTACTING ANYONE UNTIL LATE 7/19/96, WHEN SHE CALLED TWA. WHILE IN NEW YORK CITY, [REDACTED] WAS STAYING WITH HER FIANCE [REDACTED] WHO RESIDES IN BROOKLYN, NEW YORK. GROGAN STATED THAT [REDACTED] WAS NOT PRESENT ON THE BEACH AT THE TIME OF THE EXPLOSION. [REDACTED] STATED [REDACTED] DOES NOT HAVE A

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96Lead Number 1589

[REDACTED], white female, date of birth [REDACTED], Social Security Number [REDACTED] residing at [REDACTED] Madison, North Carolina, home telephone number [REDACTED] was advised of the identity of the interviewing agent and the nature of the interview. [REDACTED] was interviewed at her residence regarding what she witnessed on July 17, 1996, at Long Island, New York. [REDACTED] advised the following:

On July 17, 1996, at approximately 4:38 p.m., [REDACTED] was on the Mobay (Phonetic) section of Long Island Beach, New York. [REDACTED] had just looked at her watch and noted it was 8:37 p.m. when she noticed an aircraft climbing in the sky traveling from her right to her left. [REDACTED] advised that she has a tendency to observe airplanes when she is outside. [REDACTED] advised that the sun was setting behind her as she was watching the aircraft. [REDACTED] noticed that the aircraft appeared to level off. [REDACTED] thought that the aircraft was too low of an altitude to be leveling off at the time. While keeping her eyes on the aircraft, [REDACTED] observed a "red streak" moving up from the ground toward the aircraft at an approximate 45 degree angle. The "red streak" was leaving a light gray colored smoke trail. The "red streak" went past the right side and above the aircraft before arcking back toward the aircrafts right wing. [REDACTED] described the arch's shape as resembling an upside down Nike "swoosh" logo. [REDACTED] advised that her perception of the length of the smoke trail was 15 feet. The smoke trail was narrow initially and widened as it approached the aircraft.

[REDACTED] initially thought someone had set of a flair and commented same to her friends [REDACTED] and [REDACTED] of Long Island. [REDACTED] never took her eyes off the aircraft during this entire time.

265A-NY-259028

SEARCHED INDEXED

Investigation on 7/20/96 at Madison, NC File # 265A-NY-259028 Sub302by SA C. LEE BUTLER:jgb Date dictated 7/25/96

265A-NY-259028 Sub302

Continuation of FD-302 of [REDACTED]

, On

7/20/96

, Page

2

At the instant the smoke trail ended at the aircrafts right wing, [REDACTED] heard a loud sharp noise which sounded like a firecracker had just exploded at her feet. [REDACTED] then observed a fire at the aircraft followed by one or two secondary explosions which had a deeper sound.

[REDACTED] observed the front of the aircraft separate from the back. [REDACTED] then observed burning pieces of debree falling from the aircraft.

[REDACTED] advised that she was in New York City from July 10, 1996, until July 18, 1996, when she returned to her North Carolina residence.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[redacted] Madison, North Carolina, telephone [redacted] was interviewed in follow up to an interview conducted with her by Special Agent C. Lee Butler of the Charlotte Division, Greensboro Resident Agency at her home on July 20, 1996, in which [redacted] described how she, along with two friends, saw what she thought to be an exploding airplane while at Long Beach Island, New York, on Wednesday, July 17, 1996. After being advised of the identity of the interviewing agent and the nature of the interview, she provided the following information:

The two friends [redacted] was with were [redacted] and [redacted] is the nephew of [redacted] fiance, [redacted]. [redacted] stated that [redacted] and [redacted] were really upset with the fact that someone [redacted] had given their names to the F.B.I. as witnesses to the explosion [redacted] described them as apathetic, and stated that they said they did not want to have any involvement whatsoever with the F.B.I. [redacted] further stated that fiance, [redacted] was "on their side" on this issue.

[redacted] did not have telephone numbers or addresses for either [redacted] or [redacted] or [redacted] she did say that the former reside in Long Island and the latter in Brooklyn, New York.

[redacted] advised that, should the F.B.I. try to contact any of these individuals, it might cost her her engagement to [redacted]. However, [redacted] expected to speak with them by telephone tonight, and would ask them to reconsider getting in touch with the F.B.I.

[redacted] has been assigned Control Number 1092.

265A-NY-259028 sub cc.

SEARCHED	INDEXED
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JUL 22 1996	
FBI - NEW YORK	

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Investigation on 07/21/96 at Madison, NC (telephonically)

File # 265A-NY-259028 Date dictated 07/21/96

by SA Mary Deborah Doran MD

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4.30.97

On Tuesday, April 29, 1997, [REDACTED] was interviewed at her residence by representatives of the Federal Bureau of Investigation's New York Office. After being advised of the identity of the interviewing agents, as well as the nature of the interview, [REDACTED] voluntarily provided the information set forth below.

[REDACTED] stated that she was a witness to a number of the events surrounding the explosion and crash of Trans World Airways (TWA) Flight 800, during the early evening hours of July 17, 1996. She stated that she was in the New York area on vacation and had been on Long Beach Island (New York) earlier that evening for dinner. After dinner, [REDACTED] and two friends (not identified) drove to the beach near the Moriches Inlet, in Center Moriches, New York. She added that at some time earlier in the evening, she had consumed two (2) "Long Island Iced Tea" cocktails, but that she did not feel inebriated at the time she made the observations described herein.

According to [REDACTED] after arriving at the beach, she removed her shoes and walked down to the water line where she enjoyed the ocean for a while. She stated that at some point during the time when she was near the water, her attention was drawn to an aircraft that was flying from her right [West] to her left [East]. She added that she had previously been involved in the travel industry and had since then been interested in travel and flying. [REDACTED] stated that during the course of her observations, the aircraft appeared to be flying routinely. She added that it appeared to be leveling off at an unknown altitude. [REDACTED] attributed this to the pressurization process. She then described the aircraft as it appeared to ascend for approximately ten (10) seconds. Once again, [REDACTED] stated that she thought that this was all routine and attributed the plane's movements to pressurization.

According to [REDACTED] at approximately this time, she noticed what appeared to be a "contrail" which appeared to be coming from an object which was flying toward the plane which she had been watching. This "object" approached the aircraft from behind. [REDACTED] described this "contrail" as an elongated trail which had three (3) distinct sections. These included a "greyish-white" tail, a center which appeared "pinkish" in hue, and a leading edge (the point on the object which was furthest left).

Investigation on 4.29.97 at Brooklyn, New York

File # 265A-NY-259028 -CC1-607 Date dictated _____

by SA Steven A. Bongardt
SA Theodore J. Otto, III

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 4.29.97

Page 2

[REDACTED] went on to liken this contrail as resembling an inverted "Nike" symbol which closed in from behind the aircraft, rose above the path of the aircraft, then dropped down and intercepted the aircraft.

According to [REDACTED] within several seconds of the object hitting the aircraft, but not more than five seconds, she saw what appeared to be a small explosion, which occurred almost simultaneously with her hearing a small "pop." She added that several seconds later, she heard a "very large explosion." [REDACTED] stated that she does not remember having felt the concussion of any of the explosions.

[REDACTED] stated that to the best of her recollection, the "object" hit the aircraft in the vicinity of where one of the wings (she could not recall which of the wings) joined the fuselage. When asked to estimate the distance at which this event took place, [REDACTED] stated that if a person were to place one hand on top of another length-wise, the event took place at an elevation of five and one half (5½) to six (6) hands off of the horizon at her arm's length. She estimated the distance between the first and second explosions at approximately one and one half (1½) hands, again at her arm's length. Regarding the relative distance over which this event took place, [REDACTED] described (and sketched) the series of events (beginning with her first observing the aircraft up until the point at which the second larger explosion took place) as taking place over an area of approximately seventy degrees (70°). She then went on to divide this seventy degree panorama as follows: she described her first observations of the aircraft (*i.e.* when the plane appeared to be ascending) as covering approximately fifteen degrees (15°) of the distance. She then stated that it was as the aircraft covered the next thirty five degrees (35°) that the object which she described as trailing a contrail, approached the plane from behind and impacted with the aircraft. [REDACTED] stated that the final twenty degrees (20°) of her view involved the distance between the first, smaller explosion and the second, larger explosion. She added that after the plane had covered this distance, it was no longer flying, and had begun falling toward the surface of the water.

[REDACTED] then went on to describe the falling detritus of the aircraft as resembling a meteor as it fell. She added (and sketched) that the front of the aircraft appeared to be burning as it fell toward the ocean, but not the cockpit.

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 4.29.97, Page 3

[REDACTED] was then asked if she had any opinion about what it was that she observed that evening. She replied that she believed that she witnessed a missile, which had been fired from a boat which was located somewhere on the Atlantic Ocean.

The following descriptive information regarding [REDACTED] was developed through interview and observation:

Date of Birth: [REDACTED]

Place of Birth: [REDACTED]

Social Security Account Number (SSAN): [REDACTED]

Address: [REDACTED]

Telephone Number: [REDACTED]

Without further questions or comments, the interview was terminated.

1A301

Universal Case File Number 265A-NY-259028-302

Field Office Acquiring Evidence CE

Serial # of Originating Document _____

Date Received 7/20/96

From SELF
(Name of Contributor)

(Address of Contributor)

(City and State)

By C LEE BUTLER II
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure
 Yes No

Title: UNSUB(S),
EXPLOSION OF TWA FLIGHT 500;
AOT-IT-EOD
CO:NY
NY

Reference: TELETYPE TO CE, 7/20/96 Sec 5: 712
(Communication Enclosing Material)

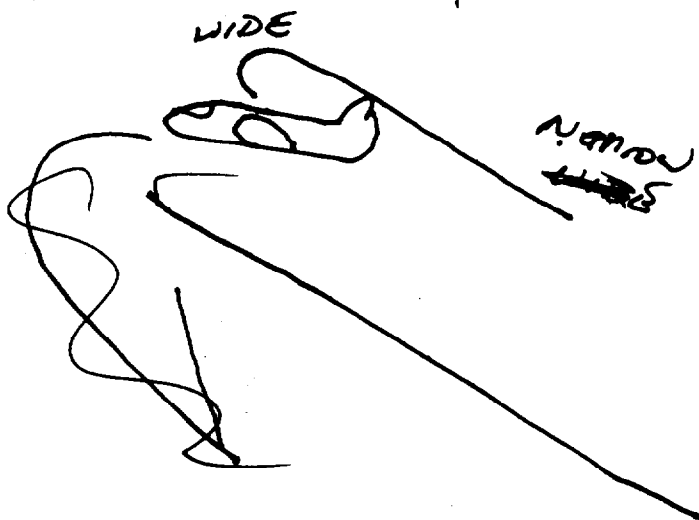
LEAD NUMBER 1589

Description: Original notes re interview of

[REDACTED]

[REDACTED]

MADISON, NC



Could see both the arch & plane

0001

Always looking @ Plane:-

At some time - Sounded like a firecracker -
Could see front of plane separate from the back

- Prior to explosion - noticed that the plane appeared
to even off (Level off) which she thought
was too low to be leveling off @ time.

FIRST THING ~~she~~ saw was fire, then smoke after explos

- Plane separate - could see ~~pieces~~ pieces of
debris falling on fire.

Sun was behind witness

[REDACTED]
SSN [REDACTED] Grogen, DOB [REDACTED]
[REDACTED]

live on Long Island
has telephoned Long Island. Mobay (Phone) - Was on beach,
[REDACTED] did not want anything
today, France's Nephew -

Outside on Beach, looked @ WATCH just before.
8:37 PM

Always notice planes n.

NIKE STAR EMBLEM RED LIGHT
moving across her view from Right to Left,
Notice Red Streak Curved Arched toward plane
RIGHT SIDE OF PLANE

Toward front of plane ^{UNEVEN} arched above plane
then back

Preceptor streak was to Ft Long.

ARCH ENDED BEFORE PLANE Right in front
of ^{Right} Wing

(HALF COLOR BLIND)

GRAY COLOR Red Glow through the ARCH
NARROW

Between orange/Pink Color

Made comment to [REDACTED] that someone
had just ~~shout~~ shout a flare -
Lo

74

000107

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[redacted] South Setauket, New York,
[redacted] was interviewed at his residence.

[redacted] advised that on July 17, 1996, at approximately 8:30 P.M. he was travelling east bound on the Long Island Expressway somewhere near exit 58. He happened to be looking towards the south east when he saw a flash high in the sky. The flash hung in the sky for several seconds before it began to fall and break apart. [redacted] thought it was some type of fireworks and was surprised because it was still light outside and was too early in the evening for fireworks.

265A-NY-259028-SUB (C) 1-600

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4/10/97

Investigation on 7/19/96 at South Setauket, New York

File # 265A-NY-259028

by SA MICHAEL BROOKS/MAM

Date dictated 7/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 21, 1996, [redacted] Westhampton, New York, [redacted] was advised of the identity of the interviewing agent, and provided the following information:

[redacted] explained that he is an ex-Air Force pilot, who has flown in combat.

About 8:38 p.m. to 8:48 p.m. on July 17, 1996, [redacted] and his wife [redacted] were sitting on the couch of their beach house watching television. The back windows of the house look right over the water and are in a south by southeast direction.

[redacted] heard a loud explosion which actually shook the house. The loud explosion was followed by several smaller explosions.

Approximately one minute to a minute and one-half later, while looking out the back window, [redacted] saw a large red globe of fire fall very slowly from the sky. [redacted] estimated that it took at least 30 seconds for the fireball to fall. Although [redacted] did not actually see it, there was a final explosion as the falling object presumably hit the water.

[redacted] vantage point was facing south out over the ocean. [redacted] did add that the explosion sounded like a "SAM 7" missile hitting a plane, followed by smaller explosions that sounded as if smaller munitions were "cooking off."

265A-NY-259028-SUB cd1 -

595

SEARCHED	INDEXED
SERIALIZED	FILED
APR 01 1997	
FBI - NEW YORK	

(X)

Investigation on 7/21/96 at Westhampton Beach, New York

File # 265A-NY-259028

by SA JANE C. KELLY

by SA ERICK J. LAUBER/cam

Date dictated 7/22/96

0575

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000191

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] Date of Birth (DOB) [redacted]
[redacted] Social Security Account Number [redacted] was
telephonically contacted at her residence [redacted]
Mastic, New York 11950, telephone [redacted] was
advised as to the identity of the interviewing agent and the
nature of the inquiry wherein she provided the following
information:

[redacted] was at Westhampton Beach with her husband,
[redacted] during the evening hours of July 17, 1996. At
approximately 8:30 p.m., she and her husband were in their
vehicle heading east. To her right she observed a bright orange
circle in the sky. [redacted] stated she turned to look at it
closer and recognized two separate fires in the sky. [redacted]
stated she turned to look at it closer and recognized two
separate fires in the sky. [redacted] could not make out any object
other than the fire, nor did she hear anything at or before the
time her attention was drawn to the fire.

265A-NY-259028-SUB Cc1 -

SEARCHED	INDEXED
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Investigation on 07/18/96 at Moriches, New York (telephonically)

File # 265A-NY-259028

by SA DAVID S. EDWARD Date dictated 07/20/96

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted] Date of Birth, [redacted]
 home residence, [redacted] Yaphank, New York, 11980,
 telephone number [redacted] Social Security Account Number
 [redacted] employed by [redacted]

[redacted] Stonybrook, New York, 11794,
 position, [redacted] telephone number [redacted]

[redacted] was interviewed at his residence and was advised of the identities of the interviewing Agents and the nature of the interview, which was to ascertain his knowledge and observations on the evening of July 17, 1996. Thereafter, [redacted] provided the following information:

[redacted] stated that at approximately 8:30 to 8:45 pm, he and his wife, [redacted], were at Smith Point Beach, where the National Seashore begins. Located by an octagon building and the Ranger Station, there is a flight of stairs leading down the beach facing southeast. [redacted] and his wife were at the top of that staircase looking southeast over the ocean when he observed what he believed to be a meteor flare, round in shape, red in color, approximately ten miles from his location and forty-five degrees up from his line of sight.

[redacted] stated that this red meteor moved upward and arched in a northeasterly direction. [redacted] further stated that the red meteor had no tail to it, nor did he observe any smoke trail coming from it. [redacted] advised that he heard no noise and saw no smoke.

[redacted] stated that two to three seconds after he observed the red meteor, he observed, lower than the red meteor, at a forty degree line of sight, two large pieces, yellow and red in color, engulfed in flames, falling one on top of another, with black smoke trailing the pieces as they fell. [redacted] further stated that the flames from the lower piece almost touched the upper piece as they fell straight down. [redacted] advised that the length of the falling pieces was approximately a ten degree length. [redacted] further advised that he did not see the object hit the water, however, he stated that it disappeared before striking the water. [redacted] stated that

Investigation on 7/23/96 at Yaphank, New York

File # 265A-NY-259028-cc-579

SAs TIMOTHY J. LATERNER/J.J.
 by JOSE M. FLORES, Jr./TJL/rdo

Date dictated 7/23/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/23/96 Page 2

approximately two to three seconds after seeing the two pieces fall, he observed a second meteor, red in color, round in shape, identical to the initial meteor, coming from the same location as the first meteor, shoot up at a shallow ten degree angle and disappear over the horizon. [REDACTED] advised that the meteor came from the southeast. [REDACTED] advised that he did not see any launch point where the red meteors may have come from. [REDACTED] further advised that he did not see any boats in the water. [REDACTED] stated that he observed all of these events from the shore and believes the objects were located at a longitude of seventy two degrees and forty-four feet, latitude of forty degrees and forty one feet, with a compass bearing from his location of one hundred ten degrees to one hundred twenty degrees. [REDACTED] advised that all of these figures are approximate, done to the best of his ability looking at a map.

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GJO:hrg

On July 31, 1996, [REDACTED] was interviewed by Special Agents (SAs) GREGORY J. O'NEILL and ANGELA DiBELLA regarding the events she saw on the evening of July 17, 1996. [REDACTED] stated she was in a golf cart at the Westhampton Beach Country Club at approximately 8:30 PM, when she noticed a bright orange light in the sky. [REDACTED] stated she was facing southeast when she noticed an orange circle, which looked like a fireball traveling eastward across the sky and also descending. [REDACTED] stated at first she thought it was a shooting star, but after about five seconds, the orange ball grew into a large fireball. At this point, [REDACTED] stated a large trail of fire fell from the sky. [REDACTED] stated she lost sight of the stream of fire as it fell behind the trees, but that a black/grey smoke lingered behind where the fireball had fallen.

265A-NY-259028-SUB C-1 -

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

[REDACTED]
[REDACTED] Remsenburg, New York, [REDACTED] was advised of the official identities of the interviewing agents and the purpose of the interview. [REDACTED] then furnished the following information:

On July 17, 1996, [REDACTED] stated that she was having dinner on the deck of the Yacht Club in Westhampton with her husband and son. After dinner her attention was directed towards the sky, when she noticed what she believed to be a shooting star. [REDACTED] described the star as being an elliptical shape, that was white in color with glowing surroundings. Within seconds this image began to hover and move from left to right to left again. This image started to drop and turn into a red orange fire. [REDACTED] stated that as the image began to fall it became a little bigger but not much bigger. As the image fell to the ground it exploded into two plumes of fire. [REDACTED] stated that this explosion, which she did not hear, lit up the sky like a flash. The two plumes of fire went down behind Dune Road. After the flames went down behind Dune Road, a black cloud came up and headed in a westerly direction.

265A-NY-259028-SUB *CC1* -574

SEARCHED	INDEXED
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FBI - NEW YORK	
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Investigation on 7/19/96 at New York, New York

File # 265A-NY-259028 - *CC1* -574

by SA CARA L. HOLMES
SA MARCIE A. HOUK/gam

Date dictated 7/23/96

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265A-NY-259028

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JR

The attached Police report is the report of interview of [redacted] by Investigators EDWARD MLCODYNIA and JOHN KEARY of the New York State Police Department.

On July 21, 1996, Investigator [redacted] Date of Birth: [redacted] of [redacted] Shirley, New York 11967, telephone number: [redacted] advised that on

Wednesday evening he was fishing from the Union Dock, located on southern most part of Union Street, Moriches, New York, at about 8:30 PM he was looking across the bay at Great Gunn Beach which is encompassed by Smith Point Park. He saw what he described as an orange flare which appeared to be launched from the beach or beyond which went straight up then suddenly he saw a large red glow which he described as an "explosion" and thereafter saw the fireball split into two distinct parts and drop from the sky.

[redacted] went on to say that there was no sound to the explosion.

[redacted] was also with his girl friend, [redacted] of [redacted] Mastic, New York 11950, telephone number [redacted] mentioned to [redacted] to look at the flare going up but when she looked towards that area all she saw was a large fireball and then the fireball come down. She did not hear any explosion either.

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265A-NY-259028-SUBC-1

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/2/96

[REDACTED] Date of Birth (DOB): [REDACTED] was interviewed at his residence, [REDACTED] Lake Ronkonkoma, New York, telephone number: [REDACTED] by Investigator JOHN P. KEARY, New York State Police (NYSP) and Special Agent WILLIAM HANSEN, Federal Bureau of Investigation (FBI). [REDACTED] was advised of the identities of the interviewers and the purpose of the interview was to obtain details he might have concerning the crash of TRANS WORLD AIRLINES (TWA) Flight 800. [REDACTED] thereafter, provided the following:

[REDACTED] advised that on July 17, 1996, at approximately 8:30 p.m., he was fishing in the vicinity of Moriches Inlet. He was with his brother, [REDACTED] and his son, [REDACTED] (DOB: [REDACTED]). [REDACTED] stated that his boat was drifting just to the inside of the inlet in the vicinity of the east cut. He advised that he was fishing off the rear of the boat and was facing towards the south. He advised that his son [REDACTED] brought the "flare" to his attention. [REDACTED] advised that he looked to the "eleven o'clock position" (south/southeast) and observed an orange "dot" in the sky. He advised that this dot apparently was towards the end of its flight in that it was high up and it was followed by an explosion right after he saw it. He stated that he believed that the arc initially started very slightly to the west and moved in a slightly easterly fashion. He stated that the dot burned very brightly and the he did not notice any type of irregular pattern of flight or any smoke trail. [REDACTED] advised that the jetty on the east side of the inlet was in front of him as he observed this. [REDACTED] advised that he could not give an accurate estimate of distance other than to say it was far over the ocean.

During the course of his interview, [REDACTED] noted that a commercial type fishing boat proceeded out of the inlet into the ocean approximately 15 to 20 minutes before the incident involving TWA Flight 800. He described this boat as being 35-50 feet in length, was probably a netter, and had either the words "River Rouge" or "Rouge River" written on the bow of the boat. [REDACTED] thought it was unusual that a fishing boat would be going out at that time of day.

Investigation on 7/20/96 at Lake Ronkonkoma, NYFile # 265A-NY-259028Inv. JOHN P. KEARY NYSP/
by SA WILLIAM HANSEN FBI/WH/emfDate dictated 7/26/96

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Continuation of FD-302 of [REDACTED]

. On 7/20/96 . Page 2

It is noted that [REDACTED] owns his boat with his brother [REDACTED] and that they keep the boat docked at the Center Yacht Club, Oak Neck Road, Center Moriches, New York, (516) 874-2200.

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265A-NY-259028
MC:cam

[redacted] was interviewed by Detective MICHAEL CALVIN and Detective GARY MILLER of the Suffolk County Police Department. The interview was conducted on July 22, 1996.

On July 22, 1996, the undersigned and Detective GARY MILLER 953, interviewed [redacted] Date of Birth [redacted] [redacted] at her residence, [redacted] Mastic Beach. The interview was conducted at 1415 hours. In sum and substance [redacted] related the following:

On July 17, 1996, at 2015 hours, she was sitting on the sand at Smith's Point Beach. She was just a little west of the bath house. It was a little hazy and it was getting dark, but she could still see some people surfing. She was facing southeast when she saw a flare shoot from the water. The flare went upward in a concave arc. The flare had a pink flame at first which turned into an orange flame about 1/4 of the way up. There was a thin black smoke trail following the flame. The trail was visible for about six minutes. She watched the flare for about five seconds when it turned into a large ball of orange fire. This turned into an oval or oblong shape. It had orange flames with a white center. She did not see anything fall to the surface and she did not hear any sound. She estimated the distance from where she was sitting to where the flare took off from as one mile.

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265A-NY-259028-SUBC.1

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MC:dxa

On July 21, 1996, Detective MICHAEL CALVIN, of the Suffolk County Police Department interviewed [redacted] Date of Birth: [redacted] summer residence: [redacted] Westhampton, New York, telephone number [redacted] permanent address: [redacted] Laurel Hollow, New York, telephone number: [redacted] [redacted] furnished the following information:

On July 17, 1996, [redacted] was inside his residence at [redacted] walking towards a glass door. He was facing south, when he noticed a red flare descending. It was on a slight downward arc from west to east. There was a thin white smoke trail following a red dot. [redacted] watched the red dot for about three or four seconds. He then saw a fireball erupt. [redacted] is not sure if the red dot and the fireball met. The fireball fell to the horizon with a black smoke trail following. [redacted] also saw a large white oval cloud form where the fireball started. It took about two or three seconds for the fireball to fall into the water. [redacted] could still see the smoke trail of the flare after the eruption. [redacted] only saw one object fall to the water. When the fireball met the horizon, [redacted] first saw a faint glow which turned into a larger fire.

Five to ten seconds after the fireball landed, [redacted] heard an extremely loud explosion that shook his house. The duration of the explosion was about four seconds. [redacted] then heard two or three more explosions of the same intensity but of shorter duration. The eruption occurred about ten miles south of his home. It was at dusk with a slight haze on the horizon. It was 8:36 p.m., when the event was over.

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265A-NY-259028-SUB

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265A-NY-259028

ESM:nac *LM*

On July 24, 1996, at approximately 7:15 p.m.,
[redacted] Date of Birth, [redacted]
Hampton Bays, New York, [redacted] was interviewed by
Investigator EDWARD S. MLODYNIA, New York State Police. [redacted]
was interviewed at his residence and provided the following
information:

[redacted] advised that on July 17, 1996, at approximately
8:30 p.m., he was playing volleyball at Ponquogue Beach. While
he was diving for a ball, he suddenly observed a flare heading up
into the sky. He advised that this flare was orange and went up
into the air at about the same speed as a firework. This flare
was observed off to the southwest. It went from west to east in
a flight further out toward the ocean. [redacted] stated the flare
burst into a large fireball. This fireball broke up into three
parts and fell somewhere into the ocean. He stated he wasn't
sure of the distance at which this occurred.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[REDACTED] Date of Birth, [REDACTED]
[REDACTED] Southampton, New York, telephone
number [REDACTED] was advised of the identities of
the interviewing investigators and the purpose of the
interview. He then provided the following information:

On July 17, 1996, [REDACTED] was fishing at the end
of a jetty on the east side of the Shinnecock Inlet, on the
ocean side. He arrived there at 6:30 pm. At approximately
8:15 pm, he noticed an orange/red ball in the sky,
approximated 45-55 degrees up, which was about the size
of a basketball. The ball did not move for between three
to five minutes. After that time period, a large flame
came out of the ball. The flame then went out and he
couldn't see the red ball. Then the ball and the flame
lit up again, now appearing like a strip, and burned for
about one minute before it went out. Approximately
thirty seconds later he heard and felt at least five loud
booms, which almost made him lose his footing on the rock he
was standing on. [REDACTED] then saw a ribbon of smoke which
went from the sky to ground-level. The smoke was
white in color on the top, but more gray further down.

[REDACTED] saw a single engine plane around the time
of the explosion. It was grayish in color and was headed
east.

[REDACTED] insisted that the explosion did not
occur in the sky, but rather at ground level. He assumed
at the beginning that the red ball was a flare. He
regularly saw the Coast Guard set off flares and thought
that the lack of movement at first was due to the use of a new
kind of flare.

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NY-259028-SUB CInvestigation on 7/25/96 at Southampton, New YorkFile # 265-NY-259028by SA MARCIE A. HOUK/FBI/SA BARTHOLOMEW AVERSANO
BATF/DET./WILLIAM JAROSZ/SCPD/MAH/rdo Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 24, 1996, [REDACTED] Date of Birth, [REDACTED], Hampton Bays, New York, telephone [REDACTED] work telephone [REDACTED] was interviewed by Special Agent (SA) JANE C. KELLY, Federal Bureau of Investigation. Also present during the interview were Investigators JOHN P. KEARY and EDWARD S. MLODYNIA, New York State Police (NYSP). [REDACTED] furnished the following information:

[REDACTED] advised that on July 17, 1996, he was playing volleyball on Ponquogue Beach on the court immediately to the right of the beach pavilion. He stated that just before it got dark, a friend of his called his attention to the light in the sky. [REDACTED] stated that he observed two orange streaks ascending in a curved path. He stated that the streaks were bigger and brighter than ordinary boat flares and left long trails to the water. [REDACTED] advised that the flares were thicker at the tops and lighter in color around the edges. He stated that they moved fast for two to three seconds, one a little lower and to the left than the other. [REDACTED] stated that he lost sight of the flares when they appeared to die out. He stated that two to fifteen seconds later he heard four to five explosions which sounded like sonic booms. He did not observe any visible explosion in the sky following the booms. [REDACTED] stated that the flares appeared to rise from the west, to the left of buildings directly west of the volleyball court. He stated that he was playing volleyball with [REDACTED] Hampton Bays, New York, [REDACTED] and [REDACTED] Hampton Bays, New York,

Investigation on 7/24/96 at Hampton Bays, New YorkFile # 265A-NY-25028-CC1-558 JPK
by SA JANE C. KELLY/Investigators JOHN P. KEARY/ED MLODYNIA, NYSP/JCK/nac EM Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 25, 1996, [redacted] Date of Birth (DOB): [redacted] of [redacted] Mastic Beach, New York, home telephone number [redacted] was interviewed. After being advised of the identities of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

[redacted] advised that on the evening of July 17, 1996 he was cooking outside at the Smith Point Park campgrounds and at approximately 8:15 pm he observed a bright white light. [redacted] stated that he was looking out at the water when he observed the light travel from the southeast and arc towards the east. He advised that approximately four seconds after first observing the bright white light he observed a second flash which was orange/red in color. [redacted] did not observe any smoke.

265A-NY-259028-SUBCC1 -

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JUL 25 1996	
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3/26/97

Investigation on 7/25/96 at Long Island, New York

File # 265A-NY-259028

by SAs KEVIN C. MATHIESON/ [initials]
SA JAMES MCCARTHY/KCM/jkl Date dictated 7/25/96

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265A-NY-259028
JPK:rdo

JPK

The following investigation was conducted by Investigators JOHN P. KEARY and DANIEL J. REGINI of the New York State Police Department on July 27, 1996:

At approximately 5:47 pm on July 27, 1996, Investigators interviewed [redacted] Date of Birth [redacted] of [redacted] Rocky Point, New York, telephone number [redacted] and his work telephone number is [redacted] was interviewed at his residence. He stated the following:

On July 17, 1996, at approximately 8:30 pm, he was fishing with [redacted] and [redacted] both of [redacted] Farmingville, New York, telephone number [redacted]. He stated that they were fishing in [redacted] eighteen foot Sea Squirt in Moriches Inlet. [redacted] indicated they were approximately three quarters of the way out of the inlet. The bow of the boat was facing south, toward the ocean. The boat was anchored approximately twenty feet to the west of the jetty on the eastern side of the inlet. [redacted] was sitting in the right seat (starboard side) facing out over the ocean. All of a sudden [redacted] heard an explosion. He glanced over to the southeast and observed what he thought was a firework ascending into the sky. He stated he originally felt this firework emanated from the shoreline on the other side of the jetty to the east. [redacted] stated that he continued to watch the firework ascend, expecting to view the explosion in the sky. He stated this object which was ascending left a wispy white smoke trail. About midway through its flight, the smoke trail stopped and the object turned a bright red in color. He felt that this bright red flame was at the top of the device. [redacted] stated that he now thought it was some type of boating distress flare. All of a sudden, it apparently reached the top of it's flight. He stated that the red fireball then arched from the east to the west. At this point he observed an airplane come into the field of view. He stated this airplane was very high up and many miles from his location. He stated that the bright red object ran into the airplane and upon doing so both the plane and the object turned a real bright red then exploded into a huge plume of flame. [redacted] noted that he felt that either the bright red object pushed the nose cone of the plane up or the plane was slightly angled upward when the strike occurred. He stated he felt the bright red object struck the plane towards the cockpit area. This plume separated into two sections which spiraled to the ground and left a white cloud of smoke in the sky. He stated he did not hear any further explosions and did not see flames once the plane fell into the ocean. [redacted] at first attempted to go out to sea to help but soon realized that they

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265A-NY-259028

did not have near enough fuel to reach the site. During this attempt to travel to the crash site, [REDACTED] observed two large fishing boats to the southeast. He stated that he felt they may have been trawler type boats and that they were about nine or ten miles away.

[REDACTED] stated that the flight of the bright red device took about fifteen seconds. He stated the entire incident was over in about thirty seconds. He stated that the eastern jetty was his reference point for the origin of the projectile. He stated that the boat was equipped with loran, but it was not in use at the time. He did note that they had utilized the depth finder on the boat to find a specific drop off in the inlet. He stated that if necessary, he could go back to this exact location as they fish there often. [REDACTED] stated he now feels that the origin of the projectile was about six miles to his southeast. He stated he does not wear glasses or contacts. The sun was in the west southwest at the time.

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265A-NY-259028

KEW:hrg

(K2)

[redacted] was interviewed by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH of the New York State Police Department. The interview was conducted on July 22, 1996.

[redacted] Date of Birth (DOB) [redacted] of [redacted] East Moriches, New York, telephone number [redacted] was interviewed and provided the following information:

[redacted] stated he was on the upper deck of the SWORDFISH CLUB, which is on Dune Road in Westhampton Beach. He was looking south, towards the ocean at approximately 8:30 PM, when he saw a whitish/yellow light descending from the south, slightly west to east, on a forty-five (45) degree angle. The light burst into a goldish/orange ball of flames (looked like the space shuttle explosion). He walked towards the ocean, when he saw another flare-up and the fireball grew, as it descended and moved slightly east, descending into the sea. He then heard three quick explosions that sounded like a plane breaking the sound barrier, which also caused vibrations. He assumed it was a plane because it was much too big to be a distress signal. He estimated the distance at about eight-ten (8-10) miles from shore, based on his belief that the horizon is twelve (12) miles from the shore approximately one - one and a half (1 - 1 1/2) minutes later he saw a helicopter come from the northeast, heading towards the location of the incident. As the fireball descended, it emitted a dark gray/black, heavy smoke.

265A-NY-259028-SUB C

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265A-NY-259028

KW:mam

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The attached police report is the report of interview of [redacted] by Investigators KEVIN WALSH and THOMAS O'NEIL, of the New York State Police Department.

[redacted] stated she saw a red fire ascending in a slight east to west direction. It ascended to 12 o'clock and she saw an orange/yellowish light which continued to get bigger (circular). Light began to descend and burst into massive flames 1/3 of the way down. (Long trail of flames) in bright yellow/orange. It disappeared behind the horizon and Dune Road. She then saw a huge amount of gray smoke rising. She heard 3 explosions, which shook the water in the bay.

265A-NY-259028-SUBCC1

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265A-NY-259028
KEW:dp

[redacted] was interviewed by Senior Investigator THOMAS O'NEILL and Investigator KEVIN E. WALSH of the New York State Police Department. The interview was conducted on July 20, 1996.

[redacted] states that on July 17, 1996, at approximately 8:30 PM, she, her husband [redacted] Date of Birth - [redacted] and her children had completed dinner at OAKLAND'S RESTAURANT on Dune Road, Hampton Bays, New York. They were walking on the ocean front beach adjacent to Dune Road at an area just west of the jetty. [redacted] describes the time of day as the beginning of dusk. She states that at the time she observed a little red dot of light to the west, which she describes as appearing to be a "Roman Candle" coming east parallel to the horizon. One or two seconds later, the dot became bigger and started to fall fast. The dot then blew up into a fireball and there was an explosion. A second explosion occurred and a second fireball developed. The two fireballs fell to the ground separately and a third explosion occurred which shook the ground. After the explosions, [redacted] observed dark smoke which disappeared quickly. [redacted] describes the explosions as being louder on the first and third explosion. She describes the entire occurrence as lasting about 7 seconds.

When questioned further concerning the dot that she observed, [redacted] stated that there was a colorless haze around the dot; that she saw no smoke trail; and that she heard no noise when she first observed the dot. She further describes the fireballs as bright red to orange. [redacted] states that she saw no airplane or debris, but believes that the dot appeared larger than an airplane warning light.

[redacted] states that her husband was interviewed by television station Channel 55. [redacted] will be available for possible interview in New York City, either at their residence or at his place of employment, telephone number [redacted] between this date and Friday, July 26, 1996, and he will return to [redacted] on Friday evening.

265A-NY-259028-SUB

548

Handwritten initials and a rectangular box, possibly a signature or stamp area.

92

1.

265A-NY-259028
ESM:mam C.M

On July 22, 1996 at 4:00 P.M. [redacted] Date of Birth: [redacted] of [redacted] Medford, New York, 11763-2104, telephone: [redacted] was interviewed by Investigator EDWARD S. MLODYNIA, [redacted] stated:

On July 17, 1996, she was camping at Smith Point Park, Mastic, New York. She had a tent set up at site 85. This site is located at the southeast corner of the park. At about 8:00 P.M. she was sitting outside her tent and was looking south out at the ocean. At this time she stated she observed a small white airplane similar in size to the ones that tow advertisement banners. This plane kept circling the park and descended to a height of just a few hundred feet over the beach. [redacted] was fearful that the pilot may have had mechanical problems and was looking for a place to land. The plane did not land nearby and [redacted] could not recall what had happened to it. About fifteen to twenty minutes later it began to get dark when [redacted] observed what she described as a flare ascending into the sky from east to west and outward towards the ocean. [redacted] did not know whether it ascended from land or from sea. [redacted] described the flare as a slow moving flare with a bright red trail followed by orange/yellow and a smoke trail. [redacted] claimed that the flare reached a point in the sky where it appeared to die out and at this time [redacted] heard a small explosion. [redacted] claimed that quite a few seconds went by, maybe even a minute, when she saw a huge fireball in the sky that was bright red. As this fireball dropped towards the water a second larger explosion was heard before the fireball dropped into the ocean. Through a lot of smoke she saw something with six or eight windows, pulsating in the water for a second or two and then disappear. At that time she thought it was a U.F.O. [redacted] claimed that this incident was reported to Suffolk County Police 911 operator by another camper named [redacted] who possibly lives in Bayport, New York. No further information was provided on [redacted]

265A-NY-259028-SUB 1

OB 547

LEONARD

93

93

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

[redacted] Date of Birth, [redacted]
 [redacted] Social Security number [redacted] residence, [redacted]
 Hicksville, New York 11801, telephone number [redacted]
 was recontacted at Robert Moses Beach, Field number five, [redacted]
 Babylon Township, New York, to obtain azimuth directions for
 observations on July 17, 1996, of Trans World Airlines (TWA),
 flight 800, which were reported in previous July 21, 1996,
 interview, with Federal Bureau of Investigation (FBI) Special
 Agent's (SA's) HALL AND LATTERNER. [redacted] was taken to the
 location of those observations east of Robert Moses Beach, Field
 number five, and west of the Fire Island lighthouse. [redacted]
 provided information to Suffolk County Marine Bureau (SCMB),
 Deputy Inspector DOUGLAS MATULEWICH, who took readings using a
 GPS 45 Personal Navigator, and a hand bearing magnetic compass.
 Also present during the contact were the following individuals:
 FBI, SA's PAUL SHEA, WILLIAM F. LYNCH JR, WILLIAM INZERILLO; New
 York State Police Senior Investigator JOHN CASSINO.

The purpose of recording this and similar information was to allow for future interpretation of this data.

[redacted] also provided one hand drawn and one computer generated drawing of his observations on July 17, 1996, of TWA, flight 800.

In addition, [redacted] provided two sketches he made of a suspicious looking boat, which he last saw heading west from [redacted] view, about 45 minutes before the crash of TWA flight 800, which occurred to the east.

Investigation on 7/29/96 at Babylon Township, NY

File # 265A-NY-2590128

by SA's WILLIAM F. LYNCH JR, WILLIAM INZERILLO
PAUL SHEA (PS:gmo) Date dictated 8/1/96

2371

cc, 531

TC

000229

FD-340b (Rev. 8-18-89)

1A 1855

-302-3236

Universal File Case Number 265A-NY-259028

Field Office Acquiring Evidence _____

Serial # of Originating Document _____

Date Received 7/29/96

From [Redacted]

[Redacted]

(Address of Contributor)
Hicksville, New York 11801

(City and State)
By SA Paul Shea

(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant
to Rule 6 (e), Federal Rules of Criminal Procedure

Yes No

Title:

Reference: FD 302 dated

(Communication Enclosing Material)

Description: Original notes re interview of

① Two hand sketches by
[Redacted] of 'suspicious'
hacking boat observed in
Robert Moses Field 5 area
on 7/29/96

0370

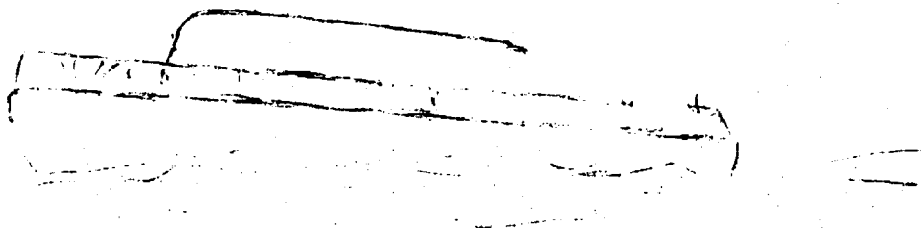
Boat Sketch 2 Drawn July 28

- 1) Depicts attempt to adjust and clean up sketch 1. Could not recall any additional detail.
- 2) Of particular note here:
 - a) Recall that cabin seemed lower and longer than in sketch 1. Believe shape, height and length of cabin lies somewhere in between sketch 1 and 2.
 - b) Seem to recall that railing vertical supports were as shown below but tended to blend with confusion of objects behind railing or cabin background.
 - c) Overall shape or impression of boat lies somewhere between sketch 1 and 2.



Boat - Sketch 1 Drawn - July 28 Requested by Ted Otto (FBI, NYC)

- 1) Depicts first attempt to recall details of boat for sketching purposes.
- 2) Of particular note:
 - a) Blunt surfaces - particularly bow
 - b) Riding very low in water, lumbering along, appearing to "plow" through water due to weight and blunt bow.
 - c) Long, low, "squat" cabin.
 - d) Railing - dark color or rusty - random vertical lines in railing depict sense of confusion in structure of railing, objects behind railing or rust (or dark colors) on cabin.
 - e) Hull color - white (possibly rust or rust stains on bow - can't remember for sure)
 - f) Cabin color - can't remember for sure - possibly light grey, trimmed in black (or rust)



- g) Cabin did not have a lot of glass. Recall some windows and recall them as being small. Do not recall if windows were rectangular or of porthole type.
- h) No masts or out-riggers.
- i) Could not determine purpose of boat - Too ugly and impractical for pleasure boat, too unkept for party boat or charter and no-one appeared to be on deck, let alone fishing, too old and inefficient looking for coast guard vehicle, no out-riggers or net spools for trawling.
- j) Assumed old iron hull because of shape, apparent weight and rust.
- k) Approx. size of old Montauk trawlers - review, perhaps 60 to 80 ft.

FILE

IA 1855

-302-3836

Universal File Case Number 265A-NY-259028

Field Office Acquiring Evidence _____

Serial # of Originating Document _____

Date Received 7/29/96

From _____
(Name of Contributor)

(Address of Contributor)

Hicksville, New York 11801
(City and State)

By SA Paul Shea
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant
to Rule 6 (e), Federal Rules of Criminal Procedure

Yes No

Title:

Reference: FD 302 dated
(Communication Enclosing Material)

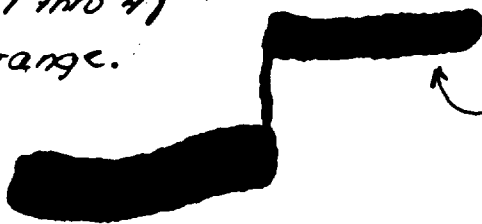
Description: Original notes re interview of

- ① Reinterview of _____
- ② Hand drawing by _____
of events observed 7/17/96 which
were previously reported in
prior FBI interview on 7/21/96
concerning TWA Flight 800.
- ③ Computer generated drawing
of hand drawing listed in item #2
above which was made by

First, saw a white flash out of my side vision, seemed to have a "line" or trajectory associated with it. -caught my attention - continued to look in that direction to see if it was thunderstorm (though odd). Within a few seconds following sequence (1 thru 4)

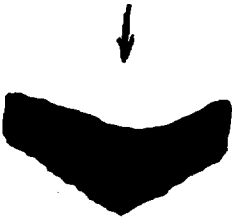
Progressed in bright orange.

Formation of initial sequence (#1) "painted" from right to left across the sky as it began to fall.



① Start

This line began to fall but dissolved and disappeared quickly



②

Colapse and rotate



Rotation in tilted horizontal plane while colapsing towards center.



③

still colapsing and rotating as it is falling.



④

- Final - at or beyond horizon



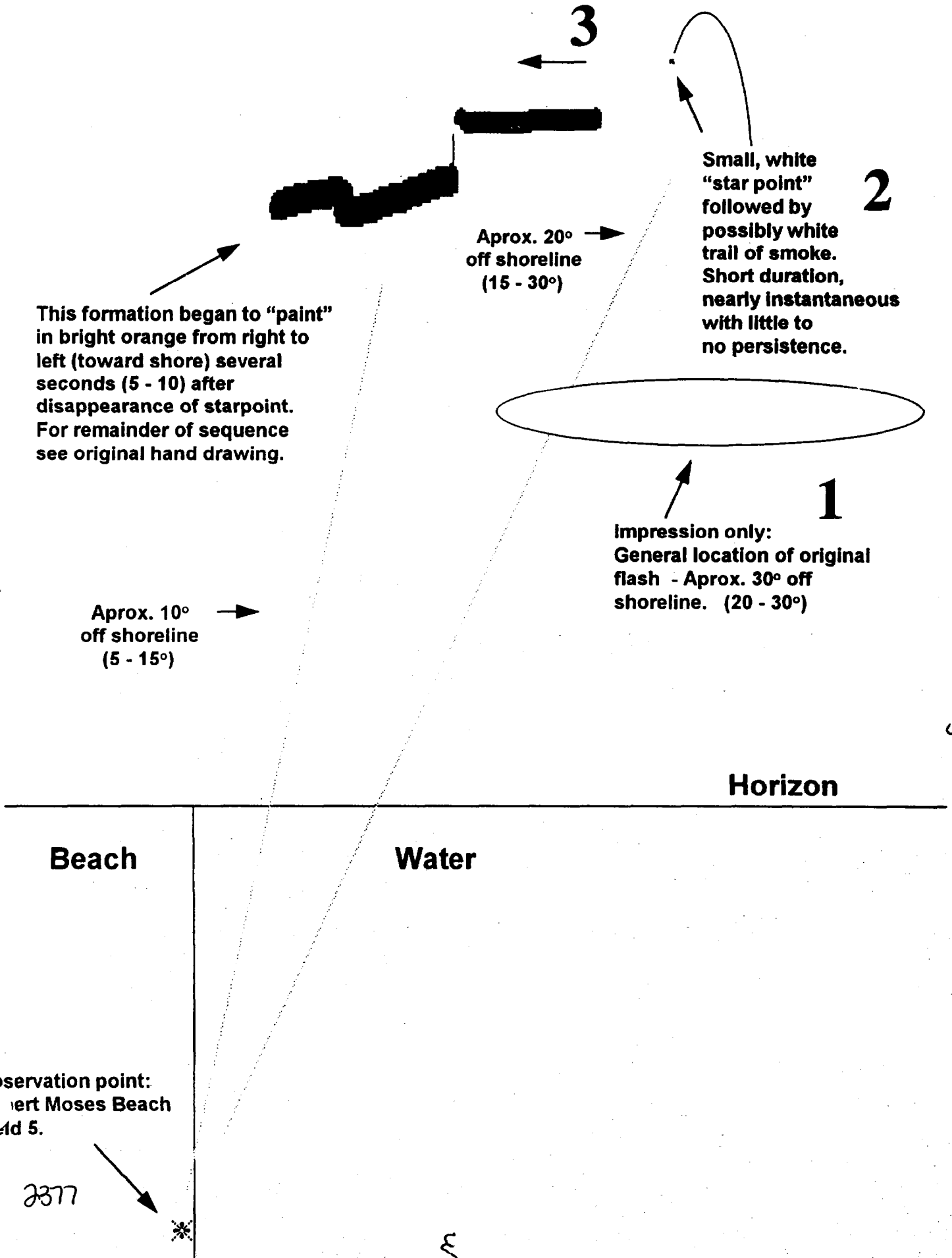
Beach

Water

2376

Point of Observation
Robert Massey

000233



This formation began to "paint" in bright orange from right to left (toward shore) several seconds (5 - 10) after disappearance of starpoint. For remainder of sequence see original hand drawing.

Small, white "star point" followed by possibly white trail of smoke. Short duration, nearly instantaneous with little to no persistence.

Impression only: General location of original flash - Aprox. 30° off shoreline. (20 - 30°)

Aprox. 20° off shoreline (15 - 30°)

Aprox. 10° off shoreline (5 - 15°)

Horizon

Beach

Water

Observation point:
Bert Moses Beach
Field 5.

2377

3

5

2

7/29/96

000235

[Redacted]

[Redacted]

[Redacted]

DFB
[Redacted]

SS #

Hicksville, NY 11801

Know

say
with

was lost off field 5.
was present 5-45 minute
[Redacted]
[Redacted] [Redacted] [Redacted]
[Redacted]

Previously interviewed SA ~~HALL~~ & Latterner
on 7/22/96

Famer flight test engineer
eyesight is good.

Plot Max Berg
east of field
& west of Fire Island Light House

94

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000237

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 080596

On July 31, 1996, at approximately 11:00 a.m., Senior Investigator JOHN F. CASSINO (New York State Police) (NYSP) interviewed [redacted] date of birth (DOB): [redacted] Social Security [redacted] telephone [redacted] residing at [redacted] Patchogue, New York. [redacted] was interviewed at her residence with regard to the crash of TWA Flight 800 in the presence of her family:

- husband: [redacted]
- daughter: [redacted]
- daughter: [redacted]

[redacted] states as follows:

On July 17, 1996, at dusk, [redacted] states that she was walking down from her campsite at Smith Point County Park to sit by the ocean. As she approached the sand dunes she witnessed a red/orange/silver fireball dropping from the sky. This explosion was followed by a white cloud of smoke and a loud noise which appeared to be a result of the explosion. At the time, she was under the impression that this was some type of fireworks display. [redacted] awoke the next morning and heard of the crash on the radio.

265A-NY-259028-SUB

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Investigation on 07/31/96 at Patchogue, New York

File # 265A-NY-259028 LEAD # TW00473

by S/INV. JOHN F. CASSINO (NYSP)/pg

Date dictated 7/31/1996

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
265A-NY-259028-SUB	
NEW YORK	

0653

95

Date of transcription 8/1/96

[redacted] Bricktown, NJ, [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] thereafter provided the following information:

[redacted] stated he is the captain of the fishing vessel [redacted] Pt. Pleasant, NJ, and that he and his crew of five sailed out of Pt. Pleasant on Tuesday, July 16, 1996. [redacted] advised that the evening of July 17, 1996, he and two crew mates witnessed the explosion in the sky. These crew mates are identified as [redacted] and [redacted]

At approximately 8:30pm the evening of July 17, 1996 [redacted] advises he was fishing about ten miles southwest of the crash site, LORAN coordinates 26400-43650. [redacted] was looking out the southeast window of the hull house and observed the explosion directly in front of him in the sky at about twelve o'clock. [redacted] described the explosion as a ball of fire, orange and red in color, that seemed to flow downward on a angle down into the water. This steady stream of fire had some separation to the image as it descended to the water.

[redacted] stated he heard no noises from this explosion at any time. [redacted] also stated he never saw any red flares in the sky at this time. [redacted] saw nothing unusual in the sky or water that evening.

[redacted] identified other boats in the area that night to include the [redacted] and the [redacted]

This is the extent of information provided by [redacted]

Investigation on 7/30/96 at Pt. Pleasant, NJ
File # 265A-NY-259028 - LL-34-c Date dictated 8/1/96
by SA Daniel J. McKenna

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[REDACTED] Westhampton Beach, New York, telephone [REDACTED] New York, New York, telephone [REDACTED] was contacted regarding a sighting she observed on July 17, 1996.

[REDACTED] was dining with approximately 12 other people at the WESTHAMPTON BAY YACHT SQUADRON (WBYS) from about 6:15 p.m. until 8:45 p.m. At approximately 8:35 p.m., [REDACTED] observed from the WBYS's deck, where she was dining, a flare appear in the Atlantic Ocean over the Barrier Island of Westhampton Beach.

From [REDACTED] vantage point she thought this flare originated from the surf near a strip of vacant land on the Barrier Island. [REDACTED] pointed in the direction of due south from the WBYS deck and said the flare first appeared off the surf along Dune Road and over this vacant parcel of land. [REDACTED] pointed out that from her vantage point the parcel of land has condominiums on its left and single family houses on its right.

[REDACTED] described the flare as having an orange tip with a white trail of smoke. The flare went straight up and did not arc. [REDACTED] estimated the time in which the flare was in the air at five (5) seconds.

[REDACTED] then observed a red ball near the flare. The red ball continued to grow and then began to fall to the ground. At the same time, white smoke appeared. The red ball, when it was falling, began to break into pieces and then disappeared in the ocean. [REDACTED] further described the debris that was falling from the sky as "drippings." Accompanying the falling debris was black smoke in a "twister formation."

[REDACTED] advised that the ball of fire appeared to be more distant than the flare.

[REDACTED] said she heard no noise from this occurrence.

Investigation on 07/18/96 at Westhampton, New York

File # 265A-NY-259028 - 001-526

by Sgt. JAMES P. MIKALIC:hrg

Date dictated 07/21/96

0658

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[REDACTED] Bellport, New York, telephone number [REDACTED] was interviewed regarding his observations on the evening of July 18, 1996.

[REDACTED] advised that he and his wife, [REDACTED] were standing waterside at the BELLPORT MARINA AND YACHT CLUB and sometime after 8:30 p.m., his wife saw something in the sky and directed him to look at it. [REDACTED] described a sheet of flames approximately fifteen (15) feet wide rectangular in shape which kept widening. [REDACTED] believes that some kind of combustible fuel was igniting and making the flames widen and become more intense. After a couple of seconds the sheets of flames split vertically in two and then fell straight down in to the water. [REDACTED] did not see any smoke, he did not see any objects and he did not hear any sounds. The flames were reddish-orange and very intense. [REDACTED] indicated that when he first saw the flames they were one thousand to two thousand (1,000 to 2,000) feet in the air about four miles away just off of Smiths Point Park. [REDACTED] does not think that what he saw was the TWA Flight 800 plane. He believes it was possibly residual from the plane incident. [REDACTED] was not exactly sure of the time but believes it was after 8:30 p.m. but before 9:00 p.m.

265A-NY-259028-SUBCC1

[Handwritten initials: CB]
 [Stamp: JUL 25 1997]
 [Handwritten number: 314]
 [Handwritten mark: R]

Investigation on 07/20/96 at Bellport, New YorkFile # 265A-NY-259028by SA KIM A CROWELL
SA FRANK M. FINNDate dictated 07/20/96

0674

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

97

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On July 20, 1996, writer interviewed [redacted] Bellport, Long Island, New York, [redacted]. On July 18, 1996, [redacted] observed an explosion from the BELLPORT YACHT CLUB in Bellport, Long Island. [redacted] stated that he was on the shoreline facing south when he noticed a large "flame." He said the flame moved vertically and horizontally. The two different parts fell to the ocean. The whole event took place in about five-six (5-6) seconds. He said he believed the explosion was about Smithtown Point (south southeast of his vantage point). Then he realized it was probably further away but still on the same relative line. He did not see anything prior to the large explosion.

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Writer also interviewed [redacted] wife of [redacted] lives at the same address as [redacted] [redacted] gave the same account of events as [redacted]. She stated the time of event took place at 8:30 PM - 8:35 PM. She did not witness anything prior to the large explosion.

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265A-NY-259028-SUB

cc4-

Investigation on 07/20/96 at Bellport, New York (telephonically)
 File # 265A-NY-259028
 by SA RICHARD McCARTHY:hrg Date dictated 07/23/96

157

2317

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] Bellport, New York, telephone number [redacted] was interviewed regarding her observations on the evening of July 18, 1996.

[redacted] advised that she and her husband, [redacted] were standing waterside at the BELLPORT MARINA AND YACHT CLUB, when she suddenly saw a wall of flames in the sky over the water just off of Smith Point Park. [redacted] described the flames as about three (3) feet wide and reddish-orange and very brilliant. [redacted] compared it to a roman candle but much larger. She stated that there was no sound and no smoke. In addition, [redacted] indicated that the wall separated horizontally into two parts and then dropped straight down into the water. She saw no flames in the aftermath on the water. She also described the flames as shaped like an exclamation point, wider on top tapering down to the bottom. She did not see any trails of smoke either leading to or away from the flames. She stated that from the time she first saw the flames until they disappeared into the water approximately five (5) seconds had elapsed. [redacted] believes her observation took place after 8:30 but before 9:00.

[redacted] stated that she does not think that what she saw was a plane. She believes it may have been some kind of residual from the Trans World Airplane (TWA) Flight 800 explosion.

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265A-NY-259028-SUB 661

SEARCHED
SERIALIZED
MAR 05 1997
FBI - NEW YORK

Investigation on 07/20/96 at Bellport, New York

File # 265A-NY-259028

by SA KIM A. CROWELL
SA FRANK M. FINN Date dictated 07/20/96

0675

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

97

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On July 20, 1996, writer interviewed [redacted] Bellport, Long Island, New York, [redacted]. On July 18, 1996, [redacted] observed an explosion from the BELLPORT YACHT CLUB in Bellport, Long Island. [redacted] stated that he was on the shoreline facing south when he noticed a large "flame." He said the flame moved vertically and horizontally. The two different parts fell to the ocean. The whole event took place in about five-six (5-6) seconds. He said he believed the explosion was about Smithtown Point (south southeast of his vantage point). Then he realized it was probably further away but still on the same relative line. He did not see anything prior to the large explosion.

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Writer also interviewed [redacted] wife of [redacted] lives at the same address as [redacted] gave the same account of events as [redacted]. She stated the time of event took place at 8:30 PM - 8:35 PM. She did not witness anything prior to the large explosion.

265A-NY-259028-SUB ccf-

Investigation on 07/20/96 at Bellport, New York (telephonically)

File # 265A-NY-259028

by SA RICHARD McCARTHY:hrq Date dictated 07/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, [redacted] Date of Birth, [redacted] Shelter Island, New York, Telephone [redacted] was advised of the identities of the interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was attending a social function at the SHELTER ISLAND COUNTRY CLUB. [redacted] and several other individuals were in the vicinity of the country club gazebo which is the highest point on the island. As [redacted] was looking to the southwest at dusk, she observed a red flame coming down from the sky which eventually faded into the water. [redacted] estimated the distance to this flame to be fifteen miles.

[redacted] did not hear anything nor did she see anything unusual. [redacted] advised that she was with [redacted] and [redacted]. They had a similar sighting.

482

265A-NY-259028-SUBCC1

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SEARCHED	INDEXED
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FBI - NEW YORK	

Investigation on 7/29/96 at Shelter Island, New York

File # 265A-NY-259028

by SA DAVID SEBASTIANI,
SA JOHN D. FETHIERE (JDF:gmo)

Date dictated 7/29/96

0718