

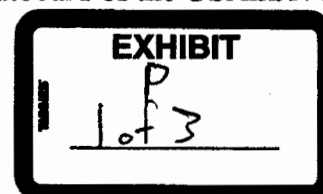
Affidavit of Mr. Dwight Brumley

I, Dwight Brumley, hereby affirm and state the following:

1. Personal/Professional information:
 - a. Born August 16, 1951, Ft Lewis(Tacoma), Washington.
 - b. Graduated Canyon High School, Saugus, California, 1970
 - c. Enlisted U.S. Navy, June 1972
 - d. Trained in combat systems as an Electronic Warfare Technician
 - e. Promoted to Master Chief Petty Officer (E-9) 1992
 - f. Qualified as an Enlisted Surface Warfare Specialist (ESWS) and a Combat Information Center Watch Officer (CICWO)
 - g. Participated in various missile firing exercises
 - h. Served on various combatant ships, including two guided missile destroyers and an aircraft carrier
 - i. Top Secret Security Clearance
 - j. Retired January 1998
 - k. Graduated University West Florida, Bachelors of Arts, Education (Math/Science)
 - l. Currently employed as a Training Specialist for the U.S. Navy, NAS Pensacola, Florida
 - m. Currently reside at 11030 Bridge Creek Drive, Pensacola, Florida, 32506-9563, Home Phone: 850-453-6189

2. The following is a recount of my experiences the night of July 17, 1996, as I witnessed the sequence of events of that later turned out to be TWA Flight 800 as it exploded and crashed into the ocean.

Pursuant to official U.S. Navy orders, I was aboard USAir Flight 217 out of Charlotte, North Carolina, bound for Providence, Rhode Island. I was sitting in a window seat (5E) on the right side of the aircraft. The sun had already set and complete darkness was fast approaching. Off the left side (west) of USAir 217 was a hint of dusk, not much more than that. To the right side (east) it was near pitch black. I could not make out the surface of the water, nor make out any land features as we approached New York's Long Island. There were random small lights below us and off in the distance, but I was unable to determine which ones were coming from land based sources or which ones were coming from small crafts on the water. At about 8:20 to 8:30 PM I happened to be looking out of my window when the blinking lights of what I thought was a small private plane approach the right side and then fly under USAir217. It didn't seem to be traveling very fast as it was fairly easy to follow it's flight path. It approached USAir217 from an relative bearing of about 45 degrees. From the time I first spotted the small plane's lights until they passed under USAir217 and out of view was perhaps only about 5 seconds. The small plane appeared to be only about 200-300 feet or so below us. A very short time later, 30 seconds or less, I spotted what appeared to be a warning flare type light off the right side (perpendicular to USAir217), slightly behind my line of sight (10 to 20 degrees), and at a downward angle of 45 to 60 degrees,. I cannot remember if the "flare" was inboard or outboard of the USAir217's



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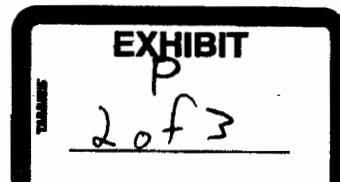
right engine. The "flare" moved from my right to left, repeat, left to right on a north-northeast heading. The "flares" flight path was approximately parallel or perhaps moving slightly inboard to the USAir217's flight path. The "flares" relative speed was faster than USAir 217, moderately overtaking the USAir217. I distinctly remember it's forward motion relative to the USAir217. During the approximately 7-10 seconds I observed the "flare", it appeared to be climbing. It then pitched over and then just after apex (one to two seconds at the most) a small explosion appeared in the center of the "flare." The body of the explosion was spherical in shape for a few moments and then suddenly grew much bigger and then began to elongate as it appeared to head downward, growing larger as it descended. I could easily distinguish the color variations of the explosion's flame body. The flame body's motion, relative to the USAir217, appeared to be slightly west-southwest, toward us. It did not appear to be heading east from my perspective. I was trying to watch the explosion as long as I could but the USAir217's right wing cut off my line of sight as the plane passed over the area. I never did see the flame ball hit the surface of the water. I asked the male passenger sitting immediately behind me, a Mr. James Nugent I later discovered, if he saw the same thing and he indicated that he did. At the time of the explosion the possibility of the explosion being a passenger jet, especially a 747, didn't even enter my mind. At no time did I see TWA800 or any other aircraft, except the small plane that passed under USAir217 shortly before the "flare" and explosion. I also notified the flight attendant what I had seen. She returned a few minutes later to relay from the flight deck that they had not seen the explosion. After landing and deplaning at Providence, I briefly spoke to Mr. Nugent in very general terms about the "incident" and then we parted. After picking up my rental car and while driving to Newport, Rhode Island, to attend a meeting the next morning at the Navy Training Center, I heard on the radio that a passenger jet had apparently exploded in mid air and had gone down in the ocean. I then realized that's what I had witnessed.

I talked to a NTC Newport Naval Criminal Investigative Service (NCIS) agent that week while I was still in Newport. The next week I had an approximately 45 minute interview with the FBI in their Pensacola, Florida office. The questions they were asking seemed to be slanted to get me to indicate that I had seen a missile or missile like object. I tried to make it very clear to them that at no time did I think I was looking at a missile, nor saw anything, at that time, that would indicate that it was a missile.

The statement above is just my recall of the events as they occurred. I have attempted to not inject any post-event analysis of what it was that I observed.

3. Personal observations/questions:

- a. Subsequent conversations with retired TWA employee Mr. Fed Mann and retired naval aviator CDR Donaldson, however, have given me reason to rethink what it was that I was actually witness to. One of the biggest questions I have is why was I never contacted "officially" by somebody with aviation expertise. None of the NCIS personnel in Newport nor the two FBI agents I talked to in Pensacola, based on the types of questions I was asked, appeared to have any aviation expertise. The first person to ask me questions to clarify, probe, etc., what I had seen from an aviation point of view was CDR Donaldson, over three years since TWA800 went down in July



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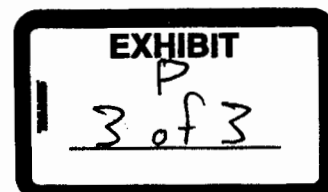
of 1996. My discussions with him on the phone and later face to face here in Pensacola were unofficial and at his expense. Nobody from the NTSB, the TWA800 FBI investigative team, nor anybody else from any official organization attempted to interview me. As only one of two people who actually saw the explosion from almost direct overhead vantage point, I would have thought there would have been at least one follow up interview. Makes me really wonder why not.

- b. The CIA animation of the TWA800 crash sequence is based in part on my witness statement (FBI Witness #32). The animation based on my vantage point as a passenger on the right side of USAir217. The flight sequence shows TWA800 in crippled flight crossing my field of view from left to right and ahead of USAir217. This is not correct. At no time did I see a burning TWA800 crossing my field of view from left to right. If anybody claims I did they are very much mistaken.
- c. In my opinion there are too many unanswered questions regarding the cause of the TWA800 crash. One of the most crucial is how, according to the NTSB, did TWA800 continue to climb as much as 3000 to 4000 feet skyward despite missing everything from just ahead of the wings forward. The NTSB refuses to reveal the computational basis to their claim. They should be compelled to provide this as requested.

Signed under the pains and penalties of perjury,

Dated: 7.30.02

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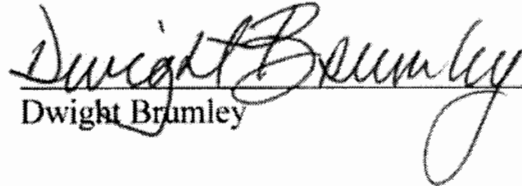
I, Dwight Brumley, hereby affirm and state the following:

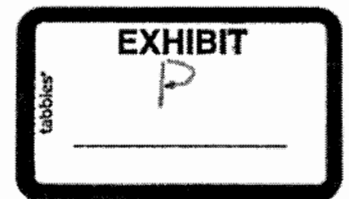
1. It's a fact that whatever I saw, whatever the flare-like object in fact was, was moving with, in the same direction as US Air flight, it appeared to be climbing up and moving parallel with the US Air Flight. And the information that I have on the US Air flight is it was traveling north-northeast. The object that they had, as if, they animated it as if as if I was looking out the window and it's almost like it's crossing the front of the plane from left to right, going away from me, and that's not in fact what I saw. It wasn't even close to being an accurate representation of what I saw.

2. It really stood out the fact that here I am, I'm 25 years in the navy, 25-and-a-half years, was an electronic warfare technician, qualified C.I.C. watch-officer, surface warfare qualified, been stationed on an aircraft carrier, stood watch on an aircraft carrier as an assistant T.A.O. I understand relative motion, relative bearing, and I figured I would have been a good witness, probably, probably the only witness with that level of knowledge and expertise looking down on what became TWA 800, and I was just very very surprised. And to this day, still nobody has come and talked to me.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Date: June 16, 2003.


Dwight Brumley



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