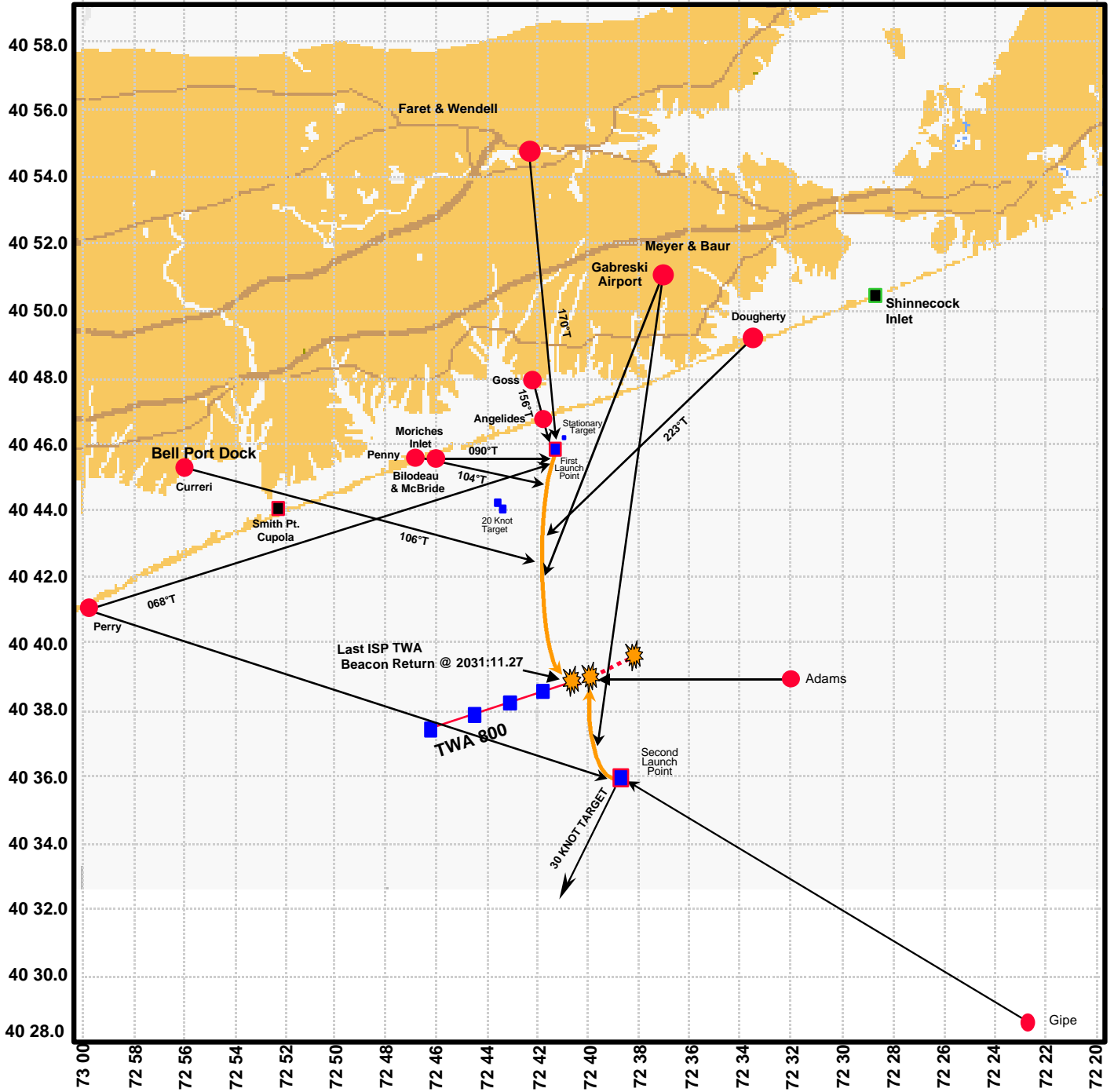


## Exhibit 16 - Triangulation of Witness Bearing Line

By William S. Donaldson Cmdr. USN Ret.



The triangulation of witness observations was accomplished by thoroughly interviewing witnesses, and in many cases, going to the spot where the witness was located when they spotted the streak in the sky. A GPS position fix was used to document the location and the witness was asked to point to the spot where they first saw the streak. In many cases, there were reference objects, such as a house, pier or other fixed object which the witness could point to as a reference. A hand-bearing compass was then used to get the magnetic bearing. The witness was asked to describe the sequence of events, sights, sounds, vibrations, etc. In all but one case listed here, the witness first saw the object, then heard sounds sometime later. A number of witnesses took careful extemporaneous notes of their observations. These observations were then converted from Magnetic to True bearings and plotted on the above chart. The NTSB radar track of the last secondary return was then also plotted on the chart. Each of these witnesses saw the streak of light for a number of seconds, then saw one or more white explosions, followed some seconds later by a large orange fireball.

As you can see from the plot, the witnesses saw the streak from quite a few different angles and at different points in its flight. This explains the variability in witness statements as to direction of their observation and direction of travel with respect to them. Since none of them first heard the sounds, their observations cannot be explained away by the CIA video which was produced to suggest that all the eyewitnesses saw the crippled, headless aircraft climbing 3,000 ft. trailing burning fuel.