# SECRET FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

**Date:** 07/29/1996

To: NEW YORK

Attn: SAC, DIVISION I

From: NEW YORK

I-46, DIVISION I

Contact: SA

**674.** 

Approved By:

Drafted By:

cmg

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File Number(s): 265A-NY-259028 (Pending)

Title: UNSUB(S); EXPLOSION OF TWA FLIGHT 800 ON 7/17/96;

AOT-IT; EID; OO:NY

Synopsis: SUB-FILE ADMINISTRATION

**Details:** In addition to the main file, the following is a listing of sub files for captioned matter:

SUB A. Outgoing communications.

SUB B. Incoming communications.

SUB C. Administrative Matters.

SUB D. Lead Sheets - Copies of all lead sheets.

D1. 800 Generated Leads

D2. Internet Generated Leads

D3. Miscellaneous Lead - No action to be taken.

SUB E. Secret - To maintain classified information.

SUB F. Press releases and news clippings.

SUB G. Searches

G1. Moriches recovery - reclass to FF.G2. Articles received from JFK Airport.

SUB H. Claims of responsibilities.

SUB I. Logs - copies of Daily Activity Log.

SUB J. Top Secret - maintained in I-46 safe.

265A-NY-259028-SUB

FF2:

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To: NEW YORK From: NEW YORK Re: 265A-NY-259028, 07/29/1996

SUB K. Investigative reports of outside Agencies/Police

Departments.

SUB FD302 The original and one copy of FD302's.

SUB INS The original and one copy of inserts.

SUB BC Background checks.

SUB CE Draft requests and financial related

documents.

SUB LAB Lab reports.

SUB SPB Copies of subpoenas issued.

SUB TEL Telephone subscriber and toll information.

SUB AA. Flight Related investigative matters.

AA1. Flight 800 passenger manifest.

AA2. Interviews

AA3. Flight 800 cargo manifest.

AA4. Flight 881 passenger manifest. AA5. Flight 881 cargo manifest.

AA6. Maintainance Flight 800.

SUB BB. Previous bomb threats and related matters.

SUB CC. Possible missile attack.

CC1. Interviews - Land Canvass CC2. Interviews - Technical Data

CC3. Interviews - Vessels and Aircraft

CC4. Interviews - Marinas

CC5. Stolen Crafts

CC6. Police Canvass - Unusuals

SUB DD. Airport Related/Port Authority

DD1. Information

DD2. Pay Telephone Dumps

DD3. Stolen/Abandoned vehicles at airports

SUB EE. Manifest of International Flights.

SUB FF. Recovery effort - Moriches/Grumman

FF1. Copies of Outgoing Leads/Lab Request

FF2. Lab reports

FF3. Medical Examiner Reports



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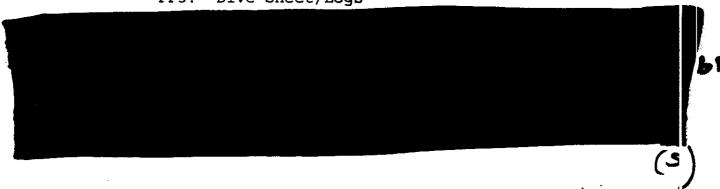




To: NEW YORK From: NEW YORK Re: 265A-NY-259028, 07/29/1996

Temporary Morgue Reports Dive Sheet/Logs FF4.

FF5.



### FEDERAL BUREAU OF INVESTIGATION

ROUTINE Precedence:

12/08/1997 Date:

New York To:

ADIC JAMBS KALLSTROM Attn:

SAC JOHN O'NEILL

ASAC PASQUALE DAMURO SSA

SA DEL

New York From:

FBI Command Post, Calverton, New York

Contact:

Approved By:

Drafted By:

(Pending) Case ID #: 265A-NY-259028

Title: UNSUB(S):

EXPLOSION OF TWA 800;

7/17/96 AOT-IT-EOD; 00: NEW YORK

Synopsis: Incorporates the 185 items of 1B evidence submitted for laboratory analysis in the investigation of TWA Flight 800 into the case file.

Enclosures: Enclosed are folders documenting the identification, movement and analytical results of 185 items of 1B evidence submitted for laboratory analysis.

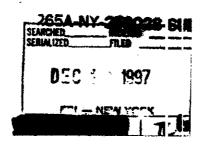
Details: A total of 185 items (items #1-#185) of 1B evidence were submitted for metallurgical and chemical analysis during the course of the investigation. The 1B numbers assigned to the 185 items of evidence submitted for analysis range from 1B9, the first item of evidence, through 1B 586 for items 184 and 185.

The laboratories that examined the 185 items of 18 evidence include FBI, NTSB, Brookhaven, DIA and Boeing.

Rach enclosed folder for the 185 items of 18 evidence submitted for laboratory analysis contains photographs, electronic communications documenting the movement of the evidence, laboratory results and the FD-192 (green sheet).

Bach folder provides a complete history of each item of evidence and should be made a permanent part of the case file 265A-NY-259028.





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Precedence: ROUTINEDate: 08/11/1996 To: New York ASAC George H. Andrew - Daniel Agent Control Approved By: Drafted By: 265A-NY-259028; (Pending) · 大概 (基础 ) Title: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17, 1996; AOT-IT-EID Synopsis: Contact with NTSB representative. an NTSB Representative currently assigned to the Suffolk County Medical Examiner's Office (SCMEO), beeper 1-800- PIN regarding status of investigation and autopsies being conducted at the Medical Examiner's Office. regarding a database being put together in connection with the was also contacted autopsy information, this will be addressed on a separate advised that the Medical Examiners at the SCMEO are not in receipt of any clothing worn by any of the victims. would like to have the ability to review this clothing to correlate injuries on the bodies with the apparel they were advised that autopsies should be completed by the middle of this coming week. After the autopsies are completed, the team of medical doctors at the SCMEO, which consists of the Medical Examiner, an FAA Medical Doctor and a Colonel from the Military acting in a consulting role for the NTSB will conduct a quality review of the data and autopsy reports generated and initiate a force vector analysis. The force vector analysis will be a review of all the damage done to the victims thus far recovered in an attempt to determine and plot the various trajectories with which debris hit the bodies. 265A-NY-259028-SUB-7 SERIALIZED. NOV 1 9 1996

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was advised of the interest of the FBI in being involved in this review. informed that this would be welcomed. Previous steps have been taken to have an investigator from the squad involved with this process.

was also interested in ensuring that the seats, seat backs, seat cushions, etc., were all thoroughly reviewed for any fragments of foreign objects that may be contained within. recommended the utilization of an X-ray machine to conduct X-rays on all seat cushions, seat backs, etc., to ensure that any foreign objects are removed from these items.

medical examiners from the bodies of the victims have been

Review of FD-192s discloses numerous green sheets reflecting foreign material being removed from victims' bodies. These bodies are being identified through a body number code. Per FD-192s, these are being stored at the hazardous material room at Grumman.

If not already done so:

Attempts should be made to identify the fragments removed from the bodies as to particular plane parts and areas. This will be particularly useful when trying to conduct trajectory analysis and determine the origin of forces..

- Identify seats recovered thus far by seat location, conduct X-ray of the seats to ensure that no fragments remain in them.
- X-ray seat cushions recovered. Is it possible to match seat cushions recovered with the seats from which they came? Are any cushions being recovered separated. If not, when they are separated are they referenced to the seat from where they came?
- Identify clothing recovered thus far through the body debris, etc.

   Assign an investigator from the
- Assign an investigator from the task force to work with the medical doctors in conducting this review and coordinating the flow of information needed to perform and complete force vector analysis as described above.

L7Ccc: 1 - SSA 1 - SSA 1 - SA 1 - Det. b7C

# FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 09/18/96

ADIC, NEW YORK

SA

Attn: SAC PICKARD/ASAC ANDREW .

From:

CALVERTON CP

Contact:

61C

Approved By:

Drafted By:

Case ID #: 265A-NY-259028-FF (Pending)

Title: UNSUB;

EXPLOSION OF TWA 800;

7/17/96 AOT-IT-EOD; OO: NEW YORK

Synopsis: Summary of significant meetings with the National Transportation Safety Board (NTSB) and other parties on 9/17/96

Details: During the 3:00 PM Party Coordinators Meeting, Investigator in Charge (IIC) advised that a company by the name of American Underwater will be obtained to conduct additional side scanning sonar searches of the areas originally covered by the Navy. The purpose of this is to utilize a different type of technology to insure that nothing has been missed on the ocean floor prior to the end of the diving season which will occur by the end of September. While this is taking place the Navy will be conducting their sonar searches in an expanded area to the south of the original search area.

The writer briefed the coordinators on the examination of fragments removed from victims bodies that is to take place at 9:30 AM Wednesday morning. It was requested that the coordinators supply personal from their parties to help with the identification of the material removed from the victims.

1-New York Command Post (Attn: SAC PICKARD/ASAC ANDREW) 1-Calverton Command Post (Attn: SSRA)

1-SAC CANTAMESSA

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265A-NY-259028-SUB

UPLOADED Main JEXT WITH/OUTTE... ΒY DATE

SEARCHED\_ MULEXED SERVALIZED \_\_\_\_\_\_\_FILED \_\_\_\_\_\_\_ OCT - 1 1996 FBI-NEW YORK

To: ADIC, NEW YORK From: SA Re: 265A-NY-259028, 08/06/1996

NTSB (Systems Group), stated that he has just returned from Washington, D.C., where his group had been conducting laboratory tests on various fuel components. results of these tests were supplied to the party coordinators which reflected no significant findings. He is planning on using tomorrow to get back up to speed with the investigation at Calverton.

, NTSB (Database Group), advised that he has been working with in the cabin reconstruction group, perfecting their usage of digital imaging of the seats. He is also continuing to analyze the data from the different groups.

, NTSB (Metallurgist), reported that he and FBI Metallurgist had completed their overall examination of the center fuel tank. Tomorrow he will be working with metallurgists from Boeing and TWA along with members from both the Structures and Fire and Explosives Groups in a detailed examination of the center tank. At this time, they will attempt to resolve any differences in the findings between the groups.

, US Coast Guard, advised that the weather should remain good for the next couple of days. She also announced that anybody who required additional support at Group Moriches, contact her.

, Supervisor of Naval Salvage, reported that they had recovered seven cargo nets of debris along with several fairly large pieces. The diving conditions have been quite good with visibility ranging between 12 to 15 feet. The Marion Sea is starting a new side scanning sonar search starting midway through area 3. This search will continue well south of the original area 3.

The writer announced to the group that the project to identify fragmented materials removed from the bodies will continue at 9:30 tomorrow morning. It is hoped that this project will be concluded at that time.

No other significant issues were discussed.

Two other items, 1B-410 and -28, were submitted for identification because of their dissimilarity in appearance with TWA 800 debris, not for any particular damage features. This examination was an attempt to discover any probative characteristics in the material and was performed by BNL because of their close proximity to Calverton and fast turnaround.

#### **METHOD**

All items were tracked and documented as evidence. Unknown evidence items submitted for examination remained in the custody of SA throughout. Items of known identity or samples extracted from an item were released into the custody of Brookhaven personnel only when necessary. The following four items were examined by Dr. Materials Science, BNL:<sup>7</sup>

#### 1B-28

This item, one of 20 similar pieces removed during autopsy of Suffolk County Medical Examiner's case was approximately 5mm in diameter and charcoal colored. The item was polished and then subjected to an energy dispersive spectrometer (EDS) analysis to determine its chemical composition.

#### 1B-377

The item was a 5 x 5 cm square piece with a penetration at its center, cut from the fuselage aft of the L3 door. EDS analyses were performed on both of its fracture surfaces, the external coated areas, and indentations. The item was also analyzed using a synchrontron x-ray fluorescence microprobe.

#### 1B-410

The item was a sliver of grey uncoated material that was submitted to BNL for an EDS analysis. No further tests were required.

#### 1B-423

Item 1B-423 was transported to BNL for testing. An EDS analysis was performed on three areas: the spike-feature fracture surface, the green colored area, and the base of the "teeth" at some apparently melted areas. A small piece was cut from 1B-423 and mounted in an epoxy resin to facilitate alloy identification. This cut piece was released into

<sup>&</sup>lt;sup>7</sup>Attachment (4), Materials Analyses of Samples from TWA Flight 800.

265A-NY-259028-SUB FF3 FJS/fjs

The following preliminary victim injury analysis was conducted by NYO SA utilizing the medical data base charts generated 7/16/97 that has been established noting the injuries received by the victims of TWA 800:

TWA 800
PRELIMINARY
STATISTICAL ANALYSIS
OF VICTIMS INJURIES
AND SEAT DAMAGE
(as of 9/12/97)

## Victims Injuries:

All 230 persons on board perished in this event. **88 of these victims** (38%) were recovered floating on the ocean surface (floaters). The assigned seat locations for these victims is distributed throughout the aircraft with the largest concentration of 45 floaters (51%) being assigned to seats over the center fuel tank area in cabin section three (rows 17 through 28).

The remains of the 142 other victims have been recovered and/or identified as of July, 1997. The following information is based upon the recovery information for 207 of the 230 victims.

8 victims received thermal burns. 4 additional victims had possible thermal burns. All of these 12 victims (5%) were among the 88 victims recovered floating. The assigned seat locations for these 12 victims was rows 22 to 29 with 8 (67%) being in the center row of seats of the aircraft. Of these 12 victims, 9 assigned seat locations displayed fire damage with the 7 of these 12 (58%) located in the center seats over the center fuel tank area (rows 24-28).

2 victims received chemical burns. 14 additional victims had possible chemical burns. All of these 16 victims (7%) were among the 88 victims recovered floating. The 2 positive chemical burn victims had assigned seats in front of cabin section four (seats 29-8 and 32-7). The assigned seat numbers for these 16 victims was between rows 5 to 33 with 9 (56%) being located over the center fuel tank area (rows 21 to 28).

89 victims (39%) had foreign bodies (FB's) in their remains. Their assigned seat locations were distributed throughout the aircraft. Examinations of

these recovered FB's did not disclose anything that would be overtly indicative of an explosive device. None of the victims that contained FB's displayed any traumatic injury indicative of sustaining an explosion. Investigation is continuing to identify FB's of unknown origin.

Of the 207 recovered victims, the recovery location of 59 victims (26%) was noted as follows:

16 (7%) victims were recovered in the red zone and were assigned seats in rows 5 to 32, 6 of these victims were assigned seats in the second cabin section; 6 of these victims were assigned seats in the third cabin section, 2 victims were in the cockpit, 1 victim in first class lower section and the final victim in the fourth cabin section.

7 (3%) victims were recovered in the yellow zone and were assigned seats in the forward third of the aircraft; 1 in the cockpit, 1 in upper deck first class, 3 in lower deck first class and 2 in the second cabin section.

36 (16%) victims were recovered in the green zone and were assigned seats throughout the aircraft with the exception of the cockpit and lower first class section.

183 (80%) victims sustained severe trauma injuries and were assigned seats throughout the aircraft. 28 (12%) of the victims sustained severe body fragmentation (more then 2 traumatic amputations of limbs). 72 (31%) of the victims sustained no body fragmentation.

The injury predominance-right versus left could be determined in 75 of the victims. 43 victims (57% of these 75 victims) had the predominance of injury to the right side. 32 victims had the predominance of injury to the left side. With the exception of the lower first class section, the distribution of the victims injuries did not display a large difference in the various cabin sections of the aircraft. In the lower first class section 11 of the 21 passengers (52%) had the predominance of injury to the right side. In the upper first class section none of the 8 victims with their assigned seats in this location sustained a notable predominance of injury to the right side. 14 of the 32 victims (43%) who had left side injury predominance were assigned seats in the center rows of the aircraft.

The **injury predominance-anterior versus posterior** could be determined in 116 of the victims. 95 victims (82% of these 116 victims) had the predominance of injury to the anterior side.

#### Seats:

There is 455 seats in the aircraft, 422 (93%) seats were recovered. The 33 unrecovered seats locations were distributed throughout the aircraft. The

UNSUBS
EXPLOSION OF TWA FLIGHT 800,
TWENTY MILES SOUTHEAST OF HAMPTON, NEW YORK
7/17/96; AOT-IT-EID,
OO:NEW YORK
265A-NY-259p28

187C

Clothing relating to autopsy number

has been examined

by the undersigned Bomb Technician/Post Blast Investigator and has been determined to contain no evidentiary value.

670

Investigator's Name (printed)

Investigator's signature

Investigator's Agency

Date: 8-12-96.

[Clothing turned over as hazardous material to the National Response Corporation, 446 Edwards Avenue, Calvarton, N.Y., for appropriate disposal.]