

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.

562

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

0068

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 25 1996	
FBI - NEW YORK	

TC

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[redacted] Holbrook, New York (NY), [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.

265A-NY-259028-SUB CC3 -

561

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SERIALIZED	FILED
FBI - NEW YORK	
TC	

nr  
3/26/97

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

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] (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-SUBC

7 23 96 Shirley, New York

265A-NY-259028

AUG 15 1996

SA TOM PISTONE NYCPD FD:meq

SA JILL MARIE EULITZ

Date dictated 7 23 96

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O 232258Z JUL 96

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  
NHTSA  
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

*[Faint handwritten notes and signatures]*  
*Do not  
TUE*

INFORMATION THAT HE POSSESSED KNOWLEDGE CONCERNING THE  
 OSION 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]

[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

5

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32

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)

(X)  
TC

UPLOADED

WITH/TEXT ✓  
WITH/OUT TEXT \_\_\_\_\_  
BY 7/27/96

Approved DATE \_\_\_\_\_ Original filename: \_\_\_\_\_

Time Received: \_\_\_\_\_ Telprep filename: \_\_\_\_\_

2252

MRI/JULIAN DATE: \_\_\_\_\_ ISN: \_\_\_\_\_

FOX DATE & TIME OF ACCEPTANCE: \_\_\_\_\_

*Comer...*  
265A-NY-259028-Sub CC-5  
SEARCHED \_\_\_\_\_  
SERIALIZED 72  
INDEXED \_\_\_\_\_  
FILED 72

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[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

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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] COULD NOT PROVIDE ANY ADDITIONAL INFORMATION.

**BIOGRAPHICAL DATA:**

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

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[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**

2257

^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 *Jacksonville* DETERMINED THAT HE IS ELSEWHERE, NEW YORK REQUESTS MIAMI TO

^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

2260

- 1 -

## 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-26

by SA TIMOTHY J. LATERNER 7/18 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\*\*\*\*\*

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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SEARCHED \_\_\_\_\_ INDEXED \_\_\_\_\_  
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JUL 19 1996  
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Investigation on 07/18/1996 at NEW YORK, NEW YORK (telephonically)

File # 265A-NY-259028

by SA JOHN F. KOHLER <sup>JK</sup> Date dictated 07/18/1996

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

On July 18, 1996, [REDACTED] DOB [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] 0000. [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- 2 028 SUBCC 32

by SA NEIL DONOVAN/nd 7/18/96

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000095

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)

65A-NY-259028 SUB OC 29

100, [redacted]

FEDERAL BUREAU OF INVESTIGATION

Classification

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.

SEARCHED	INDEXED
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Investigation 7/18/96 at NEW YORK, NEW YORK (telephonically)

File# 265A-NY-259028 540 CC - 28

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



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.

265A-NY-259028-27

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
JUL 19 1996	
FBI - NEW YORK	

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

File # 265A-NY-259028 34055-27

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

[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.

(S)

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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 it's 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 mp  
by Investigator RODNEY POLITE, New York State Police  
SA JOSEPH C. KUHNS/hrg Date dictated 08/05/96

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Continuation of FD-302 of \_\_\_\_\_, On 08/01/96, Page 2

was \_\_\_\_\_ 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, \_\_\_\_\_ 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, \_\_\_\_\_ observed a thin column of black smoke which quickly disappeared.

The first thing \_\_\_\_\_ 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 \_\_\_\_\_ 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, \_\_\_\_\_ estimated it was about twelve miles away.

\_\_\_\_\_ provided the interviewing agents a diagram of what he had seen.

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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.

265A-NY-259028-SUB CC -

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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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/09/96

[redacted] Hair Stylist, [redacted] Linden, N.J. 07036, [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 photographer. 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 equipment 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-SUBC

File # 265A-NY-259028 SUB 302

Date dictated 8/09/96

by S/A Jonathan R. LeBow USCG/JTTF  
S/A Edmund Karasiewicz USCG/JTTF

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
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

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

SEARCHED [initials] INDEXED [initials]  
SERIAL [initials] FILED [initials]  
JAN 17 1997  
FBI-NEW YORK

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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.



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 FIANCEE [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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

Lead Number 1589

[redacted], white female, date of birth [redacted]  
[redacted] Social Security Number [redacted] residing at [redacted]  
[redacted] Madison, North Carolina, home telephone number [redacted]  
[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

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Investigation on 7/20/96 at Madison, NC File # 265A-NY-259028 Sub302

by SA C. LEE BUTLER:jgb Date dictated 7/25/96

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265A-NY-259028 Sub302

Continuation of FD-302 of [REDACTED]

, On

7/20/96

, Page

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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] 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.

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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

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## 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

~~2354~~  
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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.

000182

FD-340 (Rev. 7-29-92)

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-ED  
CO:NY  
NY

Reference: TELETYPE TO CE, 7/20/96 See S. 712  
(Communication Enclosing Material)

LEAD NUMBER 1589

Description:  Original notes re interview of

[REDACTED]

[REDACTED]

MADISON, NC



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

has taken Long Island. Moby (Phonic) - Was on beach,  
live on Long Island [REDACTED] did not want anything  
todo, France' Nephew -

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

Always notice planes n.

NIKE SHOE 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 <sup>uneven</sup> arched above plane  
then back

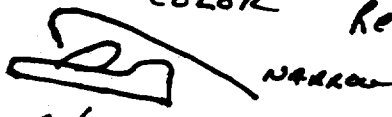
Preceptor streak was to Ft Long.

ARCH ENDED BEFORE PLANE Right in front  
of <sup>Right</sup> Wing

(HALF COLOR BLIND)

GRAY COLOR

Red Glow through the ARCH



Between orange/Pink Color

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

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

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

[REDACTED] position, [REDACTED] Stonybrook, New York, 11794,  
 [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

by SAs TIMOTHY J. LATTERNER/ [REDACTED]  
JOSE M. FLORES, Jr./TJL/rdo

Date dictated 7/23/96

0603

000190

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.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

[REDACTED]  
[REDACTED] Rensenburg, 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
SERIALIZED	FILED
JUL 28 1996	
FBI - NEW YORK	
LON/AC	

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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754

265A-NY-259028

JK:dp

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.

754

265A-NY-259028-SUBC1

AB

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HERNANDEZ

## 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" was 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



1.

265A-NY-259028

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.

all  
at 729/316/4

265A-NY-259028-SUB

562

AB

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 1 1996	
FBI - NEW YORK	



1.

265A-NY-259028

ESM:nac *JM*

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.

265A-NY-259028-SUB *CC1*

*AS* [redacted] *561*

*LEONARD* *7*

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 York  
File # 265A-NY-250028-001-558 JPK  
by SA JANE C. KELLY/Investigators JOHN P. KEARY/ED MLODYNIA, NYSP/JCK/nac EJM Date dictated 7/24/96

0626

87

000215

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 -

(X)  
TC

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 25 1996	
FBI - NEW YORK	
	TC

556

3/26/97

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

File # 265A-NY-259028

by SAs KEVIN C. MATHIESON/ [signature]

by SA JAMES MCCARTHY/KCM/jkl Date dictated 7/25/96

0628

1.

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

2.

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.

1.

265A-NY-259028

KW:mam

KW:

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-SUB C(

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LEWIS

7

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 with some illegible markings.

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



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,  
 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

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cc, 531

TC

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

1A 1855

-302-3236

Universal File Case Number 267A-NY-259028

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 7/29/96

From \_\_\_\_\_

\_\_\_\_\_

(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  
\_\_\_\_\_ of 'suspicious'  
looking boat observed in  
Robert Moses Field 5 area  
on 7/29/96

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 main 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.



000230

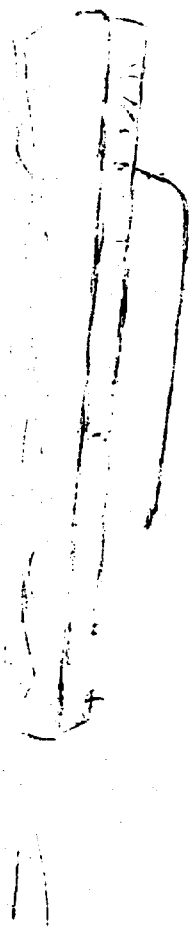
2373

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, projects 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.

Approx. size of old Montauk trawlers - review, perhaps 60 to 80 ft.

1A 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 Shen  
(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)

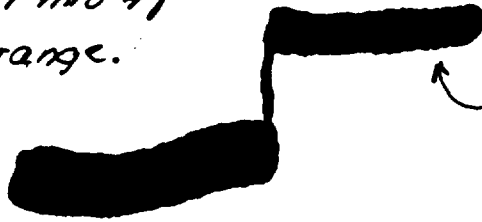
Description:  Original notes re interview of

- ① Reinterview of \_\_\_\_\_
- ② Hand drawing by \_\_\_\_\_  
of events observed 7/17/96 which  
were previously reported in  
prior FBI interview on 7/26/96  
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.



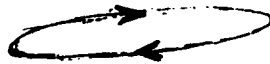
← ① Start

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



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.

Aprox. 20° off shoreline (15 - 30°)

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. 10° off shoreline (5 - 15°)

Horizon

Beach

Water

Observation point: Bert Moses Beach Field 5.

2377



3

2

1

2

5

3

7/29/96

000235

(1)

[REDACTED] [REDACTED] [REDACTED] SS# [REDACTED]

D56  
Audience

Hicksville, NY 11801

Know [REDACTED]

same  
with

was out of field 5.  
was present 5-45 minute  
[unclear]  
[unclear] [unclear] [unclear]  
[unclear]

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

Famer flight test engineer  
eyesight is good.

Went Max Beach  
East of field  
& west of Fire Island Light House



0002

96

- 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 - CC1-526

by SA JAMES P. MIKALIC:hrg

Date dictated 07/21/96

0658

**DOCKET NO. SA-516**

**APPENDIX B**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

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