

DOCKET NO. SA-516

APPENDIX C

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 100-199
(302 pages)**

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/96

On July 21, 1996, [redacted] home address [redacted] Date of Birth (DOB) [redacted] [redacted] Holbrook, New York, home telephone number [redacted] was contacted. [redacted] was informed of the identity of the interviewing agents and furnished the following information:

[redacted] was at Blue Point Beach at approximately 8:30 on Wednesday, July 17, 1996. [redacted] was there with [redacted] and [redacted] was sitting on the beach looking south, directly at the ocean. [redacted] said that at approximately ten degrees southeast he observed what appeared to be a red/orange flare in the sky. The flare seemed to be bursting in an elongated pattern with one end moving up and the other moving down. This flare then seemed to explode into two red/orange fireballs which split the object into two pieces. The pieces then descended straight down until they disappeared beyond the horizon.

[redacted] did not see any smoke trails following the pieces as they descended. He did not hear anything connected to these events. [redacted] could not estimate how far from him this event took place. [redacted] did not see anything else in the sky prior to observing the first orange/red burst and did not see any object ascending in the sky prior to this.

[redacted] observed several boats from his position on the beach that evening which appeared to be the normal type of fishing boats and motor boats seen on a summer night. [redacted] did not observe the names on any of these boats.

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265A-NY-259028-SUB-CC 1

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FBI - NEW YORK	

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Investigation on 07/21/96 at Holbrook, New York

File # 265A-NY-259028

by SA ALBERT HOLL *AH*
SA TIM LATTERNER/hrg *J.L.* Date dictated 07/22/96

0722

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/96

[REDACTED] Date of Birth (DOB) [REDACTED]
 [REDACTED] home residence of [REDACTED] New York
 11741, employed by [REDACTED]
 Medford, New York, telephone [REDACTED] home telephone [REDACTED]
 [REDACTED] was interviewed at his above-listed 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 of the evening of July 17, 1996. Thereafter,
 [REDACTED] provided the following information:

[REDACTED] stated that on the evening of July 17, 1996,
 at approximately 8:30 PM, he was hanging out at Blue Point Beach
 with his sister, [REDACTED], his girlfriend, [REDACTED]
 and his friend, [REDACTED] when he observed what he
 believed to be a flare directly in front of him as he looked due
 south over the water of the bay, and over Davis Park and out into
 the ocean. [REDACTED] stated that he was looking up at
 approximately a forty-five (45) degree angle from approximately
 thirty (30) miles away.

[REDACTED] described the flare as starting off in the
 front of a larger object and giving off an orange glow initially,
 then moving along the object horizontally, a second burst was
 observed approximately two to three seconds later causing the
 object to fall to forty (40) degrees, two to three seconds after
 the second burst a third burst was observed at about a thirty-
 five (35) degree angle from where [REDACTED] was standing, two
 seconds after the third burst the two remaining bursts hit the
 water. [REDACTED] advised that the initial flare seemed to hit the
 object then shoot off to the west at an eighty (80) degree angle
 giving off an orange and red glow. [REDACTED] further advised that
 after the initial flare each of the two consecutive bursts
 increased in size with the third burst being the largest.

[REDACTED] stated that the initial flare was approximately 150 to
 200 feet up in the air. The second burst dropped lower than that
 straight down as did the third until the bursts hit the water.
 [REDACTED] advised that after the bursts hit the water, he observed
 a little bit of smoke. [REDACTED] further advised that he heard no
 noise from the bursts, however, he did remember a plane going

Investigation on 07/21/96 at Holbrook, New YorkFile # 265A-NY-259028 CAI-472by SA TIMOTHY J. LATTENER J.T.L.by SA ALBERT J. HOLL (TJL:hrg)Date dictated 07/22/96

0728

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/21/96 . Page 2

directly overhead in a southerly direction a little while before the initial flare.

[REDACTED] stated that he did remember seeing approximately a dozen boats on the water as he looked out, however, he could only describe them as all white and a mixture of luxury boats, fishing boats and BAYLINERS.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

On July 22, 1996, [redacted] Date of Birth (DOB) [redacted] Social Security Account Number (SSAN) [redacted] home address Post Office [redacted] Calverton, New York, home phone [redacted] was contacted. [redacted] was apprised of the identity of the interviewing agents and furnished the following information:

On July 17, 1996, [redacted] was swimming on a piece of property owned by his grandfather with two friends of his, [redacted] and [redacted]. The property is located on South Country Road in West Hampton about two miles from the center of town and three-four (3-4) miles from the shore line.

At approximately 8:30, [redacted] was standing on the shore facing east. [redacted] thought he heard a train horn and turned in the direction of the train tracks which were to the south. [redacted] said that in the south-west he saw what appeared to be a flare rise up from below the tree line. [redacted] said that he would be able to pinpoint exactly where in the tree line he saw the flare rise from because there is a slight dip in the tree line there. The flare was orange/pink in color and was moving away from [redacted] in a south/southeasterly direction rising at about a sixty-five (65) degree angle at a steady speed.

[redacted] described the top of the flare as a little ball, orange/pink in color. The flare left behind a smoke trail which was bluish/gray in color. The smoke trail behind the flare like vapor or gas. The smoke trail immediately behind the flare was darker but also blue/gray and seemed to be streaming out from behind the flare. The smoke trail was consistent in its color, density and thickness.

The flare rose upward and then arced downward. The time it took to reach the top of the arc was approximately five seconds. The flare descended from the arc for approximately one second exploded into an orange ball. [redacted] said the explosion seemed to move out and down splitting into six orange pieces which fell straight down trailing black smoke behind them.

Investigation on 07/22/96 at West Hampton, New York

File # 265A-NY-259028 HH-CC1 471

by SA ALBERT HOLL SA TIM LATTERNER/hrg J.L.L. Date dictated 07/26/96

0730

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/22/96, Page 2

[REDACTED] lost sight of the objects as they dropped past the tree line. [REDACTED] said several seconds later there was a noise which sounded like loud rolling thunder.

[REDACTED] did not see anything else in the sky and did not observe any object fall away from the smoke trail.

[REDACTED] said that a cloud of black smoke hung in the air at the explosion point. The smoke trail from the flair also remained and ended in a small blue/gray cloud within the larger black smoke cloud.

[REDACTED] said that he was approximately six-nine (6-9) miles from the beginning of the smoke trail and ten-eleven (10-11) miles from the explosion originated from somewhere on the water in Moriches Bay.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/28/96

On July 21, 1996, [redacted], Date of Birth (DOB) [redacted], Social Security Number [redacted] residing at [redacted] Hampton Bays, Long Island, New York, telephone number [redacted] was interviewed at his residence. [redacted] was advised of the identities of the interviewing agents and the nature of the interview, which was to ascertain his knowledge and observations during the evening hours of July 17, 1996. Thereafter, [redacted] provided the following information:

[redacted] was in a second floor room of his families residence at approximately 8:30 PM on July 17, 1996, when he noticed a bright red/orange fireball ascend upward from the horizon south, southwest of his location. This fireball ascended approximately forty-five (45) degrees straight up over the horizon at an approximate point of twelve (12) miles to the east, southeast from [redacted] vantage point.

The red/orange fireball was believed by [redacted] to be a large flare or firework. This fireball was of considerable size and remained approximately the same size on its descent as its ascent. On its descent the red/orange fireball left a trail of grayish smoke. [redacted] indicated that the size, color and consistency of the fireball remained constant while it was visible to him, both on its ascent and descent.

[redacted] did not see the origin of the fireball. He only was alerted to it when he noticed the bright red/orange ball of fire. [redacted] did not hear any noise associated with this display of light.

The weather/sky at the time [redacted] made this observation was clear. The occurrence occurred right before sundown.

[redacted] could not provide any additional details or observations relating to the fireball. [redacted] was advised to recontact the Federal Bureau of Investigation (FBI) if he recalls any additional information.

Investigation on <u>07/21/96</u>	at <u>Hampton Bays, New York</u>	265A-NY-259028-607	CCI-
File # <u>265A-NY-259028</u>			422
by <u>SA DOUGLAS B. NEREL</u>			
<u>SA MICHAEL SAAR/hrg</u>	Date dictated <u>07/24/96</u>		

0783

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] Date of Birth, [REDACTED]
[REDACTED] Southampton Police Department, Southampton, New
York (NY), was interviewed by Special Agents (SAs) NATALE PARISI
and JOHN D. FETHIERE of the Federal Bureau of Investigation
(FBI). [REDACTED] was advised of the identities of the
interviewing Agent and provided the following information:

On Wednesday, July 17, 1996 at approximately 8:30 pm
[REDACTED] was on motorcycle patrol. [REDACTED] was in the parking
lot of DOCKERS RESTAURANT, Dune Street, Westhampton Beach, NY
when he saw a white streak traveling in an arch from west to east
in the sky. The arch left a smoke trail and then exploded into
an orange fire ball. The fire ball then fell down in two parts
or columns. [REDACTED] was facing southwest when he viewed the
fire ball. [REDACTED] did not hear any sound during or after the
explosion. [REDACTED] believed that the explosion took place over
the beach not over the ocean.

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265A-NY-259028-SUBCC

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Investigation on 7/26/96 at Southampton, New York

File # 265A-NY-259028
SAs NATALE PARISI

by JOHN D. FETHIERE/NP/dap Date dictated 7/26/96

0795

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 23, 1996, [redacted] Baiting Hollow, New York (NY), [redacted] work number [redacted] was interviewed by Special Agents of the Federal Bureau of Investigation (FBI). [redacted] provided the following information:

On July 17, 1996, [redacted] was talking with a neighbor in her backyard. [redacted] was leaning on her fence, talking with [redacted] Last Name Unknown (LNU), [redacted] Baiting Hollow, NY. [redacted] was facing southeast at the time when she noticed what was a firework over the treeline. [redacted] described this firework having a thick, yellow color tail. The time this occurred was just after sunset, but there still was light in the sky. From [redacted] point of view, the firework moved from left to right. When it came to a point the whole thing exploded. [redacted] described it as a tremendous explosion that last about 5 to 6 seconds as it fell straight down. It was bright fire yellow and there was a secondary explosion. This explosion was cylindrical in shape, taller than wide. [redacted] estimated that the time she first saw something in the sky to the time of the first explosion was about 3 or 4 seconds. [redacted] was waiting to see if more fireworks would follow.

Investigation on 7/23/96 at Long Island, New York

File # 265A-NY-259028

by SAs RICHARD F. MC CARTHY / ERICK J. LAUBER
SA PAUL D. VALENTINE / axh

Date dictated 7/23/96

SEP 24 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

129
 security [redacted] date of birth [redacted] social
 [redacted] residing at [redacted]
 Selden, New York [redacted] telephone [redacted]
 voluntarily appeared at the East Moriches, New York, Coast Guard
 station on two occasions on 7/19/96, and was interviewed
 regarding his observations of the evening of 7/17/96, regarding
 an explosion he observed in the sky. On the first occasion he
 was interviewed by SA PETER C. CASAZZA and SA CAROL KAZMARECK.
 On the second occasion, he was interviewed by the same agents,
 accompanied by ROBERT DOHERTY, Analyst, Missile and Space
 Intelligence Center, Redstone Arsenal, Alabama, telephone (205)
 876-4545. The purpose of the second interview was to enable
 ROBERT DOHERTY to listen to Mr. STURIALE's observation of
 7/17/96.

129
 Mr. [redacted]'s observations on the evening of 7/17/96:

[redacted] He related that he was fishing with his friend [redacted] 643
 off of the east jetty of Moriches Inlet. He was at the
 furthest point of the jetty facing southwest. At approximately
 8:30 PM, while surf casting he noticed out of his peripheral
 vision what he thought was a flare to the southeast. It first
 appeared to him at eye level and continued to rise upward from
 that point, at a fast rate of speed. It rose to a certain point
 and appeared then to curve southeast and slightly downward.

He then saw a small flash or explosion and then a large
 explosion or fireball.

The entire fireball then descended to the ocean surface
 in two pieces, which were close together. One piece being larger
 than the other.

129 643
 Both [redacted] and [redacted] felt they had witnessed a
 plane explode, even though they never saw a plane.

They continued to fish until approximately 9:45 PM and
 observed many boats and a helicopter heading out to the site of
 the explosion. When they returned to their truck to [redacted] home, he

Investigation on 7/19/96 at East Moriches, New York

File # 265A-NY-259028

by SA PETER C. CASAZZA/vao
SA CAROL KAZMARECK

Date dictated 7/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 15 1996	
FBI-NEW YORK	

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/19/96 . se 2

turned on the radio. They heard about a plane crash off Moriches in the Atlantic. They said to themselves that that was no crash, but an explosion.

129 [REDACTED] stated that the fireball first appeared to be close, because the fireball was so bright. After the fireball hit the surface of the ocean he could not see it anymore. There remained only a large cloud and trail of smoke. He estimated that the fireball landed further than seven miles from his location. He advised that the earth curves every seven miles. This would put the crash location beyond his visual line of site.

He described the flare as red and orange in color, which did not leave a smoke trail.

He observed this flare at approximately the 10 o'clock position from his position on the east jetty, designating the 12 o'clock position as his standing at the jetty's point with his shoulders square to the shore line.

He never saw the airplane. He presumed an airplane exploded after seeing the fireball. He estimates it was approximately five seconds from the time he saw the flare to the time that he saw the fireball.

After the fireball fell into the ocean, it was approximately five to ten seconds and he heard a thunder or rumbling come over the water.

He recalls a lot of boat traffic headed out toward the crash site shortly after the fireball and also recalls a 20 to 24 foot boat headed back into the inlet around the same time, but could not recall specifics about the incoming boat.

He related he did not call the Federal Bureau of Investigation (FBI) that evening to report his observation because when he returned home and turned on the news there were so many people calling in, he thought there must be plenty of witnesses. Then the next day when he was at work he spoke to friends about what he saw and they advised him to call the FBI. So he called the next day on 7/18/96, and spoke to a female Coast Guard Lieutenant who took his name and telephone number.

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/19/96 . Page 3

On 7/19/96, an FBI Agent named [REDACTED] from the Boston FBI Office, and two male FBI Agents came to his work location to interview him. After speaking with him they requested that he go to the East Moriches Coast Guard Station to relate his observations.

Background

Name: [REDACTED]
Date of Birth: [REDACTED]
Social Security Account Number: [REDACTED]
Home Address: [REDACTED]
[REDACTED] New York [REDACTED]
Telephone: [REDACTED]
Employment: [REDACTED]
Position: Accelerated Lab Technician
Fishing Friend: [REDACTED]
Home Address: [REDACTED]
Home Telephone: [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

On July 20, 1996, three locations were visited. The purpose of these visits was to record general sighting information from three (3) previously interviewed witnesses who, at these respective locations, made observations of Trans World Airlines (TWA) flight 800 and/or "a flare" which seemed to be launched in the general direction of TWA flight 800 at approximately 8:30 PM on July 17, 1996.

The three (3) locations visited were:

- (1) Rogers Beach, West Hampton Beach, New York (NY), for plotting observations previously reported by [redacted] 650
- (2) West Hampton Beach High School Parking Lot, for plotting observations previously reported by [redacted] 649
- (3) East side of Center Moriches inlet, end of jetty, for plotting observations previously reported by [redacted] 129

The personnel making these visits were: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; Suffolk County Marine Bureau (SCMB) - Deputy Inspector Douglas Matulewich, Police Officer Vincent Termine, Sergeant Charlie Gerlach; Suffolk County Police Department (SCPD) - Police Officer Ken Treder; Defense Intelligence Agency (DIA) Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

At the above locations, azimuth directions based on witness statements were taken by SCMB personnel using a GPS 45 Personal Navigator and a hand bearing magnetic compass.

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

Investigation on 7/20/1996 at West Hampton Beach, New York 265A-NY-259028-SUB 302

File # 265A-NY-259028

by SAs WILLIAM F. LYNCH
PETER C. CASAZZA, PAUL SHEA (PS:iaw)

Date dictated 7/20/1996 TC

1890

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEA

Date dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96, Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED]

645

[REDACTED]

East jetty, Moriches inlet.

643 129

[REDACTED]

[REDACTED]

Westhampton, L.I.

644
646
647

[REDACTED]

Deck of Rogers Beach,
Westhampton, L.i.

363

[REDACTED]

Dock on marina at Great Gun
Beach, Smith Point Park
Beach, Town of Brookhaven,
L.I.

641
642

[REDACTED]

Smith Point Park
Beach,..directly in front of
western-most steps on
boardwalk.

640

[REDACTED]

From his boat, approx. 1 mile
off shore from Moriches
inlet, East Moriches, N.Y.

648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96, Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

129
643

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

643
[redacted] residing at [redacted], Middle Island, New York 11953, telephone number [redacted], was telephonically contacted by Special Agent (SA) PETER C. CASAZZA on July 31, 1996, and advised of additional information he recalled regarding his recollections of the evening of July 17, 1996.

643 [redacted] advised that approximately one-half (1/2) hour prior to witnessing the fireball explosion over the ocean he recalled a loud formula type boat leaving Moriches Inlet. What brought his attention to this boat was the fact that it was so loud. It sounded as if there were no mufflers on it. As it left the inlet, it was going very fast in a southerly direction.

He estimated the boat was twenty-five - thirty (25-30) feet long and was dark in color, probably black. The boat had a small cockpit in the back and two male occupants. It had one or possibly two inboard motors.

643 [redacted] indicated that he could not recall any further details at this time, but that he mentioned this to his fishing friend, [redacted], who was with him that evening and STURIALE also recalls seeing the loud, sleek, fast boat.

643 [redacted] does not recall seeing the boat return to Moriches Inlet prior to them leaving at approximately 10:00 PM.

BACKGROUND:

Name: [redacted]

Date of Birth: [redacted]

Social Security Account Number: [redacted]

Address: [redacted]

Middle Island, New York -421

Telephone: [redacted]

Investigation on 07/31/96 at Middle Island, New York (telephonically)

2105
File # 265A-NY-25902S SUB 003

SA PETER C. CASAZZA/hrg

Date dictated 08/05/96

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265A-NY-259028

Continuation of FD-302 of

[REDACTED]

, On 07/31/96 , Page 2

Fishing Friend:

[REDACTED]

Date of Birth:

[REDACTED]

Social Security
Account Number:

[REDACTED]

Address:

[REDACTED]

Selden, New York 11784

Telephone:

[REDACTED]

2106

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted], Date of Birth (DOB) [redacted] residing at [redacted], Selden, New York 11784, telephone number [redacted], was telephonically contacted by Special Agent (SA) PETER C. CASAZZA on August 1, 1996, and advised of additional information he recalled regarding his recollections of the evening of July 17, 1996.

[redacted] related that on the evening of July 17, 1996, at approximately one-half (1/2) hour before he witnessed the explosion over the ocean, he recalls a very loud cigarette type boat leaving Moriches Inlet.

He and his friend, [redacted] were fishing off the east jetty of the inlet when the very loud noise coming from the engines of this boat drew their attention to it.

[redacted] described the boat as dark in color, approximately twenty-five - thirty (25-30) feet in length. It most likely had two inboard engines. The boat definitely had one and mostly probably two male occupants.

As it came through the inlet it stopped briefly at the mouth of the inlet for about thirty (30) seconds, then it accelerated at what appeared to be full throttle and took off very fast in a southerly direction.

He did not notice this boat return to the inlet prior to he and his friend, [redacted] leaving the jetty at approximately 9:45 PM. [redacted] indicated that GAGLIANO also took notice of the cigarette type boat.

Background:

Name: [redacted]

Date of Birth: [redacted]

Social Security Account Number: [redacted]

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

File # 265A-NY-259028 SUB CC3 -461

by SA PETER C. CASAZZA/hrg Date dictated 08/05/96

CC3

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265A-NY-259028

Continuation of FD-302 of MATTHEW GERARD STURIALE, On 08/01/96, Page 2

Address:

[REDACTED]
Selden, New York 11784

Telephone:

[REDACTED]

Fishing Friend:

[REDACTED]

Date of Birth:

[REDACTED]

Social Security
Account Number:

[REDACTED]

Address:

[REDACTED]
Middle Island, New York 11953

Telephone:

[REDACTED]

134

000085

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted] Pleasant, NJ, telephone number [redacted] was advised of identity of the interviewing Agents and the nature of the interview. Also present and assisting these Agents through partial interpreting was [redacted] thereafter provided the following information:

[redacted] stated his date of birth is 9/30/1969, social security number 144-86-2279, and that he is a deck hand on the fishing vessel [redacted] owned by his roommate's family, [redacted]

[redacted] advised that on the night of the airplane explosion, he was sitting on the hatch with [redacted] when the explosion occurred. They were fishing the waters off the East Moriches area and facing west at the time. [redacted] stated he saw a huge flare-like light in the northern sky at around nine or ten o'clock. This light was a reddish- orange color that at first seemed to have some movement to it, then just fall from the sky. [redacted] recalls this light falling in two stages next to each other that seemed to streak down into the water. Although not sure, [redacted] believes some of this streak burned brighter than the rest on the way down. [redacted] saw big black smoke rise from where this image hit the water.

[redacted] recalls hearing no noise from this explosion. He further stated that he saw nothing unusual in the area or in the sky that evening [redacted] saw no flares in the sky that night.

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

Investigation on 7/29/96 at Pt. Pleasant, NJ 265A-NY-259028-SUB

File # 265A-NY-259028 Date dictated 7/30/96 cc3

by SA Daniel J. McKenna

SA James Lamb 70

SEARCHED _____ INDEXED _____

AUG 20 1996

TC

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 7/25/96

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

TO DIRECTOR FBI/PRIORITY/

FBI NEWARK/PRIORITY/

BT

UNCLAS

CITE: //3540//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, 20 MILES
 SOUTHEAST OF HAMPTON, NEW YORK; JULY 17, 1996; AOT-IT-EOD;
 LEAD TW 2208; OO:NY.

[REDACTED] WAS ON
 HIS FISHING BOAT APPROXIMATELY 8:45 - 8:50PM ON JULY 17, 1996,
 JUST EAST OF FIRE ISLAND MOVING EAST. HE SAW A REDDISH
 "FLARE," ALREADY OFF THE SURFACE MOVING UPWARD IN AN EAST TO
 WEST DIRECTION WITH A SLIGHT ARCH. AFTER APPROXIMATELY 5
 SECONDS OR LESS HE SAW A WIDE ILLUMINATION LIKE A FIREWORK.
 HE SAW WRECKAGE (ORANGE-RED) FALL IN A "H" PATTERN. HE DIDN'T

CC3-35

265A-NY-259028-SUB

Approved: _____ Original filename: DET-350-207

Time Received: _____ Telprep filename: _____

MRI/JULIAN DATE: _____ ISN: _____

FOX DATE & TIME OF ACCEPTANCE: _____

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

OBSERVE ANY SMOKE TRAIL OR HEAR AN EXPLOSION. BETWEEN 8:45
AND 9:00PM HE OBSERVED A TUG BOAT WITH A FLAT BARGE MOVING
EAST TO WEST.

LEAD

NEWARK DIVISION AT NEWARK, NJ

INTERVIEW [REDACTED] REGARDING
OBSERVATION. PROVIDE RESULTS TO NEW YORK FLIGHTS LEAD TW
2208.

BT

138

00095

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

Lead Control #TW109

[redacted], born [redacted], Elizabethtown, Pennsylvania 17022, telephone number [redacted] was interviewed at the Greensboro, N.C. Resident Agency (Charlotte Division) regarding the explosion and crash of TWA Flight 800 near Long Island, New York, on the evening of 07/17/96. Upon being apprised about the nature of this interview, [redacted] furnished the following information:

It was determined that [redacted] is a pilot for East Winds Airlines and on the evening of 07/17/96, he was a member of a crew that departed Boston, Massachusetts enroute to Trenton, New Jersey. [redacted] served as the First Officer on Flight 507, while Captain [redacted] was the pilot of the aircraft. There were no other crew members in the cockpit.

According to [redacted] the course being traveled by "507" took them diagonally over Long Island, New York, as they descended from 24,000 feet to 16,000 feet. The route would then proceed along the south shore of the island as they made a descent towards Trenton, New Jersey. Once over the Hamptons (New York) [redacted] heard radio traffic that directed Flight 507 to alter its course. Inasmuch as [redacted] was checking various instruments in the cockpit when the radio transmission was received, he did not know their exact location when they changed courses; however, it must have occurred somewhere between Hampton and approximately twenty miles out.

[redacted] explained that it is very typical when flying over Long Island to receive course changes from the Air Traffic Control (ATC) Center. Thus, when Flight 507 was directed to change its course, [redacted] thought nothing of it and paid little attention as Captain [redacted] altered their course. He assumed that there was another airplane in the vicinity by the course change, but he did not notice any other aircraft in the sky or on the small radar screen in the cockpit.

Investigation on 7/18/96 at Greensboro, NC File # 265A-NY-259028 ^{CC3} _{Sub 302}

0954 by SA DONALD W. CAUSEY Date dictated 7/18/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/18/96 , Page 2

It was determined that the visibility was fairly good at this time of the day. Based upon subsequent media reports about the TWA explosion, [REDACTED] stated that it was approximately 8:35 p.m. There was sufficient light to see quite well as one scanned the sky; however, as one's eyes drifted toward the ground, it became darker and more difficult to see.

[REDACTED] reiterated he was looking at the instrument gauges and performing other tasks at this particular time. Therefore, his eyes were focused inside the cockpit when he heard [REDACTED] abruptly state: "What the hell was that?"

[REDACTED] immediately looked up and saw what appeared to be a ball of fire. The initial thoughts in his mind were that he was seeing a fireworks display, a shooting star or perhaps a meteor. These thoughts quickly dissipated and he recognized that this may, in fact, be an airplane. He then told [REDACTED] to call "Center" -- a reference to the Boston ATC Center, which had been monitoring Flight 507 from Boston. He recalled telling [REDACTED] "say something; you've got to say something."

[REDACTED] radioed the ATC Center in Boston, identifying himself as "Stinger Bee 507," and reported seeing a "large explosion over the water." There was no response from the ATC Center.

[REDACTED] urged [REDACTED] to re-contact the Center and advise they had seen a "large explosion falling into the water." Once this was communicated and before ATC responded, a Lufthansa pilot -- who also was in the vicinity of the explosion -- advised the Center that he, too, had seen the fire.

This corroboration resulted in an attempt by ATC, Boston, to communicate with TWA Flight 800. [REDACTED] stated he initially heard ATC ask: "TWA 800, how do you read Center?" There was no response, however.

ATC Center then attempted to contact TWA 800 again: "TWA 800, if you hear Center, ident."

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/18/96

, Page 3

As was the case in the previous attempts to make contact with TWA 800, there was no response heard. [REDACTED] believes the ATC Center requested TWA 800 to "ident" on at least four occasions, but nothing was heard from this aircraft.

When TWA 800 failed to respond, [REDACTED] stated that [REDACTED] re-contacted ATC Center, Boston, and said something to this effect: "I think that was TWA 800...that just blew up in front of us."

ATC Center, Boston, responded, "I think you're right."

[REDACTED] then closed the dialogue by saying, "God bless those people."

[REDACTED] stated he never heard a distress signal or a "MAYDAY" call from TWA 800. In fact, he never saw the plane until it had exploded and was burning in the sky before them; moreover, other than the request to alter their course, which would indicate another airplane in the vicinity, [REDACTED] was not aware of the existence of this aircraft.

In essence, [REDACTED] claimed his knowledge is limited to seeing the fiery remains of TWA 800 falling from the sky. He guessed that at the time of the explosion, TWA 800 was approximately fifteen miles or less directly in front of them. [REDACTED] noted, however, that when he first observed TWA 800, he could not determine whether this airplane was approaching or heading away from them. Captain [REDACTED] according to [REDACTED] was the only person in the cockpit to know this information and, most likely, he was the last individual to see TWA 800 before it exploded.

After TWA 800 exploded, burned and fell from the sky, [REDACTED] stated that the course of his airplane took them directly over the fiery rubble in the ocean. He noticed gray and black smoke, almost in a vertical position from the sky to the ocean. He did not recall observing any smoke drifting horizontally in the sky -- a scenario which may have indicated that TWA 800 was afire and burning prior to the explosion.

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/18/96

. Page 4

His best recollection is that once TWA 800 fell from the sky, it took only about two minutes or less before his aircraft passed over the wreckage in the ocean. [REDACTED] opines that the East Winds Flight 507 was somewhere between 16,000 and 17,000 feet in a descending pattern, while TWA 800 was beneath them but climbing at the time of the explosion.

After viewing this incident and having time to collect his thoughts about the tragedy, [REDACTED] stated he and [REDACTED] engaged in conversation about what they had just witnessed. [REDACTED] recalls that [REDACTED] mentioned seeing on the horizon, some fifteen to twenty miles away, what appeared to be two landing lights. [REDACTED] described these lights as being very close together, causing him to think that these were the landing lights of a small aircraft such as a Lear Jet. He remained focused on the lights for what seemed to be about a minute, and then the explosion occurred. ([REDACTED] stated he believes at some point after seeing these lights on the horizon, [REDACTED] turned on the "507's" lights to better illuminate their aircraft for other airplanes in the vicinity.)

When [REDACTED] related this story to [REDACTED] and it was later determined that the airplane in question turned out to be a 747 Jumbo Jet, one of the largest in the sky, [REDACTED] advised he immediately speculated that TWA 800 was already on fire before it exploded and fell from the sky. In essence, since the configuration of these lights on the horizon was very unusual, what [REDACTED] observed could have been the early stages of a fire aboard TWA airplane and not landing lights.

[REDACTED] added that it is the practice of East Winds Airlines to turn off landing lights once you have ascended to 10,000 feet. When it was learned from the news media that TWA 800 exploded at approximately 13,000 feet, it begs the question as to why these lights remained on. He conceded that TWA operational procedures may be different and this could account for lights seen on the horizon by [REDACTED]. This fact notwithstanding, [REDACTED] considers [REDACTED] observation to be highly unusual and he, therefore, believes it is critical for the FBI and the NTSB to interview [REDACTED] about what he saw.

5A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/18/96 , Page 5

[REDACTED] reiterated that his knowledge of the TWA incident is very limited and that [REDACTED] should be interviewed at the earliest possible time. When asked if other crew members or passengers could have witnessed the explosion, [REDACTED] advised it was impossible for others to view because it had occurred directly in front of the nose of the East Winds plane. Furthermore, once TWA 800 had fallen out of the sky, East Winds 507 passed directly over its fiery remains; thus, no one in the passenger compartment, including other crew members, would have been in a position to view the explosion.

At the conclusion of the interview, [REDACTED] advised he would be available for a follow-up interview should the need arise. To contact him in the future, [REDACTED] recommended calling the East Winds Director of Operations, [REDACTED] for his current location. [REDACTED] and his wife are in the process of relocating to the Virginia Beach, Virginia area, and he does not have a forwarding address at this time.)

He also recommended that representatives at the ATC, Boston, be contacted for additional information such as East Winds' coordinates at the time of the explosion, voice recordings between ATC and Captain [REDACTED] leading up to and after the explosion, and any other pertinent information that may be available regarding their flight.

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000101

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

Captain [redacted] Pilot, Virgin Atlantic, was contacted regarding any information he may have regarding the crash of TWA flight 800.

[redacted] advised that he was bringing in Flight 009 on the evening of July 17, 1996. He was coming in from the north when he saw what he believed to be a fire off to his left hand side. [redacted] claimed that he had no clear horizon and that he had a black background. However, he did see the fire on the sea, and [redacted] believed it was a boat, but felt that it was unusual to see smoke at 8000 feet.

At the time he spotted the flames, his aircraft was 6 or 7 miles away. [redacted] claimed that no one was saying it was a plane over the radio.

[redacted] advised that he was the first person in the cockpit to spot the fire.

[redacted] added that he has been flying for 42 years, and the plane that he brought in was a 25 year old 747. [redacted] believes that what he saw was not a plane malfunction because there was no horizontal component to the fire. He felt that it was a catastrophic occasion in the extreme to make a plane stop in midair and fall straight down.

[redacted] can be contacted through Virgin Atlantic, London, England, 011 44 129 3747870.

Investigation on 7/20/96 at Queens, New York (telephonically)

File # 265A-NY-259028 CL3-9

by SA MARY ELLEN BEEKMAN MEB:mfw Date dictated 7/22/96

0960

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/1996

at [REDACTED], date of birth, [REDACTED] residing at [REDACTED], Apt [REDACTED] New York, NY 10023; telephone number [REDACTED], of [REDACTED] Ashiwo, Thetford, Norfolk, IP 257BB, England; telephone and fax number [REDACTED] [REDACTED] was advised of the identity of the interviewing agents and the purpose of the interview. She then furnished the following information:

[REDACTED] was a passenger on Virgin Atlantic Airways Ltd. Flight 09, a 747, from London to JFK International. She is a private pilot with approximately 108 hours of first pilot time and interested in flying. During the flight, she visited the flight deck and was invited back to observe the approach and landing. While sitting in the jump seat in anticipation for the approach, [REDACTED] saw what she described as an orange-white "flare" light (see attached drawings) which ascended slightly before it "bulged" and descended downward. [REDACTED] stipulated that the "flare" gave an indication that it appeared to be going slightly back, as if it was changing directions and going back on itself. She did not recall seeing any smoke. [REDACTED] likened the ascent/descent to a "roller-coaster" with the ascent ending with what appeared to be a "big bang" followed by the descent. She advised that "it seemed all integral", transitioning from ascent to descent in a fluid motion. The flare streak remained relatively the same width with the exception of the budge and final explosion with the flare "wiggling" to the surface. Sparks appeared about the bulge and fell towards the surface. [REDACTED] estimated that she observed the ascending light for approximately three seconds and the descending one for approximately ten seconds. Finally, [REDACTED] observed this through the first pilot's left rear window as depicted in the drawing (see attached).

[REDACTED] advised she said to the "Navigator", "what in earth is that" when she observed the incident and was sure that both he and the "Captain" had observed some elements of the incident. She was sure that the "Navigator" had observed much more than the "Captain", however due to his being occupied with the approach. The elements of their conversation would likely be available on the flight deck recorder of Virgin Atlantic Airways Ltd. Flight 09.

Investigation on 7/22/1996 at New York, NYFile # 265A-NY-259028by SA Randy N. Pope
SA William J. LogalloDate dictated 7/23/1996

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265A-N-200028

Continuation of FD-302 of [REDACTED]

, On 7/22/1996 , Page 2

[REDACTED] was not sure what their heading was enroute to JFK, but felt that they were flying over a Long Island Beach and were headed generally in a westerly direction. She seemed to vaguely recall that the pilot referenced an approximate distance of six miles and she believed his reference to be from the coast line to the "flare".

[REDACTED] advised that it was dusk, with a "lovely sunset" occurring out her right window. Out the right side of the aircraft she recalls some cumulus clouds and to the left, everything appeared to be clear. The area around Manhattan was quite hazy though. There was a "wonderful red/pink sky" towards Manhattan.

[REDACTED] advised that there were several other aircraft in the area but did not know if they were depicted on the aircraft radar scope. She did note that one of the aircraft called out by center was "too close" just prior to the "flare" incident.

[REDACTED] advised that a friend of hers, a prior Harrier pilot, had crashed a P38 Lightning on Sunday at the Duxford, England "Flying Legend Show" just four days prior to this incident. She had observed that accident as well. The fireballs in both incidents had the "same colors exactly".

[REDACTED] advised that other passengers aboard their plane may have seen something as well, especially those sitting on the left side of the plane.

[REDACTED] advised that the First Pilot of the Virgin Atlantic Airways Ltd. Flight 09 was:

[REDACTED]
2nd Floor, Ashdown House, High Street,
Crawley, West Sussex RH10 1DQ
Tel: [REDACTED]
Fax: [REDACTED]
Tlx: [REDACTED]

He had a "non-excitabile" personality. She did not get the name of the Navigator, but noted that he had a "Birmingham accent".

FAX TO SPECIAL AGENT RA

FAX NUMBER 212 554 2926

FROM VICKY SIMS

PHONE & FAX NUMBER - 212 765

NUMBER OF PAGES INCLUDING THIS 3

SUBJECT: THE FLIGHT

NY 259 028

Dear [Name]

I am sure that the best I
can do is to give you a rough idea of what I
know. I realize that my memory
is not accurate. I do think that
details of the flight were not from
the Virgin Atlantic captain - I might have
misheard.

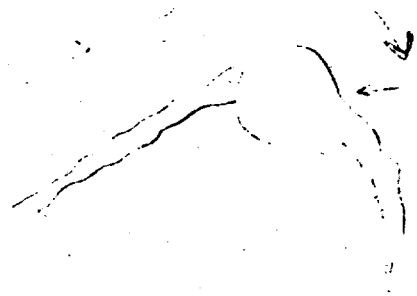
All the best

2435



NY TWA FLIGHT TO SEC Case no 268-A - NY
Victim shown - seen from flight deck
202 405 3070

orange - 11/11/96 flight



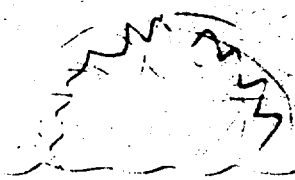
slightly
faint

✓

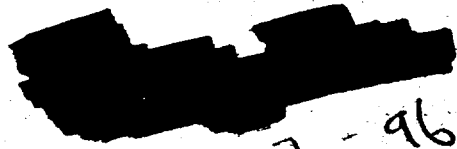
✓

✓

all of
sparks
(hazy
memory
of these)



sec



22 7 - 96

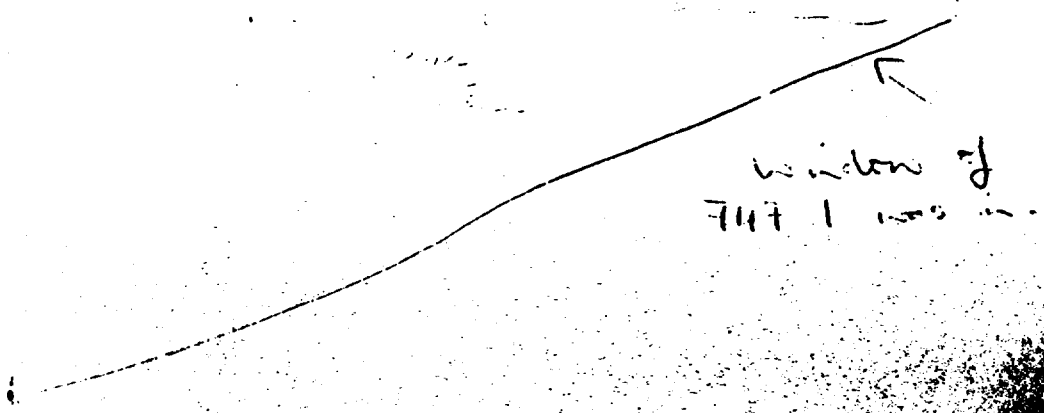
2436

... The Flight Recorder ... 260A - NY -
... VICKY SHAW - ... from ...
(212 465-3210) ... Virgin (89) Atlantic



22-7-96

00107



NO. I LOOKED TOWN on the "floor" - you'll
be able to find out the height of our 747
from the Captain Mike Tranden - and/or the
Flight Recorder. My picture looks as if we were
parallel - it's just that I can't draw it
to scale or even better - but we were

2437

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/97

On July 14, 1997, [redacted] residing at [redacted] Shirley, New York, [redacted] was interviewed by the below [redacted] Special Agents at the Mastic Beach High School, Mastic Beach Road Mastic Beach, New York. After [redacted] was advised of the identities of the interviewing agents and the nature of the interview, she then provided the following information:

On the evening of July 17, 1996 [redacted] was walking around the high school's track with her friend [redacted] when she first noticed a plane in the sky traveling right to left. (It should be noted that the events [redacted] is about to describe occurred at a 45 degree angle further east than the description of her walking partners') She then saw an object angle to the right with a bright orange glow with a white streak behind it. (The point which [redacted] identified as the point of origin, using a GPS System, was later determined to be N 40 degrees 46.778 minutes, W 72 degrees 51.219 minutes.) She then lost sight of the streak because of the clouds. [redacted] described this streak as "taking off like a rocket". She thought at first that she saw fireworks but then changed her mind and said "no way it was a missile". After the clouds parted she saw a bright orange fireball, more than doubled in size, which broke shortly after into two pieces. It fell straight down behind the tree and building line. She heard no sound prior to the event nor did she "feel" any thunder.

From [redacted] position at the time of the event, using the ground at the horizon line and a ruler to measure, the streak she saw was at the 1 inch mark, while the fireball was at an 45 degree angle from the horizon. [redacted] arm length measures 24 inches.

265A-NY-259028-SUB

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CC1

DA

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 11 1997	
FBI - NEW YORK	

Investigation on 7/14/97 at Mastic, New York

File # 265A-NY-259028

Date dictated 7/20/97

by SAs Pamela A. Culos and Theodore Otto

0996

145

00117

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] Central Islip, New York (NY) 11722, telephone [redacted], Date of Birth, [redacted] was advised of the identities of the interviewing Agents and the nature of the interview. She then provided the following information:

On July 17, 1996, [redacted] was visiting a friend at [redacted] Bayshore, NY. She was sitting in the house by a second story window looking out towards the ocean just about dusk. [redacted] stated that she saw a plane and noticed an object spiraling towards the plane. The object, which she saw for about one second, had a glow at the end of it and a grey/white smoke trail. [redacted] stated she saw the object hit the plane and then the object headed down toward the ocean. She could not be sure where the object hit the plane, but said it could have been the side or near the back. She heard a loud noise and saw an explosion just as the object hit the plane. The plane dropped towards the water and appeared to split in two pieces. A few seconds later, she heard another explosion. [redacted] stated the explosions were so loud they shook the house. She stated after the two explosions, the sky turned a green color.

[redacted] pointed out the position of the plane using two large trees located across the street from the house she was in. She stated the plane was just a little over the tree line just about directly over the house which is facing in a southeast direction.

Investigation on 7/24/96 at Long Island, New York

265A-NY-259028-SUBCC1

File # 265A-NY-259028
by SAs PAUL VALENTINE/ [signature]
NICK J. PINDULIC/PV/jxs

Date dictated X/26/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
NEW YORK	

0822

392

145

000118

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

[redacted] Date of Birth, [redacted]
 residence, [redacted] Central Islip, New York 11722,
 telephone number [redacted] was recontacted at the home of a
 friend residing at [redacted] Bayshore, New York, to obtain
 azimuth directions for her observations on July 17, 1996, of
 Trans World Airlines (TWA), flight 800, which were reported in
 previous July 23, 1996, interview by Federal Bureau of
 Investigations (FBI), Special Agent's (SA's) VALENTINE and
 PINDULIC. [redacted] was taken to the location of those observations
 in the living room at [redacted], by a large window, where
 she 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, PETER CASAZZA, WILLIAM F. LYNCH.

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

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CC1 -

Investigation on 7/30/96 at Bayshore, New York
 File # 265A-NY-259028
 by SA'S WILLIAM F. LYNCH JR, PETER CASAZZA
PAUL SHEA (PS:gmo) Date dictated 8/1/96

me 2/12/97
148
gll

0655

(X) SA SEP 24 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/25/97

¹⁴⁵ [redacted] Bayshore, New York. Also present during the interview were [redacted] and

²⁶⁸

After being advised of the official identities of the interviewing agents and the purpose of the interview, [redacted] then provided the following information:

¹⁴⁵

On July 17, 1996, at approximately 8:00 or 8:15 p.m., [redacted] and [redacted] were doing homework in [redacted] house at [redacted] Bayshore, NY. The house was located eight miles inland from the southern shore of Long Island, NY. [redacted] and [redacted] were sitting on the couch in the living room, and there was a large window in back of the couch. The living room was on the second floor of the house. [redacted] was sitting on the east end of the couch facing west, and [redacted] was sitting on the west end of the couch facing east.

²⁶⁸

The day was clear, the sun was setting in the west and the sky was light blue.

¹⁴⁵ [redacted] was looking out the living room window over the tree tops in back of the neighbor's house across the street. She noticed a plane coming from the south east. The plane appeared to be one quarter inch in length. (During the interview, a standard ruler was utilized to determine measurements in inches.) She could see the outline of the plane. The plane was traveling east to west in the normal travel path of planes coming from MacArthur/Islip Airport. The plane appeared light grey/silver in color, and the sun was reflecting off of it.

At the same time she saw the plane, [redacted] also noticed an orange flare to the right of the aircraft. The flare was moving slowly and was smaller than the plane. [redacted] could not recall in which direction the flare was moving, however she motioned with her hands from right to left in an upward direction when referring to the flare. [redacted] further described the flare as a "fire rocket."

She then heard and saw the plane explode. The explosion was small, appeared to be five inches in diameter and

Investigation on 6/20/97 at Bayshore, New York

File # 265A-NY-259028 OC 1-643 Date dictated 6/25/97

by SA CHRISTINA GUST and SA STEVEN A. BONGARDT (CG:cq)

~~268~~ 2398

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 6/20/97

Page

2

was reddish/orange in color. The flare came down from the small explosion. [REDACTED] could still see the plane, and stated that the plane continued moving east to west for a short time after the initial explosion. The initial explosion moved from left to right and grew larger. It then went down slightly but was still visible above the tree line.

[REDACTED] commented that she remembered the small explosion as yellow/light yellow in color. [REDACTED] also advised [REDACTED] that she saw an orange flare to the right of the first explosion. [REDACTED] stated that the flare was shaped like a tear drop, and she could not recall if the flare had a trail. [REDACTED] was also unsure of the speed of the flare.

Both [REDACTED] and [REDACTED] had never seen a flare prior to July 17, 1996.

[REDACTED] then heard and saw a larger, second explosion. The second explosion was twice as loud as the first. In addition, the second explosion was made up of many colors, and it was visible in the entire sky in back of the neighbor's house across the street. The explosion "looked like a rainbow". It was light green, then yellow and then orange. The second explosion then moved downward and faded.

Both explosions were so loud that they shook [REDACTED] house, including the pictures on the walls. [REDACTED] mother, [REDACTED] came upstairs and asked if [REDACTED] was alright. [REDACTED] thought that [REDACTED] may have fallen, thereby causing the noise and the shaking of the house.

The initial explosion lasted for five seconds. [REDACTED] stated that it was as if they were "in the movie theater." [REDACTED] further stated that although the explosion was similar to thunder, it was "very loud", "louder than thunder", and it hurt her ears. [REDACTED] also advised that the pictures in the house "rattled", and that it felt like an earthquake.

[REDACTED] advised that the entire event lasted approximately three seconds. [REDACTED] believed that the event lasted sixteen seconds. When timed by interviewing Agent BONGARDT, [REDACTED] described the sequence of events in fifty-seven seconds, and [REDACTED] described the events in fifteen to sixteen seconds.

During the interview, [REDACTED] and [REDACTED] each drew a picture of the event. A copy of each picture is attached hereto, and the originals are contained in 1A envelopes.

265A-NY-259028

Continuation of FD-302 of [redacted] . On 6/20/97 . Page 3

When [redacted] looked at the clock after the event, the time was 8:25 p.m. *MS*

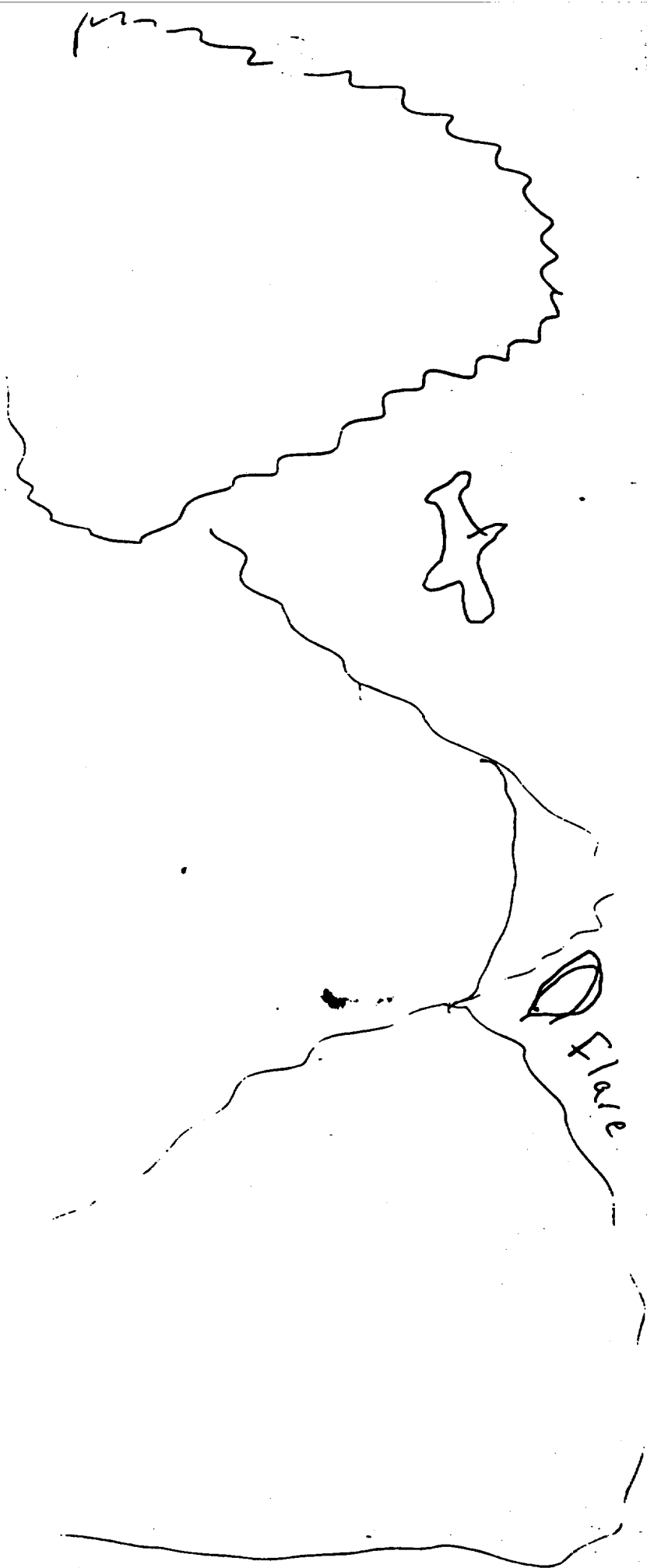
MS At approximately 8:45 p.m., [redacted] told [redacted] and [redacted] that she had seen the event on television. *MS*
MS [redacted] telephoned the Federal Bureau of Investigation a few days later.

The following is descriptive information for [redacted]

[redacted]

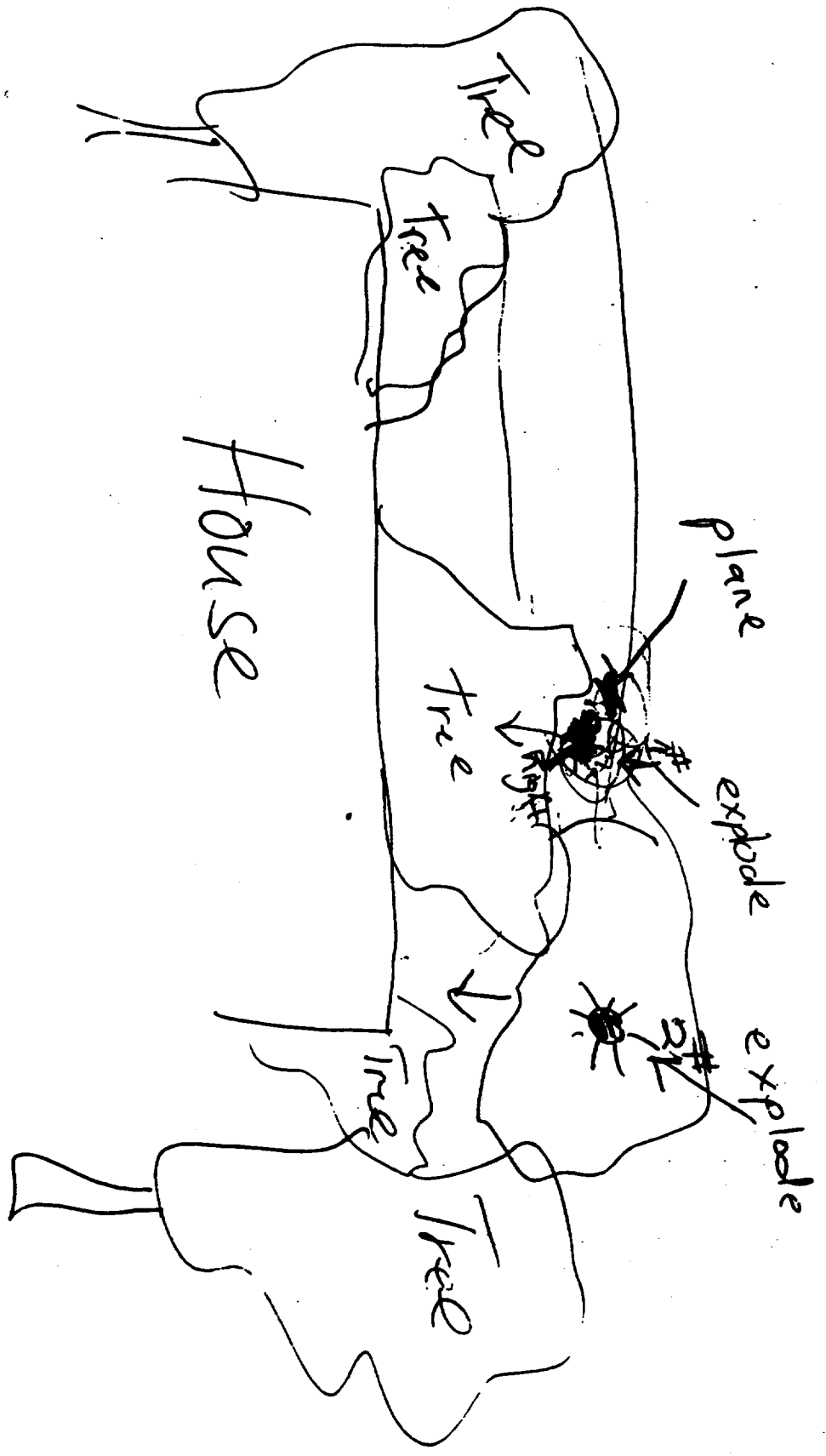
[redacted]

000122



1042


 6/20/91



2402



2402

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000125

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/97

On July 14, 1997

[redacted] Shirley, New York was interviewed by the below listed Special Agents at the Mastic Beach High School, Mastic Beach Road, Mastic Beach, New York. After [redacted] was advised of the identities of the interviewing agents and the nature of the interview she then provided the following information:

On the evening of July 17, 1996 [redacted] was walking around the high school track with her friend [redacted] when she noticed a plane traveling west to east in the sky. She took her eyes off the plane, while she was talking to [redacted] and when she looked up again she saw a bright white light, with a dot of orange like the head of a flare and an white smoke trail, which looked like a flare going backwards, in place of the plane. It made no sound. She turned to [redacted] and stated, "what the hell's that? I just saw a plane and now it's gone, I saw someone die." They continued to walk at an irregular pace. She then saw a big, gigantic fireball, which she equated to an explosion, at which time it broke up in two. The second looked like a little orange ball. After a few seconds she saw them drop behind the tree line, and afterwards, black smoke lingered in the air. After the fireball dropped behind the tree line, [redacted] walked approximately a sixteenth of a mile before "feeling" the rumble of thunder which lasted for a couple of seconds. [redacted] first reaction to the event was that she just witnessed the plane, which she saw only moments earlier in the sky, explode. At anytime during this whole event, did she see an object heading to it.

From [redacted] position at the time of the incident, using the ground on the horizon as a base and a ruler for measurement, she was able to estimate the white light with the dot of orange at 9 inches, the smoke trail was between 3 and 4 inch mark, and the big explosion between the 2 and 3 inch mark. [redacted] arm length is 26 inches long.

She felt as though something had caused a small explosion first and had described the incident as looking like the space shuttle explosion.

Investigation on 7/14/97 at Mastic, New York

File # 265A-NY-259028 CCI-640 Date dictated 7/20/97

SAs Pamela A. Culos and Theodore Otto

by 0

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265A-NY-259028

AB:dxa *AK 8-14-66*

531
 On July 21, 1996, at approximately 4:17 p.m., Detective ARTHUR BUKOWSKI and STEPHEN JENSEN of the Suffolk County Police Department interviewed [REDACTED], Date of Birth: [REDACTED] of [REDACTED] Southampton, New York *147* 11968, telephone number [REDACTED] and [REDACTED], Date of Birth: [REDACTED], [REDACTED], Southampton, New York 11968, telephone number [REDACTED]. The witnesses advised as follows:

On July 17, 1996 at approximately 8:30 p.m., the above witnesses were in a boat along with five other persons on the Peconk Bay at the end of the bulkhead of the Harbor Cove Inn.

531
 Facing westbound, [REDACTED] states that she observed a flare shoot upward from the water, ascend with a bright orange-red glow skyward and at its apex, burst into numerous orange red flames. The flare had a very large orange red tail. *531* [REDACTED] advised that her boyfriend, [REDACTED] also watched the flares ascend. *147*

[REDACTED] advised that the flare descended into numerous red flames. Neither heard any noise. *531* [REDACTED] believes she was approximately thirty miles away, while [REDACTED] believes he was five or six miles away. *147*

265A-NY-259028-SUB *CC3-355*

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/97

On July 1, 1997 at approximately 6:00 p.m., Special Agents (SAs) RICHARD S. KARNIEWICZ and M.L. LIEBER, of the Federal Bureau of Investigation (FBI), conducted an interview of [redacted] at his residence, located at [redacted] Southampton, New York 11968, [redacted]. After being advised of the nature of the contact, [redacted] provided the following information:

(13)
RSK

[redacted] who is a Suffolk County Police Officer (SCPO), advised that he was reluctant to meet with FBI personnel for he did not want any further attention drawn to him with regard to what he allegedly witnessed on the night of July 17, 1996. According to [redacted] unbeknownst to him, the media somehow learned that he witnessed what eventually was discerned to be the explosion of TRANS WORLD AIRLINES (TWA) Flight 800 and as a result, attempted on countless occasions to contact him for purposes of gleaning a story. [redacted] advised that besides the (SCPOs) who interviewed him a few days following the explosion, no one else was aware of what he witnessed. [redacted] was advised by the interviewing Agents that in no manner was the information he initially provided forwarded to the media by the FBI and that confidentiality is one ideal strictly adhered to.

[redacted] stated that his account of what occurred on the evening of July 17, 1996 is minimal since one year has already passed.

[redacted] advised that on the evening of July 17, 1996 (exact time unknown), [redacted] his girlfriend [redacted] friend [redacted] and four (4) other individuals (unidentified) left the PECONIC MARINA, which is located on Noyac Road in Southampton Township, in a boat owned by [redacted]. According to [redacted] the boat was set on a north-northwesterly course heading towards Robbins Island. [redacted] and his party were heading towards Robbins Island to have dinner at the GALLEY-HO RESTAURANT.

While enroute (exact time not known), [redacted] advised that his girlfriend sighted an object (unidentified) in the sky approximately forty-five (45) degrees east of their heading, in the direction of the Shinnecock Inlet just above the tree line at

Investigation on 7/1/97 at Southampton, New York
File # 265A-NY-259028-CC1-639 Date dictated 7/12/97
by SA M.L. LIEBER/RSK/emf
SA RICHARD S. KARNIEWICZ/RSK/emf

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/1/97

Page 2

Robbins Island. [REDACTED] stated that he looked in the direction and saw what he described to be a long, wide flame, orange-blue in color, resembling a sternal flame. According to [REDACTED] the flame appeared stationary for a matter of a second and burned itself out. [REDACTED] advised that the flame appeared to be approximately four (4) - five (5) miles away. He estimated that the time frame from the moment he observed the flame to the moment it burned itself out took approximately one (1) second. [REDACTED] did not hear any sounds associated with what he observed.

[REDACTED] advised that he was certain that what he observed was fuel burning and noted that he was familiar with burning fuel through his experiences as a motorcycle racer. He initially thought that the flame was attributed to a boating accident.

[REDACTED] had no further information to provide at this time.

The following is biographical information for [REDACTED]

[REDACTED]

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000133

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[redacted] was interviewed at his residence [redacted] East Moriches, New York by SA WILLIAM HANSEN, Federal Bureau of Investigation (FBI) and Detective MICHAEL CALVIN, 6th Squad, Suffolk County Police Department (SCPD), who advised [redacted] of their identities by the showing of credentials, and informed [redacted] the purpose of the interview concerned a complaint he telephoned in. [redacted] thereafter provided the following:

[redacted] advised he was standing on the back porch of the Westhampton Yacht Squadron Limited, Shore Road, Remsenburg, New York, [redacted] with about 30-35 other people. [redacted] indicated at about 8:15PM-8:30PM, on July 17, 1996, he was facing south looking out over the bay when he observed a red/orange flare/glow in the sky. [redacted] stated he and a group of others watched the flare for a short period of time. The flare drifted downward until it was close to the horizon, when a tongue of fire, smoke and haze appeared. A secondary flame closer to the horizon appeared a second later.

[redacted] advised he did not see the whole trajectory of the flare, but indicated it was going straight away from him, and toward the horizon.

[redacted] indicated [redacted] and [redacted] and a child observed the incident.

Investigation on 7/19/96 at East Moriches, New York

File # 265A-NY-259028 KCC1-630

by SA WILLIAM HANSEN meg
DET. MICHAEL CALVIN (SCPD) mc

Date dictated 7/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] Davis Park, Fire Island, New York. [redacted] after being advised of the nature of the interview and identity of the interviewing agent and Suffolk County Police Detective provided the following information:

On July 17, 1996, at approximately 8:30 to 9:00 p.m., [redacted] was on the front porch retrieving some towels, she stated she saw a glint in the sky, the shape or size of a dime, which she thought was a plane. She stated that the plane was going perpendicular to the beach.

[redacted] stated that two seconds later, after she bent down, she heard a boom and then she saw a puff in the sky, which seemed like a malfunctioning firework, it was reddish in color, but did not seem like flames.

At approximately 11:15 p.m., [redacted] using binoculars, saw activity on the water from her house. She had no further information.

Investigation on 07/19/96 at Fire Island, New York
File # 265A-NY-259028 - CC1-629
by SA JOHN HUI
SCPD Detective MIKE PITTS (JH:dp) Date dictated 7/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7-23-96

[REDACTED] e, Hastings-On-Hudson, New York, was interviewed at her residence. After being advised of the identities of the interviewing agents and of the nature of the interview, she provided the following information:

[REDACTED] was vacationing with her family at her father's Fire Island beach house, located at [REDACTED] Davis Park, New York, on 7-17-96, when she witnessed an unusual occurrence. At approximately 8:30 pm she had just finished getting her children ready and into bed. Sometime shortly after that she went out onto the deck to retrieve some towels. It was close to dark and the sky was a clear blue gray hue. The sun had just gone down. The deck is about twenty two (22) feet above the level of the beach below and the house is the eastern most in Davis Park. It faces directly south and there are no obstructing buildings or objects when looking east down the beach. There were no other people on the deck or in the vicinity, to her knowledge.

As she was on the deck retrieving the towels, her attention was drawn to an unusual movement in the sky. She turned to her left looking straight east and noticed an unusual object travelling at high speed from north to south. She was drawn to it by its unusual characteristics and she therefore watched it travel across the sky. [REDACTED] described the object as being cylindrical, tubular and bullet shaped. Having no apparent wings, except perhaps, a small vertical shape at the rear, it did not appear to be any kind of passenger airplane. It had no vapor trail or smoke behind it and no flame was seen from the rear (although there may have been a vague "whiteness" at the rear), it moved more quickly than any plane from north to south, low above the horizon at an almost flat trajectory, but was travelling slightly up. It was shiny and silver, like a dime, but at times had a blue gray shadow like a plane. It had no windows and no apparent place for a pilot to sit, but was one continuous smooth shape with a blunt nose. It didn't have a pointy front, but rather the front "melted into the shape" of the object. It was thick and had substantial mass. It was longer than it was thick by about four times and was not skinny but

Investigation on 7-23-96 at Hastings-On-Hudson, NY

File # 265A-NY-259028 *sub cc SH 63*
 by SA STEPHEN B. HESSINGER
SA JOY ADAM

Date dictated 7-23-96

86EA-NY-259028



7-23-86

thick, like a commuter plane would be. She alternately thought that maybe it was a plane, but that she couldn't see the whole plane. It looked like the midsection of a commuter plane, however there was no front nor back to it. Normally she does not pay attention to planes, because they are so common to see in that area. It occurred to her that it had no projections on it, like wings, but why would there be such a huge bullet hurtling through the sky? She was trying to make sense of it. It was not a two seater, because it was cylindrical. It first entered her mind that it must just be a plane from Long Island airspace. She never thought it was a UFO, although it was unusual. It looked like it was all steel and too fast for an airplane. It came from "behind, the beach" and already had altitude when she saw it. There are no houses blocking her view, because they were all washed away by Hurricane Felix last year. She considered that maybe the object had come from Fire Island, but Fire Island is too narrow for planes to take off. In her thirty seven years, she had never seen anything like this. If it was a plane, it was flying too low for the speed at which it was flying. Usually small planes do not fly at that altitude in that area.

She followed the object for approximately 2 or 3 seconds when she then noticed a large commercial airliner which appeared to be travelling at the same altitude, "just stop" and begin to disintegrate. She could see straight up "the spine" of the plane, which headed directly east. The object headed toward the side of the plane, directly south. She had been only vaguely aware, prior to noticing the object, that an airliner was visible. When she first actually looked directly at the airliner, it had already begun to disintegrate. It simply "stopped" at that moment.

It was a "frozen" moment. As the plane came apart, its nose turned up and to the right. She thought it was odd that she could see windows on the top right side of the front of the plane, even though she had previously been able to see only along its spine. It was a 747, she knew, because it had a bump on the top. At first, "fissures" developed all over the plane, particularly showing the passenger windows on the top of the plane's bump and the cockpit. There was no "fiery explosion", like in the movies. Flames did not come out. The front was carried forward and arced down with its momentum. The right wing seemed to stay with the front of the plane. There was a crater on the left side along the top of the plane, just behind the left wing. A portion of the left wing began to fall separately down, yet forward with momentum. The tail section fell backward. There was "blackness" in the rear. All of the pieces seemed to fall

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Continuation of FD-302 of [REDACTED]

On 7-23-96, Page 3

"gracefully" down and widening, leaving a cloud in the sky. There was no bright fireball, but rather, an orange red glow from the top left area behind the left wing. There was momentarily, a black crater there. It was breaking "like a toy". She noticed that the top of the plane was blue, while the body was white. She did not see the planes engines.

She heard a loud drawn out "BOOM", which took at least a full second to reach her after she saw the plane break apart. It occurred to her that the sound might be an explosion from a car backfiring in an auto shop or maybe from fireworks. However she realized it could not be a car as Fire Island has no cars. The sound had "timbre" to it. Still, it is not unusual to hear sonic booms and fireworks in that area. Most of the visual observations of the plane's initial destruction preceded the sound. She heard the sound as the front of the plane turned to the right. The only explosion she ever saw was the one behind the left wing. It was not a outward flash, but an orange color, which went down with the rear of the plane. It was sustained.

There was red and black from the rear of the plane. Smoke was curling in the air and there was "stuff" (debris) falling from the rear. There were more "complicated" events occurring at the point of the crater behind the left wing, such as redness and orange. As the plane fell, she lost track of it as it went below the horizon. She tried to follow it with her eyes as she continued to lean down to pick up her towel. As the sky darkened, a big black cloud remained, like smoke.

Because of the sound of the surf, she cannot be sure of the number of explosions she heard, but the visibility was excellent and she was looking directly at the object which caught her eye", because of its movement.

During this interview [REDACTED] drew several sketches as she described details of the event. She also [REDACTED] to provide photographs of the [REDACTED] from the deck [REDACTED] she has them developed.

[REDACTED] drew three (3) drawings. Drawing #1 is an overhead view showing the relative position of her [REDACTED] to the beach. Drawing #2 is a horizontal easterly view from the deck, showing the object in flight and how the plane [REDACTED] it was apparently hit. Drawing #3 shows the fracture points of the plane as it disintegrated. These drawings are in a 12" envelope.

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Continuation of FD-302 of [REDACTED]

On 7-23-96, Page 4

[REDACTED] demonstrated the relative positions of the object and airliner with her fingers, keeping her eyes closed, as she recalled the event. Holding her hands at just short of arms length, she held her fingers apart to show the length of the plane and the length of the object. Her left fingers were about an eighth of an inch apart (representing the object) and her right fingers were about an inch apart (representing the plane). She held the plane at a right angle to the object, separating her hands by about five inches. This was to demonstrate the moment that she first could see both the object and the plane.

She demonstrated the time sequence with her fingers, as she was timed with a wristwatch. She advised that her eyes were following only the object at first, but shifted to the airliner as it came into focus. At that second, ("a snap") the airliner began to come apart. The object disappeared. Her eyes were then on the plane, which seemed to "stop" in the sky.

Although she had clearly seen a mishap, she was not completely sure she hadn't seen some sort of optical illusion, so she went about finishing her chores, until about 10:00 PM, when a neighbor told her that the television news had been reporting an airline crash off of Long Island. That is when she thought, "Oh that's what I saw". On some level, she was aware that what she had seen was related to the crash, but she is a very cautious and shy person and simply did not wish to think about this event as being the crash.

After watching the early news reports on her neighbor's TV, she walked onto the deck again. With binoculars she could see boats, emergency lights and fire on the horizon. There were newspeople in the area of the house. The TV news reports described bodies being found and that there were other people. She felt a little in shock. She is a shy person, and she was about the event. Her mind kind of went blank about the event. It had all seemed surreal to that point. She thought she would believe she had imagined her observations, but she didn't believe them.

At some time before noon on the following day, she became very depressed as she thought about what she had witnessed, so she telephoned the FBI to advise as to what she had seen. She believes she was unconsciously blocking out part of her memory of the event during this first phone call and a second call from an unknown FBI employee, because she did not recall then that she had seen an airliner - only that she'd seen a

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Continuation of FD-302 of [REDACTED]

, On 7-23-96 , Page 5

silver object and an explosion. She had forgotten to provide her home address and telephone number to the individual who had taken the first call so she did provide it to the second person, who had called her at her fathers' house.

She became more and more depressed during the weekend realizing she had seen people dying. On Sunday, 7-21-96, following a day on the beach, she returned to the house and was told by her father that FBI agents had come by looking for eye witnesses to the crash. She was upset that her father did not come out to the beach to get her so she again telephoned the FBI and told the individual more details, including the fact that it was a commercial airline.

[REDACTED] wears no glasses or contact lenses. She was well rested, relaxed and happy at the time of the event. She had not taken any prescription or illegal drugs and had not consumed any alcohol or coffee. SPENCER-PERRY did not have any television, radio or stereo turned on. Further, none were audible from any neighbor's home. There is a casino nearby, but no music or noise was audible from it, because it was a Wednesday night.

[REDACTED] does not believe that what she had seen was a natural or merely mechanical event. Except when the word "missile" was suggested to her, she never used the word, and at that point stated it looked like a "missile thingy". She had avoided drawing any conclusions.

[REDACTED] is described from observation and interview as follows:

RACE: White
 SEX: Female
 HEIGHT: 5'2 3/4"
 WEIGHT: 142 lbs.
 HAIR: Red
 EYES: Green
 DOB: [REDACTED]
 POB: New York, New York
 SSAN: [REDACTED]
 Residence: [REDACTED] Hasting-On-Hudson, New York
 Home telephone: [REDACTED]

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265A-NY-259028

[redacted] was interviewed by Detective MICHAEL CALVIN and Detective GARY MILLER of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

On July 20, 1996, the undersigned and Detective GARY MILLER 953, interviewed [redacted]

The interview took place at [redacted] residence at [redacted], Sag Harbor, New York, [redacted]. The interview started at approximately 18:30 hours. In sum and substance, [redacted] related the following on July 17, 1996, at about 20:30 hours, he was in a boat owned by [redacted] and [redacted] were also on the boat. They were fishing in the ocean off Shinnecock Inlet. The boat was heading north toward the inlet on a line from the one mile sea buoy. They were about 1/4 to 1/2 mile north of the buoy. He saw what he thought was a flare straight behind the boat or a little to the right of the boat. He was not able to estimate the height of the flare. He described the flare as a white wispy trail that went straight up. When he saw this, he said "look at the flare" to the other people on the boat. He followed the flare for about five seconds, when the flare turned into an orange burst. He then saw black smoke, but he did not see anything fall to the water. The point where the flare turned into an orange burst which looked to be several miles south of the mile marker. The lighting was such that he could still see the mile marker that was about half mile from his location.

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SEARCHED	INDEXED
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LEONARD	

265A-NY-259028

Sr. Inv. THOMAS O'NEILL *TM*

Inv. KEVIN E. WALSH/dp *KEW*

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

On July 22, 1996, [redacted] was interviewed at his residence. He stated that on July 17, 1996, at about 8:30 PM, he was sitting on the porch of the Westhampton Yacht Squadron looking east and talking to his friend [redacted] (previously interviewed by these investigators). [redacted] called his attention to the sky to the south and [redacted] looked in that direction. The entire sky was lit up in orange and black, in what [redacted] describes as a "waterfall" or fire. He stated that there were two streams of fire, whose location [redacted] estimates its location as being south of Dune Road over the ocean and directly over the washout area of Dune Road east of the Yacht Squadron. The fire disappeared behind the dune line, and [redacted] then heard a thud, additionally, upon first observing the fire he heard a rumble.

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SEARCHED <i>AB</i>	INDEXED
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Manerville, New York, [redacted], was advised of [redacted] identity of the interviewing agent and the purpose of the interview. [redacted] thereafter provided the following information:

[redacted] and a group of friends were present at a water hole off Old Country Road, in the vicinity of the Suffolk County Police Department firearms range, on the evening of the TWA Flight 800 crash. The group was gathered on the west bank clearing of the water hole.

[redacted] was in the water approximately five feet from the shore, when he observed an orange/reddish flash in the sky above the trees to the south. [redacted] believed the flash had just reached its peak, when he first noticed it. The flash then began to move towards him as it began its descent.

Just before it reached the top of the trees, [redacted] saw an explosion. He observed something blow into pieces, all of which were a red glow. Several seconds later SMITH lost sight of this object as it descended behind the trees. A trail of light gray smoke remained in the sky after the object fell out of sight. A few seconds after [redacted] heard a loud rumbling which lasted approximately five seconds.

265A-NY-259028-SUB-CC1-278

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

File # 265A-NY-259028

by *MSA* SA CINDY A. PEIL/mam

Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/1/97

On June 24, 1997, [REDACTED]

[REDACTED] Manorville, New York, [REDACTED] was contacted at Speonk, New York. After being advised of the identity of the interviewing agents and the nature of the interview, he provided the following information:

At approximately noon on the day of the Trans World Airlines (TWA) Flight 800 crash, [REDACTED] and several friends, [REDACTED] (phonetic), [REDACTED] and [REDACTED] arrived at a water hole on private property in Speonk, New York owned by [REDACTED] grandfather (name unknown). The property, bounded by Old Country Road in the north, North Phillips Avenue in the west, and the Long Island Railroad tracks in the southeast, was accessed through a gated entrance on the south side of Old Country Road, four-tenths of a mile east of North Phillips Avenue. [REDACTED] and his friends spent the afternoon swimming from a sandy clearing on the water hole's western shore. [REDACTED] advised that the weather was clear, there was no wind and the water was calm.

[REDACTED] could not recall exactly the time but advised that, at some time near sunset, [REDACTED] and his friends were playing in the water. [REDACTED] was standing in the water six to eight feet out from the shore line, facing east, when out of the corner of his eye to his right (south) an object in the sky caught his attention. [REDACTED] looked right and observed a light that he thought looked like a flare or firework at approximately thirty to thirty-five degrees up from the estimated horizon (the actual horizon was obscured by trees). [REDACTED] called his friends' attentions to the object.

The lighted object was round, the relative size of a dime, and colored a solid orange, similar in color to a setting sun, but not too bright to look at directly. [REDACTED] advised the object moved upward, away from him, and from his right to left at an incline of forty-five degrees or less to the estimated horizon. He observed the lighted object move at a constant speed in that direction for approximately one second.

The object then reached its highest point in the sky

Investigation on 6/24/97 at Speonk, New York

File # 265A-NY-259028 -CC1-621

Date dictated 7/1/97

by SA Jennifer A. Leonard
SA Bradley S. Morrison

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Continuation of FD-302 of [REDACTED]

, On 6/24/97

, Page 2

and stopped for approximately half a second, and then moved in a sharp horseshoe turn downward. [REDACTED] advised the object's speed downward was faster than its speed upward. At a quarter of the way down from the object's maximum height above the horizon, it began to leave a smoke trail. The width of the smoke trail was approximately the same size as the object. The smoke was gray, a little darker than that left by a jet at high altitude. The smoke trail's appearance was constant until the lighted object reached a point halfway down from its maximum height.

[REDACTED] advised that it took the object approximately one and a half to two seconds to move from its highest point to the halfway point. At the halfway point, the orange light turned red and was followed by a break up of the object into numerous pieces. At this time the smoke coming from the object turned black.

The break up of the object resulted in three large red-lighted pieces and approximately twenty to twenty-five small pieces that looked like sparkles. The sparkles surrounded the three large pieces but most were falling below, with some out to the sides and a few above. The sparkles nearest to the three large pieces were a brighter red than the rest.

Of the three large pieces, none had a defined shape, and two were approximately the same size as the original object while the third was about half that size. A black smoke cloud surrounded all of the objects. [REDACTED] advised that at break up, two of the pieces moved away and down from the third, leaving it slightly high in the middle. One of the rapidly falling pieces fell faster than the other three, but [REDACTED] could not remember which one. The falling pieces left a trail of black smoke; however, the faster falling piece also left a white trail resembling a cloud. The red color of the pieces remained constant during their fall.

[REDACTED] watched the pieces fall until they disappeared behind the trees at the southern end of the lake. It took a total of three to four seconds for the object and resulting pieces to move from the highest point in the sky to the point where they disappeared. The black smoke trail dissipated a few seconds after the pieces disappeared.

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Continuation of FD-302 of [REDACTED]

, On 6/24/97

, Page

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From [REDACTED] observation point, the entire event occurred over a sandy beach and unique notch in the trees at the south end of the lake. Horizontally the event occurred within the relative width of his thumb held out at arm's length.

Approximately three to five seconds after the pieces disappeared behind the trees, there was a loud bang that [REDACTED] advised sounded like thunder. The bang lasted for approximately one second and was loud enough to be heard over conversation but not so loud that he could not have a conversation over the sound. The noise echoed within the water hole and [REDACTED] could not determine from which direction it came.

[REDACTED] and his friends stayed at the water hole for approximately half an hour after the event. He did not think he had seen an airplane crash until after he arrived home and heard a news account of the TWA Flight 800 crash on television. [REDACTED] was not under the influence of any substance while he watched the event.

Following the interview, [REDACTED] held a ruler given to him by the interviewing agents straight, up and down at an arm's length away, with the one inch mark nearest the ground. He placed his thumb on the two inch mark and aligned it with the horizon. SMITH advised that the highest point of the event occurred near the six and one half inch mark on the ruler.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Aquebogue, New York, 11901, [redacted], was advised of the identity of the interview agent and the purpose of the interview. [redacted] then provided the following information:

On the night of TWA Flight 800's crash, [redacted] and a group of friends were at a waterhole located off Old Country Road, Speonk, New York, in the vicinity of the Suffolk County Police Department's Firearms Range. [redacted] was on the west bank of the waterhole approximately eight (8) feet in the water when he noticed a red flare or firework trailing white smoke ascending over the tree line on the south side of the waterhold. The flare was angling east-southeast.

Approximately seven (7) to ten (10) seconds later [redacted] observed a large fireball erupt approximately 12 miles away. An object, not on fire fell away from the fireball. The fireball descended in an easterly direction and was lost to sight below the tree line.

Shortly thereafter, [redacted] heard a loud explosion and felt the ground shake.

Before the explosion in the sky, [redacted] observed a plane in the area of the flare. After the explosion [redacted] could no longer see the plane.

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

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR./mam

Date dictated

7/26/96 0136

265A-NY-259028-SUB CC

1059

265A-NY-259028

SJ:hrg 924

(C.P.)

[redacted] was interviewed by Detective CALVIN POWELL and Detective STEPHEN JENSEN of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

In furtherance of Trans World Airline (TWA) Flight 800 crash, the below witness was interviewed:

[redacted]
[redacted] Shirley, New York, telephone (516) 281-2811
and daughter, [redacted]

On July 20, 1996, at 1625 hours, the undersigned and Detective STEVEN JENSEN, number 934, interviewed [redacted] and her daughter at their residence. [redacted] reports being on Smiths Point Beach, Mastic, New York, on Wednesday evening, July 17, at about 8:30 to 8:45 PM, when she observed double orange flares streak upward and explode into a large orange fireball. She states the flares were slanted, arcing and trailed by gray smoke. [redacted] also reports a strong order of diesel fuel and that sighting was southeast of Smiths Point Beach.

10

265A-NY-259028-8

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 30 1996	
FBI-NEW YORK	

265A-NY-259028

SJ:meg

[REDACTED] was interviewed by Detective STEPHEN JENSEN and Detective CALVIN POWELL of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

Detective STEPHEN JENSEN and Detective CALVIN POWELL 835, of the 6th Squad Detectives, interviewed the following Subject during the course of this investigation;

[REDACTED]

East Quogue, New York 11942

[REDACTED]

The witness was interviewed at the Westhampton Ambulance Company on Montauk Highway, Westhampton, New York on July 20, 1996, at 1700 hours. He stated that he was exiting Dockers Restaurant on Dune Road, Quogue, New York at approximately 20:45 hours on the date of incident. His attention was drawn south by what he thought was two claps of thunder. [REDACTED] observed an orange/white glow diminishing in size as it moved away from him. Glow was rising skyward from southwest of his position. He thought it was a flare or fireworks from the beach. At top of trajectory he observed a whitish glow and an object dropped into the ocean, on fire. He then heard more thunder and an orange ball of flames dropping toward the ocean. He states houses on south side of Dune Road obstructed his view of the ocean.

Distance of sightings cannot be stated. Witness states he was accompanied by [REDACTED] and a Southampton Police Officer, name unknown.

265A-NY-259028-S

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 30 1996	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[REDACTED]
York 11757, [REDACTED], Lindenhurst, New York
[REDACTED] was interviewed at [REDACTED]
[REDACTED] was

advised of the official identities of the interviewing agents and purpose of the interview. [REDACTED] provided the following information:

[REDACTED] stated that on the evening of July 17, 1996, he and his wife [REDACTED] were at a park in Lindenhurst, New York, which he believes to be Green Park, which looks onto South Oyster Bay. He was facing the bay and noticed a large commercial plane flying east. He then talked to his wife for a couple minutes. Looking southeast, at a 30 degree angle measured from the shoreline, he noticed something ascending 30-35 miles away, which looked like white, yellow fire, trailed by black smoke. From his vantage point, it ascended just east of the ROBERT MOSES State Park Water Tower, but was farther out. It ascended in a straight line at an angle of seven to ten degrees away from a vertical ninety degree. It arched slightly at the top.

[REDACTED] could not supply the direction of the arch. [REDACTED] added there is another light tower east from this. He could not observe exactly where the object originated, but believed it was from the water. He heard a "shhh" sound. The ascension lasted ten seconds. He then observed an explosion which appeared like a pulsing yellow and white light. He then saw this fall, which lasted approximately two minutes [REDACTED] looked at his watch, which read 8:49 or 8:50PM. [REDACTED] stated it was dark outside. [REDACTED] stated he thought he had observed faulty fireworks. After hearing the news of the crash, he concluded that he had seen a missile. [REDACTED] stated he was in the Polish army in 1974 and has experience with missiles. Additionally he opined that this was a medium size missile which would have required three experienced people to operate.

Investigation on 7/26/96 at Amityville, New York

265A-NY-259028-SUB C

File # 265A-NY-259028

by SA STACY R. DIAMOND, *SD*
SA PAUL T. PALUMBO (PTP:gmo) *PP*

Date dictated 7/26/96

OCT 31 1996

FBI-NEW YORK

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265A-NY-259028

Continuation of FD-302 of [REDACTED] , On 7/26/96 , Page 2

[REDACTED] stated that his wife [REDACTED] did not observe anything. As he did not know what he was observing, he did not draw her attention to it.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [redacted] Bellerose, New York, [redacted] was contacted and furnished the following information:

[redacted] advised that on July 17, 1996 he was on his way to dinner, heading west on Dune Road, when he observed an orange ball in the sky. He stated that it caught his eye because, though it looked like a flare, it appeared to be hanging in the sky rather than dropping. [redacted] stated that after watching the ball "hang" in the sky for five to ten seconds, he witnessed the ball burst in into a curtain of flames. He stated that the curtain of flames traveled downward directly below the spot where the orange ball had hung. He said that the curtain of flames appeared to be fire going across the surface of something. [redacted] advised that he was approximately one mile past the Neptune and Triana Beach Club when he first witnessed the ball. He stated that the ball appeared to be about two miles west of his location at the time it was first observed. He could not estimate how far out at sea the ball appeared to be. [redacted] stated that a trail of smoke appeared to follow the sheet of flames downward toward the water; however, from his location, [redacted] stated that he was not able to see the water.

✓
2/21/91

Investigation on	<u>7/27/96</u>	at	<u>Westhampton, New York</u>	(telephonically)
File #	<u>265A-NY-259028</u>			
by	<u>SA JANE C. KELLY/nac</u>			
		Date dictated	<u>7/27/96</u>	

CCD
36

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Oyster Bay, New York, [redacted], was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] provided the following information:

[redacted] was standing 40 feet above sea level on the deck of his father's residence located at [redacted] Westhampton Beach, New York. Also with [redacted] was his 15-year-old son. The deck overlooks the ocean. [redacted] observed a tiny, extremely bright orange glow at approximately 10,000 feet high and seven to eight miles to the west, near the Moriches Inlet. The glow descended from west to east. When the glow reached 5,000 feet, it increased in size and generated a trail of flame. At 1,000 feet, the glow and flame became very large. From the initial sighting to this point, approximately 12 seconds had passed. At 1,000 feet, the aircraft was visible. The aircraft's underbelly was faced to the north and the aircraft's wings were extended to the west and east. The nose was down and the tail was at the top. The bottom of the right wing was in immense flames. The underside of the left wing was not in flames, but the top of the wing was in immense flames. The tail was also in flames. [redacted] did not notice the aircraft engines.

At arms length distance, [redacted] estimated that the plane became visible five inches from the horizon. At arms length, [redacted] estimated the height and width of the plane to be five inches. [redacted] was facing south and advised that the plane ultimately crashed at his 12:00 position. Initially, he believed that it crashed two to five miles south. About 30 seconds after the crash, he heard a "firecracker" type explosion, then an enormous explosion that rocked the house. [redacted] advised that it was incredibly loud. From the moment [redacted] observed the plane at 1,000 feet to the crash, he estimated that two seconds had passed. [redacted] advised that his 15-year-old son, [redacted], observed an object spiraling northwest of the initial impact. [redacted] advised that his son said the object was "definitely" not on fire.

Investigation on 07/20/96 at Westhampton Beach, New York 265A-NY-259028-SUB CC

File # 265A-NY-259028

by SA CHARLES J. RUSSELL/hrc [signature]

Date dictated 07/20/96 31 1996

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265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 07/20/96 . Page 2

The entire incident that [REDACTED] observed lasted approximately 14 seconds.

[REDACTED] provided a detailed drawing of his observations.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[REDACTED]
 [REDACTED] Rowayton, Connecticut, [REDACTED]
 was interviewed at his home by the below listed special agents on the below listed date. He was advised of the identities of the interviewers and the nature of the interview [REDACTED] provided the following information:

[REDACTED] is a retired Naval Officer, from the Judge Advocates office of the United States Navy. He has a waterfront home, overlooking the cove, in Rowayton. On 7/17/96, at 8:30 pm, [REDACTED] was standing in his kitchen, talking on the phone and looking out his glass sliding doors, at the Long Island Sound. [REDACTED] advised that the sun was down and it was a clear night.

[REDACTED] saw a skyrocket type object streak up into the night sky from behind Sheffield Island. [REDACTED] recalled thinking that someone spent money on a dud, as it did not immediately explode. The skyrocket had an orange contrail which had a continuous brightness. A few seconds later, after the skyrocket contrail disappeared, [REDACTED] saw a large orange fireball appear above Sheffield Island. This fireball was orange in color. It was in the shape of a fat exclamation mark.

[REDACTED] estimated the fireball and skyrocket to have reached a height of two degrees above the horizon. He further pointed out the bearing of 165 degrees magnetic (from his home) as the origin of his skyrocket. He stated that the skyrocket went slightly from the left to the right as it was going up. [REDACTED] was questioned whether he may have actually seen something going down instead of up. [REDACTED] insisted that his skyrocket went up.

[REDACTED] believed at the time, that he had seen a boat's gas tank explode. It was not until later that night that he learned of the TWA Flight 800 explosion.

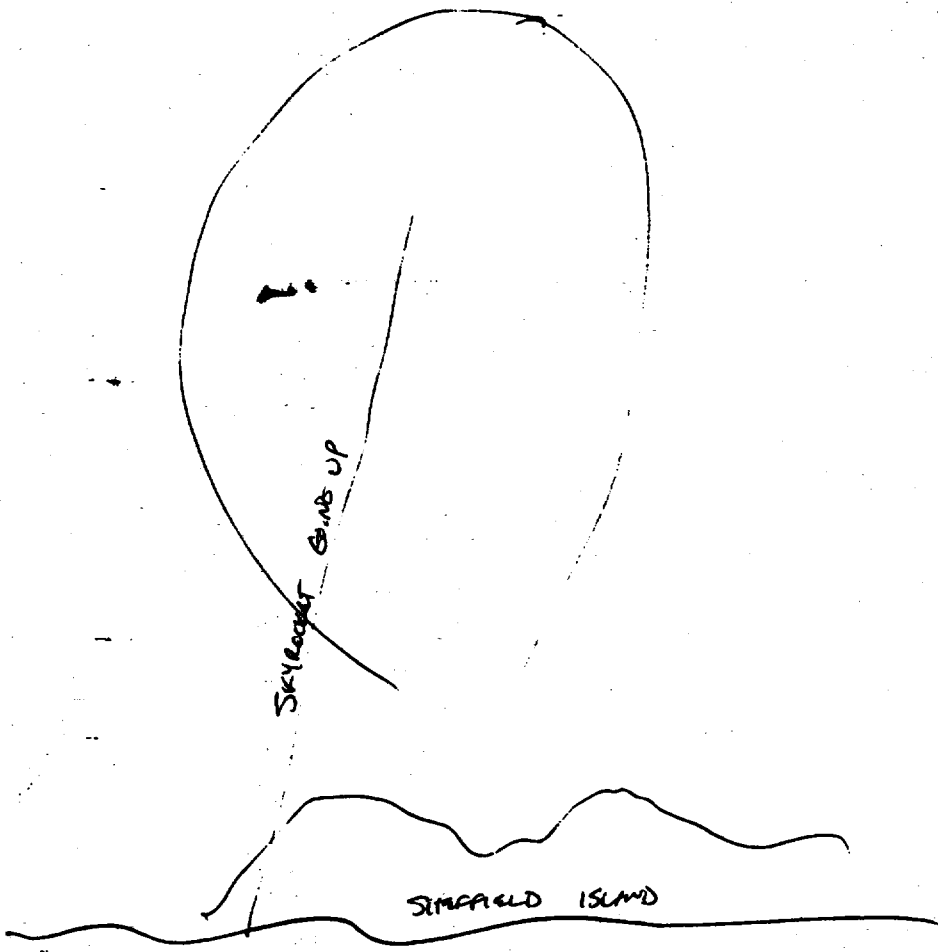
[REDACTED] made a sketch of what he saw and marked his position and line of sight on a map. Copies of both are attached.

Sub CCI-364

Investigation on 8/12/96 at Rowayton, ConnecticutFile # 265A-NY-259028 Sub 302-1113
 by SA Kenneth E Gray Jr : KEG/keg
 SA Foria Younis : FYDate dictated 8/12/96

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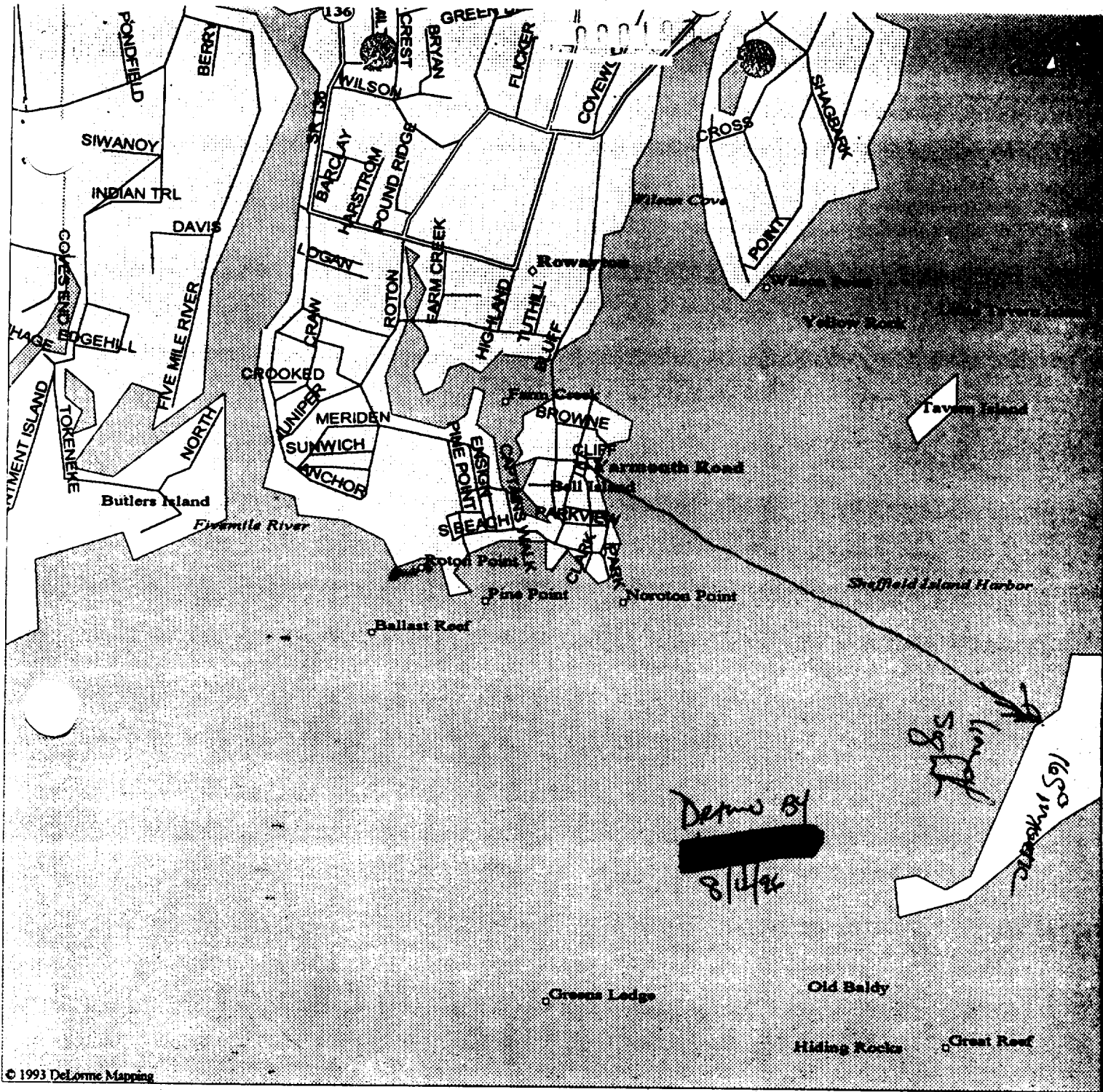
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drawn by



8/12/96



- LEGEND**
- Population Center
 - State Route
 - Geo Feature
 - ◇ Town, Small City
 - Street, Road
 - Major Street/Road
 - State Route
 - Interstate Highway
 - US Highway
 - Railroad
 - River
 - Land Mass
 - Open Water

Scale 1:15,625 (at center)

1000 Feet

500 Meters

Mag 15.00
Sun Aug 11 17:37:12 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] Shirley, New York 11967

was interviewed by telephone after being advised of the identity of the interviewing Agent and nature of the interview. He provided the following information:

On July 17, 1996, he was fishing on Union Boulevard at the Union Dock in Moriches Bay at approximately 8:45 pm.

[REDACTED] reports that he observed a flare going straight up, but he was unclear as to whether it had originated from land or water. As it was in the air, he observed the flare turn into a large red and orange flaming object or "fireball." This fireball was high in the air, probably several thousand feet.

[REDACTED] reported that the fireball slowly fell towards the sea with a grey/white smoke trail, towards the left side (east) of Moriches Inlet.

[REDACTED] reports that he then observed the flaming object break into two pieces. One piece went to the left of the flaming object, and the other went to the right of the flaming object. No further information (NFI).

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M

Investigation on 7/26/96 at Shirley, New York (telephonically) **265A-NY-259028-SUB**

File # 265A-NY-259028

by SA KEVIN M. KELLEHER/jk1 Date dictated 7/26/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 23, 1996, [redacted] Shirley, New York (NY), was contacted and furnished the following information:

On July 17, 1996, [redacted] stated that he was sitting on Smith Point Beach, facing south when, from the east, he saw what looked like a shooting star. He stated that the "star" seemed to come from Moriches Inlet, approximately 20 degrees east of the shoreline. [redacted] described the "star" as a reddish/orange streak that was thicker in the front and thin in the tail. He stated that the "star" was rising (going south to north) and veering in the easterly direction. He observed the star for approximately five (5) seconds. He stated that he lost sight of the "star" when he turned to point it out to his girlfriend. BURNS advised that when he turned back, he observed a large orange/yellow ball west of where had last seen the star. He stated that he did not know what the ball was and that he heard no sound at the time of the ball's appearance. [redacted] estimated that the ball was 5 to 10 miles from his location. [redacted] stated that July 17, 1996 was a clear night and that, as usual, there were many small planes in the area. He advised that there were not many boats out that night.

12/22/91

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Investigation on	<u>7/23/96</u>	at	<u>Shirley, New York</u>
File #	<u>265A-NY-259028</u>		
by	<u>SA JANE C. KELLY/jk-</u>	Date dictated	<u>7/23/96</u>
	<u>SA NICK J. PINDUSIC/axh</u>		

1088

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

York, [redacted] Stony Brook, New
was advised of the identities of the interviewing agents and the nature of the interview. She then provided the following information.

[redacted] was driving west on the Sunrise Highway with a friend, [redacted], in the area of Exit 62 to 64 (she could not pinpoint the exact location, only stating they were about 20 - 25 minutes west of Southampton). She observed an object over a row of trees directly south of them which looked like a flare or a firework going up. She stated at first she thought it was a firework which was a dud because it arced and went down. [redacted] observed the object climb in an erratic fashion for about five seconds than it arced and went down for about one half to one second at which point she noticed an explosion. [redacted] stated the object, which climbed up and arced in an east to west direction, appeared to be a very bright orange color. [redacted] stated the explosion appeared to be one large bright ball of fire. Some pieces appeared to drip down and the rest of it dropped down. [redacted] could not estimate the height or distance of the objects. She stated she did not have to lower her head to look out the car window, it was clear from a normal driving position.

✓
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[Handwritten signature]

Investigation on 7/22/96 at Long Island, New York 265A-NY-259028-SUB-CC1-

File # 256A-NY-259028
by SA JANE KELLY; CJK
SA NICK J. PINDULIC:MAM

Date dictated 7/22/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] appeared at Lankgrove, New York, [redacted] the WESTHAMPTON AMBULANCE, INC., 3 Hazelwood Avenue, Westhampton Beach, New York, 11978, and met with the undersigned Agent. [redacted] provided the following information:

[redacted] stated that she and her family were camping at the Smith Point campground from Wednesday, July 17, 1996, to Friday, July 19, 1996. [redacted] advised that she did not see or hear anything before noticing multiple flares being "shot off" out over the water. [redacted] believed the flares were fired from boats out on the water minutes after the plane crashed. [redacted] photographed the flares and the smoke which drifted towards the beach after the explosion.

KARPS recalled that a surfer came running out the water saying he saw an explosion that crashed into the water. [redacted] could not provide a name, however, the surfer was from Ronkonkoma and was interviewed by Newsday.

[redacted] recalled at approximately 3:00 p.m. on July 17, 1996, she observed a large white boat approximately thirty to forty feet long, with no markings, in the water off Smith Point. [redacted] was unable to provide a better description of the boat.

Lastly, [redacted] provided forty-six photographs with negatives which were taken in the afternoon and evening of Wednesday, July 17, 1996. Said photos are maintained in the 1-A Section of the file.

See Sub 302-1A1775

Investigation on <u>7/20/96</u>	at <u>Westhampton Beach, New York</u>	SEP 9 4 1996
File # <u>265A-NY-259028 (Lead #TW07197)</u>		
2352 by SA ANGELA DiBELLA/CXK	Date dictated <u>7/20/96</u>	

cc 1-355

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] Bellport, New York, [REDACTED]

was advised of the official identity of the interviewing agent and the nature of the interview. [REDACTED] then furnished the following information:

[REDACTED] advised that between 8:35 PM and 8:40 PM, she was coming from shopping in Riverhead, heading south on Route 31 adjacent to Gabreski Airport when she observed a plane in the sky heading east. Then it appeared as if a firework started with a rectangular sunball which was orange and red in color. [REDACTED] then observed a black rectangular flaming object that fell from the fireball and re-exploded into an oval elongated flame with some black coloring. This object created a black funnel of smoke and then disappeared. [REDACTED] stated that the whole incident took no more than ten seconds and did not know how far away it was.

✓

265A-NY-259028-SUB CC

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

File # 265A-NY-259028

by SA GAVIN P. SHEA/hrg

Date dictated 07/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Mastic, New York [redacted] was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] provided the following information:

[redacted] was walking on the beach at Smith's Point State Park on the evening of July 17, 1996. [redacted] was walking eastward on the beach when she saw a yellow/orange small firework go up in the air over the ocean.

[redacted] location when seeing the firework was approximately one-half mile west of the Smith Point boardwalk. The firework was to her southeast.

[redacted] then saw a big explosion in the sky followed by a large fireball. A smaller explosion occurred seconds later.

[redacted] watch immediately after the explosion read 8:45 p.m.

Handwritten marks including a circled '0' and a signature.

Investigation on <u>7/25/96</u> <u>2/21/96</u>	<u>Mastic, New York</u>	<u>265A-NY-259028-SU</u>
File # <u>265A-NY-259028</u>	by <u>SAs DAVID P. MARZILIANO/TIMOTHY LAUZON/</u> <u>LAUREN GRANAT, ATF/DPM/cxk</u>	
Date dictated <u>7/25/96</u>	<u>SEP 24 1996</u>	

1104

185

000273

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[REDACTED], North Babylon, New York, 11703, [REDACTED] was contacted. After being advised of the identity of the interviewing Agents and the nature of the interview, she furnished the following information:

On Wednesday night, July 17, 1996, at approximately 8:30 pm, [REDACTED] was standing on bleachers at a softball field at Venetian Shores, Lindenhurst, New York. She was as far south as "you can go on land", near the water. She was facing southeast, watching a star.

To the right of the star, a "yellowy-white" light, "all glowing", was coming up, it arched, from the right of the star, going left. It went in front of the star and then exploded like a big bright light. It was bright "yellowy-orange." She saw one piece falling straight down, also bright yellow-orange in color. She saw the rising light originate, she thought it was from the water.

She said it was like fireworks, it rose in a matter of seconds. It's angle was an arch. She would say it came from the ocean. It's angle was like part of a "U". She did not notice smoke, only the light, and no round part.

She added that it was a dark, clear, night. She reiterated that she saw one burst of light and then one piece falling. She said she did not see an airplane.

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Investigation on 7/22/96 at North Babylon, New York 265A-NY-259028-SUB

File # 265A-NY-259028 2/2/94

by SAs JASON RANDAZZO/STEPHEN J. SHINER/JR/rdo Date dictated 7/23/96 OCT 31 1996

FBI - NEW YORK

1105

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Quogue, Long Island, [redacted] was contacted at her residence. She was advised of the identities of the interviewing Agents and that the purpose of the interview was to follow up on her phone call to the Federal Bureau of Investigation (FBI) hot line regarding the crash of TWA Flight 800 on July 17, 1996. [redacted] while looking to the southwest from a window in her house, observed the following:

Minutes prior to the crash, a soft-edged, pinkish-red flame was observed ascending in the sky. The flame, visible in the south west sky ascended for an unknown time period, split into two and then was unobserved. Subsequently, a loud bang was heard and her house rumbled. Later, a glowing red mass was observed at water level.

The flame was first observed closer than the horizon, approximately twelve miles off shore. No smoke or sound was observed prior to the bang. The sun was setting west of the flame, not visible to [redacted]

A couple of days prior to the crash, an unusual styrofoam cooler was observed washing in and out of the surf. Shards of a mirror were glued onto the outside of the cooler. A one-two yard string was tied to the inside of the cooler and ran through a hole in the lid. Subsequent to the crash, four men, one in uniform with red lapels, picked up the cooler and left in a grey van.

[Handwritten signature]

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Investigation on 7/22/96 at Quogue, New York 265A-NY-259028-5

File # 265A-NY-259028

by SA ROBERT STEVEN KRUPA (RSK; meg)
SA VINCE L. GERARDI, JR Date dictated 7/23/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	

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554

265A-NY-259028

RH:cam

186
[redacted] was interviewed by Detective GENE GROSS and Detective RICHARD HIGGINS of the Suffolk County Police Department. The interview was conducted on July 23, 1996.

186
On July 23, 1996, at 1030 hours, [redacted]

[redacted] and [redacted] Quogue, New York.

[redacted] Salthill, Galway, Ireland, [redacted]

554

Both subjects stated that on Wednesday evening, July 17, 1996, sometime after 8:00 pm, they were sitting at the dining room table when [redacted] stated she looked out her window in a southerly direction over the ocean when she observed an object, which she first thought was a flare, ascending upward from the water into the sky. [redacted] stated that the object was approximately 12 miles offshore. The distance was determined

186 by [redacted] because on prior occasions she had seen Russian fishing boats in the area during the cold war. When [redacted] first observed this object she told [redacted] to look out the window. At this point [redacted] stated that she stopped looking and turned away. [redacted] stated that she got up from the table and moved to the center of the room and looked out over the ocean. [redacted] stated she saw a mushroom shaped cloud reddish/orange in color with black smoke in the sky. [redacted] was unable to determine the distance to the sight of the explosion.

186 [redacted] described the object that was ascending as pinkish/red in color (smoke) leaving a wide trail. [redacted] stated this object was travelling at a high rate of speed. Both subjects agree that from the time this object was first spotted to the time of the explosion was approximately five seconds. Both subjects felt two large shock waves that shook the house.

186 [redacted] further stated that the object that was ascending was doing so in a straight line and did not zig-zag. [redacted] estimated that the object was ascending directly behind the surf club on Dune road in Quogue, and approximately 12 miles offshore.

Interview was conducted by undersigned and Detective GENE GROSS, number 438 Command 3120.

300

265A-NY-259028-SUB-CC1

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 27 1997	
FBI - NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [redacted] Flight Student Building 309, Gabreski Airport, Suffolk County, New York, [redacted] was interviewed at Building 309, Gabreski Airport by Special Agent (SA) NICK J. PINDULIC and SA PAUL D. VALENTINE. [redacted] provided the following information:

On July 17, 1996, [redacted] was on a cross country coming back from Block Island Airport. The pilot was [redacted] [redacted] was the passenger in the right seat for the flight. They were not wearing head phones. [redacted] saw a light similar to a flare launched from a boat. He saw two explosions that were shaped like a tree. These explosions were yellow-orange and had the effect when plastic burning. [redacted] could not imagine it was an airplane. He described the weather as hazy, but estimated the explosion was about ten (10) miles away. [redacted] saw another airplane in the area, it was a Cherokee Piper was three and a half (3 1/2) miles away, at 4,000' MSL, heading south at about 110 knots. He did not know the side number or call sign of the aircraft.

rk
2/1/97

340

Investigation on 07/19/96 at Gabreski Airport

File # 265A-NY-259028

by SA PAUL D. VALENTINE
SA NICK J. PINDULIC (PDV:hrg)

Date dictated 07/23/96

SEP 2 4 1996

1107

JPK 265A-NY-259028
JPK:amo

On July 29, 1996, at approximately 5:50PM, Investigator JOHN P. KEARY, New York State Police, interviewed [REDACTED] New York (NY), [REDACTED] Mastic Beach, [REDACTED]

He was telephonically interviewed at his place of employment and advised of the following:

On July 17, 1996, at approximately 8:30PM, [REDACTED] and his wife [REDACTED] were at Smith Point County Park. He was in the parking lot in the vicinity of the fee booths. He stated he was facing south, toward the ocean. [REDACTED] stated that he saw a white-colored flare rise up into the sky. This occurred to his southeast. This flare suddenly exploded into a fireball which split into two (2) pieces and fell into the ocean. He could not provide any landmark which would assist in pinpointing the location of origin for the flare or the fireball. [REDACTED] could not estimate an exact distance at which this event occurred. He did not hear any noise.

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265A-NY-259028-SUB

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI-NEW YORK	

265A-NY-259028
DJR:pan

The following investigation was conducted by Investigator DANIEL J. REGINI of the New York State Police Department on July 26, 1996:

On July 26, 1996, Investigator REGINI interviewed [REDACTED]

[REDACTED] Center Moriches, New York (NY), [REDACTED]

[REDACTED] and is a member of the CENTER MORICHES YACHT CLUB, located at the end of Union Avenue, Center Moriches, NY.

[REDACTED] was interviewed at the location in the exact same seating position he had on the night of this incident. He stated that on Wednesday, July 17, 1996, at about 8:30 to 8:40 pm, he had been at the yacht club viewing sailboat races on Moriches Bay from a seated position at a nearby picnic table about 100 feet from the water. At that time his attention was drawn to an east/southeast direction at a point in the sky where he observed something go up in the air. His sight line is further described as aligning the picnic table, boat winch and then vacant PALMER boat slip. [REDACTED] did not see the point of origin of the item which was first believed to be some sort of fireworks. He could not be more specific as to what the "fireworks" looked like and simply described its location as a "long distance" away. Several seconds later he saw an orange fireball in the sky within the same sight line. Although he could not see any aircraft, he assumed that is what caused the fireball. The fireball grew in size as it descended from the sky. It then split in two separate distinct pieces before disappearing behind the dunes (Smith Point County Park).

When [REDACTED] looked back up in the sky where he had seen the first event, he saw a big ball of white smoke. [REDACTED] at first thought that the falling fireball was coming down into the bay, but realized it was much further out to sea when it descended beyond the dunes. About ten seconds after the disappearance beyond the dunes, [REDACTED] first heard a loud boom, then two separate smaller booms. He stated that based on this ten second time frame, he estimated that the incident occurred about ten miles from his location. He added that he was not aware of any other unusual events occurring at the yacht club and that [REDACTED] had also been interviewed by an agent of the Federal Bureau of Investigation.

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265A-NY-259028
ESN:pan *Edm*

The following investigation was conducted by Investigator EDWARD S. MLODYNIA of the New York State Police Department on July 23, 1996:

On July 23, 1996, Investigator MLODYNIA went to JOHN SCOTTS RESTAURANT, 546 Dune Road, Westhampton, New York (NY) to interview a young waitress regarding what she had seen on July 17, 1996.

On July 23, 1996, Investigator MLODYNIA

[REDACTED]

[REDACTED], Mastic, NY, who is temporarily residing at [REDACTED] Shirley, NY, [REDACTED]

[REDACTED] advised that on July 17, 1996, at about 8:30 pm she was standing outside the restaurant when she thought she heard thunder. She looked up into the sky and saw a huge fireball towards the southwest. The fireball came down moving west to east and after a few seconds she did not see anything afterwards.

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] was interviewed at her residence, [redacted] Blue Point, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

At about 8:30 P.M. on the evening of July 17, 1996, [redacted] was on her deck which extends into, and directly overlooks Patchogue Bay. [redacted] was facing due south toward Davis Park and Watch Hill when she saw three orange lights shoot out from the horizon in quick succession. The lights were solid orange in color and had a yellow tinge toward the outside. The lights seems to originate from the Davis Park Island area itself. [redacted] estimated that the distance from her deck to Davis Park was about five miles.

The orange lights appeared to be heading toward her, which would be northbound, as they appeared to be getting larger. However, after only about two seconds, when the lights were only about two inches above the horizon, the lights disappeared.

[redacted] did not hear any sounds at all. [redacted] believed that this was more that just a flare or a firework because of the density of the orange glare.

Investigation on 7/20/96 at Blue Point, New York

File #

by SA JAMES J. ROTHE
SA GREGORY J. O'NEILL/MAM 2/2/97

Date dictated

7/20/96

SEP 24 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

[Redacted] Center Moriches, New York, [Redacted] was interviewed at his residence. After being advised of the identity of the interviewing Agents and the nature of the interview, he provided the following information:

On Wednesday, July 17, 1996, [Redacted] was on a boat that belonged to his friends [Redacted] and [Redacted] moored at the Holiday Beach Property Owners Association. The docks are located west of the Moriches Inlet and east of Masory Point on the Bay side. At about 8:30 while he was looking out at the Bay, [Redacted] saw something that looked like a flare going up. It went up, stopped and then it looked like it was going down. It broke into two pieces, one higher than the other, exploded and fell in two columns of flames. The event took less than 30 seconds. [Redacted] described the flare as being a yellowish-orange light. He stated it did not look like a plane because of the angle it took.

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265A-NY-259028-SUB 04

Investigation on 7/19/96 at Center Moriches, New York

File # 265A-NY-259028

by SA JAMES G. LEE
SA ROBERT S. CRISALLI (RSC:dp)

Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

[REDACTED]
[REDACTED] Ronkonkoma, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

The evening of July 17, 1996, [REDACTED] was having dinner with her husband, [REDACTED] at RIVERVIEW RESTAURANT in Oakdale, Long Island. [REDACTED] had a window seat in the restaurant. Her seat faced eastbound over the Great South Bay. Her husband was facing westbound.

At about 8:15 PM, [REDACTED] saw an orange elongated mass shoot straight up from the horizon. From her vantage point, the object was like a wide baseball bat. She did not see any smoke trailing the object. An orange glow seemed to follow it, but quickly dissipated.

The object went straight up into the sky for about two seconds, reached its apex, and then broke apart and descended in smaller orange glowing pieces. [REDACTED] did not observe any fire ball, and did not hear any sounds throughout the event.

[REDACTED] estimated that the object ascended from several miles in the distance, but could not tell if it originated from land or sea. Because of the bright glow of the object and its distance from her, [REDACTED] thought that the object was something more than just a flare. As the pieces broke and descended, [REDACTED] lost visual contact beyond the horizon.

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

File # 265A-NY-259028

SA JAMES J. ROTHE

by SA GREGORY J. O'NEILL (GJO:hrg)

Date dictated 07/20/96