

**DOCKET NO. SA-516**

**APPENDIX E**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 300-399  
(265 pages)**

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 24, 1996, Special Agent (SA) WILLIAM F. LYNCH, Federal Bureau of Investigation (FBI), while doing random interviews between the hours of 5:00 PM to 10:00 PM at Smith Point Beach, Town of Brookhaven, New York (NY), interviewed [redacted], a white male, [redacted], residing at [redacted] Shirley, NY, [redacted]

Mr. [redacted] was asked if he visits this park regularly; had done so on July 17, 1996 when TWA flight #800 crashed, and whether he had noted anything unusual at the park, on the land, sea, or in the sky, either on the night of the crash, or at any time leading up to that date. [redacted] advised as follows:

OBSERVATIONS OF [redacted]

[redacted] stated that both he and his father had observed a white, 35 foot boat which stayed in the same position approximately one to two miles off shore from Smith Point Park from July 15, 1996 through July 17, 1996.

He stated that he and his father thought this was odd, especially since the boat stayed there during the night of July 16, 1996, when, as he recalled, there was a storm. He also recalled that this boat had departed its position before TWA flight #800 crashed, although he did not know exactly when it left, did not see it leave, and had no idea where it went.

As regards the crash of TWA flight #800, again, both he and his father were at Cranberry Dock, on Cranberry Road, in Mastic Beach, NY, when they saw it crash. He recalled that the plane was glowing orange, and that it fell in "4 or 5 pieces."

Investigation on 7/24/96 at Smith Point Park, New York  
File # 265A-NY-259028  
by SA WILLIAM F. LYNCH/axh Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[redacted] was interviewed at the Westhampton Yacht Squadron Limited, Shore Road, Remsenburg, New York, Telephone Number 516-325-8321, by SA WILLIAM HANSEN of the Federal Bureau of Investigation and Detective MICHAEL CALVIN, 6th Squad, Suffolk County Police Department, who advised [redacted] of their identities by the showing of credentials, and informed [redacted] the purpose of the interview concerned details he might have concerning the TWA Flight 800 crash. [redacted] thereafter provided the following:

[redacted] advised he was having dinner on the back porch of the Westhampton Yacht Squadron Limited on July 17, 1996, with his parents, [redacted] and [redacted] at 8:30PM. [redacted] was sitting at a table facing south toward the bay, when he observed a small orange ball or flame, moving directly away from him. [redacted] walked over to the middle of the deck, and saw the flare get bigger as it went down. There was an explosion, and an object broke into two pieces and spiralled down toward the horizon. The object went down over what appeared to be the Hampton House. A secondary explosion appeared moments later when the object hit a location out on the horizon.

[redacted] could also be contacted at his residence, [redacted] Remsenburg, New York, [redacted]

Investigation on 7/19/96 at Remsenburg, New York

265A-NY-259028-SUBC 39

File # 265A-NY-259028

by SA WILLIAM HANSEN/meg  
DET. MICHAEL CALVIN

Date dictated 7/19/96

SEP 24 1996

1446

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

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

On the evening of July 17, 1996, [redacted] was at the WESTHAMPTON YACHT SQUADRON on an outside covered porch. Between 8:30 and 8:45 p.m., [redacted] saw what she initially thought was a boat flare. She saw the flare when it was already at a midpoint in the sky. She was facing south overlooking Moriches Bay and Dune Road. As [redacted] faced south, she estimated that the flare would have been at about 11:00. She did not see where the flare originated from, but thought that it was as close as the bay.

The flare continued ascending for about three seconds, but [redacted] took her eyes off of it as she looked for a boat in the bay which she thought may have sent up the flare. The flare was red-orange in color with white in the middle, elongated in shape like a baseball bat, but more squat. [redacted] did not see any smoke or anything trailing the flare, but advised that she was focusing on the light. The light seemed to be moving away from her, as if further south.

As the flare ascended, it suddenly turned a deeper orange, and got larger, but not exactly round in shape. [redacted] did not hear anything at that point. Slowly, the entire body of fire descended and became more misformed in shape. [redacted] described the shape as being like a "pulled tooth". [redacted] expected the fire to descend into the bay, but lost sight of it as it descended much farther south beyond Dune Road. There was a smoke trail following the fire mass as it descended downward.

[redacted] resides at [redacted] Remsenburg, New York. [redacted] She advised that her boyfriend, [redacted] also saw it. He can be reached at the same number.

Investigation on 7/19/96 at Westhampton, New York

265A-NY-259028-SUBCC 38

File # 265A-NY-259028

by Special Agent JAMES J. ROTHE  
Special Agent GREGORY J. O'NEILL/tmr

Date dictated 7/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI - NEW YORK	

1449

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] home address: [redacted]  
[redacted] Lake Placid, New York (NY), [redacted]

[redacted] was telephonically contacted at her place of employment. [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] then provided the following information:

[redacted] her three (3) children, her friend, [redacted] residing in Avon, Connecticut, and [redacted] two (2) children, arrived at Ponquoque Beach, across from the Shinnecock, NY Coast Guard Station, at approximately 8:00 pm. All seven (7) individuals were at the water's edge to the right of the lifeguard station located directly in front of the concession stand. She advised that there were approximately 10 to 15 people on the beach. It was hazy and humid and she does not remember seeing the sun due to the haze.

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Shortly thereafter, JOHNSON told TORRANCE to look toward the right, which was in a westerly direction from her location. At a position approximately two o'clock from where she was standing, [redacted] saw a red streak, which was comprised of red and orange flames and resembled a plant called a cattail. The streak was thick and trailed white smoke. She did not see any solid objects in the smoke and fire, but it reminded her of the Challenger disaster. Almost immediately she saw a second streak, which resembled the first. She thought that the streaks were flares or fireworks but something did not seem right. She cannot remember if the first streak was traveling up but got the impression that it was a flare coming up from the ocean because she vaguely remembers smoke on the water. However, it was hazy and she cannot be sure if it was haze on the water or smoke.

[redacted] advised the first streak was smaller than the second and was lower and to the left of the second streak. Both streaks initially traveled in a straight line, then fell to the water trailing white smoke. A mushroom shaped cloud issued forth from the water after impact.

385

265A-NY-259028-SUB

Investigation on 7/23/96 at West Hampton Beach, New York (telephonic)

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR. Date dictated 7/23/96

SEP 24 1996

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FD-302a (Rev. 11-15-83)

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/23/96 . Page 2

[REDACTED] is not sure, but within two (2) minutes she heard three (3) separate and distinct booms which she initially thought was thunder. The interval between the booms was short, but the sounds themselves were distinct.

[REDACTED] Smoke continued to issue forth from the water and [REDACTED] noticed a boat with flashing blue and green lights heading in the direction of the smoke.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

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

On July 17, 1996, [redacted] was in a vehicle traveling south on Old Riverhead Road, Westhampton, New York. [redacted] observed a column of white flame that was shaped like an exclamation point. The flame was to the east. At this time, BEIGEL advised that the vehicle was north of Montauk Highway and south of the New York Air Guard. The flame was descending and appeared to be over the land. The flame was lost from sight behind the distant trees. [redacted] did not hear any explosions.

[redacted] advised that [redacted] and [redacted] were also in the vehicle.

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OR

Investigation on 07/19/96 at Westhampton, New York

File # 265A-NY-259028

by SA CHARLES J. RUSSELL [signature] SA STEVEN A. BONGARDT/hrg [signature]

Date dictated 07/24/96

1460

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[REDACTED] was interviewed at his residence, [REDACTED] Westhampton, New York. [REDACTED]. After being advised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

The evening of July 17, 1996, [REDACTED] was at the Westhampton Yacht Squadron in Westhampton Beach standing on an outside deck. [REDACTED] heard someone say, "Look", and he turned his attention south over the ocean. [REDACTED] observed a red flare arching in the sky and descending downward. As it descended downward, he heard a "thump" and then there was a sudden burst of flames. This large body of flames then split into two smaller masses, and descended away from each other and out of view beyond Dune Road.

[REDACTED] did not see the flare until it arched in the sky. Initially, because it was so bright, he thought that it was only about 1/4 mile away in the bay area. The flare did not have a trail as it arched, but he did observe a trail of smoke as the flare descended. The flare took several seconds to descend which caused [REDACTED] to expect to see a parachute attached to it. However, the flare then burst into a fireball. After the masses descended south of Dune Road, [REDACTED] realized that it occurred much farther away, and must have been something larger than a flare.

[REDACTED] advised that he subsequently spoke to an individual named [REDACTED] who advised that he had seen something shoot out of the Dunes on July 17, 1996. [REDACTED] can be reached at [REDACTED], East Quogue, New York.

Investigation on	<u>7/19/96</u>	at	<u>Westhampton, New York</u>	265A-NY-259028-SUB
File #	<u>265A-NY-259028</u>			
by	<u>SA JAMES J. ROTHE</u> <u>SA GREGORY J. O'NEILL/MAM</u>	Date dictated	<u>7/21/96</u>	<u>SEP 24 1996</u>
This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;				



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

[REDACTED] was interviewed at his residence, [REDACTED], Lindenhurst, New York [REDACTED]. After being advised of the identities of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On July 17, 1996, at about 8:30 p.m., [REDACTED] was traveling westbound on the Sunrise Highway. The south side of Sunrise Highway is heavily tree-lined. [REDACTED] was just passing the William Floyd Parkway when he saw what he thought was a fireworks display through the corner of his windshield and driver's side window.

[REDACTED] was traveling with his daughter, [REDACTED] 12 years old, and remarked to her to look at the fireworks. [REDACTED] saw a red glowing object ascending from the tree tops. He believed that the glowing object must have originated from at least several miles away. [REDACTED] advised that it was not completely dark outside yet.

The red glowing object arced from the west to the east as it ascended. [REDACTED] did not notice any smoke following the glow. The glow was like following the head of a pen up into the air. Suddenly, the glow burst into a larger red glowing ball.

[REDACTED] was traveling at about 75 miles per hour. He did not see anything after the glow burst into the larger ball of red. [REDACTED] did not hear any sounds at all. The entire event lasted only a couple of seconds.

[REDACTED] did not think anything of the event until he saw the news later that evening and realized a day later that what he saw may have been related.

Investigation on 07/24/96 at Lindenhurst, New York

File # 265A-NY-259028 - 901-368

by SA JAMES J. ROTHE  
SA GREGORY J. O'NEILL (JJR:hrg)

Date dictated 07/24/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Remsenburg, New York, was advised of the official identities of the interviewing agents and the purpose of the interview. [redacted] then provided the following information:

[redacted] stated that on July 17, 1996, he was at the WESTHAMPTON YACHT SQUADRON with his family having dinner. They were seated on the porch when he noticed a red/orange flare. This image was very tiny, like a laser point. [redacted] stated that the flare was about 45 degrees in the sky and then started to descend to the ground. As the flare came closer to the ground it became bigger. The flare exploded into an orange and black ribbon that went down behind 585 Dune Road. After the ribbon flame went down behind Dune Road, [redacted] saw another explosion and flames come up. [redacted] stated that he observed black smoke after the second explosion and that the smoke turned into a white cloud. [redacted] advised that he did not hear the explosions, he only saw them.

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Investigation on 7/19/96 at Remsenburg, New York

File # 265A-NY-259028

by SA CARA L. HOLMES; SA MARCIE A. HOUK/MAM MK

Date dictated 7/19/96

REC'D NY-259028-SUE

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/14/96

On 8/5/96, Alitalia Airlines (AZ) Captain [REDACTED] was telephonically contacted. After being advised of the official identity of the interviewing agent and the purpose for the interview, he provided the following information:

[REDACTED] advised that on 7/17/96, he and First Officer (FO) [REDACTED] were the only cockpit members of AZ flight# 609, a non-stop flight from JFK to Rome. [REDACTED] was actually the pilot in charge of the flight. The departure position of AZ 609 when it left JFK was behind a TWA 767 aircraft. [REDACTED] believed that it may have been TWA flight #900. That flight took off after TWA flight 800 and before AZ 609.

[REDACTED] advised that AZ 609 was approximately 49 miles from JFK at an altitude of 18,000 or 19,000 feet when [REDACTED] called his attention to an explosion in midair. [REDACTED] was looking down at the cockpit flight instruments. [REDACTED] observed a ball of fire directly in front and below AZ 609. It fell vertically down to the water trailing thin black smoke. There was another explosion when the debris hit the water that caused smaller fires on the water surface. The second explosion appeared to have been bigger than the midair explosion. The weather was clear with very little wind. According to [REDACTED], visibility at flight and water level was very good. At no time did [REDACTED] observe any object, fire, or smoke trail travel towards the explosion in the air.

[REDACTED] advised that they called in the explosion to New York Air Traffic. He recalled that Air Traffic attempted to call TWA 800 a couple of times and did not get a response. Other flights in the area also reported the explosion.

[REDACTED] advised that at the time of the explosion, AZ 609 was getting ready to change radio frequencies. After flying over the site, they changed frequencies and continued on to Rome. Later in the flight they notified chief flight attendant [REDACTED]

(telephonically)

Investigation on 8/5/96 at Rome, Italy File # 265A-NY-259028-02  
 by ALAT Casimiro G. Nabozny:rls Date dictated 8/5/96 *5.003* *321*

[REDACTED] about the explosion. She had not seen the explosion. No passengers reported seeing the explosions. [REDACTED] believed that none of the passengers would have been able to see either explosion because of the flight pattern of AZ 609.

The following background information was obtained from [REDACTED]

Name	[REDACTED]
DOB	[REDACTED]
POB	Scotland
Residence (Italy)	[REDACTED]
	Rome
Telephone number	[REDACTED]
Residence (Switzerland)	[REDACTED]
	Geneva
Telephone number	[REDACTED]
Point of Contact	[REDACTED]
	Rome
Telephone	[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Air Traffic Controller, Gabreski Airport (Suffolk County Airport), home address [redacted] Patchogue, New York 11772, [redacted] was interviewed by Special Agent (SA) PAUL D. VALENTINE, on July 18, 1996, by telephone. [redacted] provided the following information:

On July 17, 1996, [redacted] was on duty at Gabreski Airport, Suffolk County, as an Air Traffic Controller in the tower. [redacted] stated it was a normal night working local airport traffic. While working, JOLLY 14 {Air National Guard Helicopter (H-60)} was on final approach to Runway 24 to pick up Air National Guard Parachute Jumpers, saw a flash of light. [redacted] initially thought it was a flare or maybe fireworks. He heard no noise. Then a fireball was visible. He was facing south in the tower. This fireball fell straight down. The most distinctive thing to [redacted] was that he noticed a big ball of smoke above the flame of the fireball as this fireball fell to the ground. He described it as a very big cloud above the impact explosion. [redacted] stated that he saw three (3) individual segments of fire/wreckage fall straight down.

[redacted] stated that JOLLY 14 immediately went south to investigate what they saw. He also reported talking to another aircraft that was over water just after the explosion. [redacted] could not remember the aircraft's call sign or side number. He remembered that the pilot report something peculiar; that something approached the wreckage scene may be a boat and leave toward's the west. [redacted] was not sure exactly what the pilot reported. He said we could get the conversation from the recording that tower keeps for all communications. [redacted] was not sure if this plane was transitting the airspace or coming into land at Suffolk County Airport.

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265A-NY-259028-SUB

Interviewed on 07 18 96 at East Moriches, New York telephonically 312

File # 265A-NY-259028

by SA PAUL D. VALENTINE:xyz Date dictated 07, 18/96

265A-NY-259028  
TMO:hrg

[redacted] was interviewed by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN WALSH of the New York State Police Department. The interview was conducted on July 21, 1996.

[redacted] Oakdale, New York, [redacted] which is moored at Captree State Boat Basin, West Islip, New York.

On July 17, 1996, [redacted] was on the bridge of the [redacted] looking west when his mate, [redacted] told him to look to the east. [redacted] states that his vessel's position was approximately three and a half (3 1/2) to four (4) miles off Sunken Forrest on Fire Island. [redacted] observed a bright orange light to dark red light to the east of the stern of [redacted]. He describes the light as looking like a flare, but being larger than a flare (including a rocket flare). The light appeared to [redacted] to be in the Davis Park area of Fire Island (Patchogue, New York area) or further east. [redacted] states that the light descended into the water angling toward the beach. He also states that he heard no noise of an explosion.

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265A-NY-259028-SUB(C)

SEP 13 1996

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[REDACTED] was interviewed at her residence, [REDACTED] Westhampton Beach, New York, telephone [REDACTED]. Also participating in the interview was Detective GARY MILLER, Suffolk County Police Department (SCPD). [REDACTED] father, [REDACTED] also furnished observations which were reported independently. After being apprised of the identities of the interviewing agent and Detective, as well as the nature of the interview, [REDACTED] provided the following.

[REDACTED] advised that on the evening of July 17, 1996, she was present on her father's boat, in Moriches Bay, when she observed a white smoke trail ascending through the sky culminating in a bright orange fire ball. The fireball appeared to emanate from either the dunes or beyond the dunes in the ocean. [REDACTED] noted that the smoke trail seemed to start off slowly, but gained momentum and speed before evolving into a fireball.

Concurrent with her observation of the smoke and fireball, [REDACTED] also observed a black plane flying overhead in a northeast direction at approximately 1/2 the altitude flown by larger planes in the area. She believed that the plane might have been a propeller driven plane. [REDACTED] advised that this plane was distinct from another white plane that she observed in the area doing loops several minutes prior to her observation of the smoke trail.

265A-NY-259028-SUB - CC3

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Investigation on 7/19/96 at Westhampton, New YorkFile # 265A-NY-259028

JUL 19 1996

by SA PAUL T. PALUMBO/MAMDate dictated 7/23/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

On July 20, 1996, [redacted], white, male, [redacted] residing at [redacted] Moriches, New York, telephone number [redacted] was interviewed at his place of work, [redacted] Southamton, New York. PLANZ 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] had been on his small boat with several friends identified as [redacted] telephone number [redacted] [redacted] telephone number [redacted] and [redacted] telephone number [redacted] during the evening of July 17, 1996. [redacted] docked his boat at Great Gun Park (bayside) sometime around 7:00 PM. [redacted] and his friends proceeded to the oceanside beach where they engaged in watersports and activities on the beach. While at the beach, [redacted] noticed an unusual ship in the water off the coast. He indicated that this boat was unusual in that it had a smoke stack in the middle and a high front and high back. The ship was further described as a white, twenty-two (22) foot, fishing boat. The ship appeared to be sinking because the bow of the ship appeared unusually high. [redacted] could not recall ever seeing that ship off the shore by Great Gun Park.

At approximately 8:30 PM, as the sun was setting, [redacted] and his friends returned to his docked boat and began to pull out of the boat slip. [redacted] while maneuvering his boat out of the slip by proceeding in reverse as the boat faced north towards Great Gun Park, was alerted by one of his friends on the boat, to look at that. [redacted] quickly turned around and observed a bright white light in the sky over the ocean. This white light was south, southeast of [redacted] and his boat. The white light was high in the sky and moved slightly high for approximately one or two seconds before turning into two (2) equal sized reddish/orange fireballs. [redacted] described his observations as seeing a flare reaching its apex than quickly falling down toward the ocean.

265A-NY-259028-SUB-CC2 302

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

File # 265A-NY-259028

SA DOUGLAS B. ABREL  
SA MICHAEL SAAR/hrg

esp 19 1996

Date dictated 07/25/96

219



265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 07/20/96 , Page 2

[REDACTED] recalled seeing grayish, blackish smoke tracing the reddish/orange fireballs as they descended toward the water. The fireballs were very big and appeared quite close. [REDACTED] could not see exactly where the fireball landed because he was in his boat across the inlet on the bayside.

[REDACTED] did not hear any noise associated with the white light or the reddish/orange fireballs. However, he indicated that his boat's outboard motor was idling as the boat was in reverse.

[REDACTED] believed that the flare may have been a distress flare from the boat observed earlier which appeared to be sinking. [REDACTED] noted that the orange fireball appeared further out in the ocean than where the unusual boat was earlier observed. [REDACTED] overheard other individuals in the marina commenting on seeing the flare.

[REDACTED] and his friends left the area on his boat after seeing the flare without making any further inquiries into their sightings. After [REDACTED] arrived home, he saw a special news report on the airplane explosion which occurred over the waters of East Moriches, Long Island, New York.

[REDACTED] could not recall any additional factors or observations regarding the evening of July 17, 1996, but was advised to contact the hot line number at the Federal Bureau of Investigation (FBI) New York Office if any additional information came to light.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

[redacted], Date of Birth: [redacted], of [redacted], Westhampton, New York (NY), phone number [redacted] was interviewed by Investigator (Inv.) DARNLEY SCOON, New York State Police, and Special Agent (SA) JOSEPH C. FANNING, Federal Bureau of Investigation (FBI), at [redacted] Westhampton, NY. [redacted] is currently employed at [redacted], Oak Brook Tours, Illinois, and has been employed since July, 1977. [redacted] is currently the [redacted]

[redacted] was working on the Dredge Illinois while it was in Qatar. [redacted] also worked on a second Dredge called the Carolina. The Dredge completed its job in Qatar on November 20, 1995. [redacted] left Qatar November 20, 1995, and traveled to Amsterdam, then came back to the States on December 2, 1995. [redacted] stated that Dredge Illinois was not operating between November 20, 1995, and the middle of May, 1996 when it started the journey to Staten Island. The Dredge Illinois arrived at Staten Island on July 2, 1996. [redacted] stated that during the time he was with the Dredge Illinois he was made aware that there were four (4) Middle Eastern workers who disappeared and the local police were notified.

[redacted] stated that before the Dredge Illinois left Qatar, a complete search of the Dredge was met with negative results. [redacted] further stated that the Dredge Illinois was brought to Staten Island. [redacted] stated that the first time he saw of the four Middle Eastern subjects was on July 2, 1996, when the Dredge Illinois was in Staten Island Dock.

[redacted] stated that he first saw one of the stowaways at approximately 4:00 pm on July 2, 1996. [redacted] was down in the bow hole and was called by a familiar voice. [redacted] knew this subject to be [redacted] a runner for the Dredge Illinois when it was in Qatar. [redacted] notices that [redacted] had lost a lot of weight and was weak and asked [redacted] to call a family member. [redacted] gave [redacted] a telephone number in Brooklyn, NY. [redacted] stated that he had returned to the office and gave the number to [redacted] [redacted] is from Pakistan and is a Muslim.

265A-NY-259028-SUB-300  
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Investigation on 7/25/96 at Westhampton Beach, New York

File # 265A-NY-259028  
NYSP INVESTIGATOR DARNLEY SCOON  
by SA JOSEPH P. FANNING/axh Date dictated 7/25/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED]  
[REDACTED] Sayville, New York home telephone number [REDACTED]  
work telephone number [REDACTED] was advised of the identity  
of the interviewing agent and the purpose of the interview.  
PETER then furnished the following information:

On Wednesday, July 17, 1996, of approximately 8:30  
P.M., he was on his boat in the Connetquot River. He looked up  
in the sky and saw two flames coming together towards the ground.  
He was unable to provide any more information.

294  
265A-NY-259028-SUB-CC3

Investigation on 7/20/96 at Watch Hill, Fire Island, New York  
File # 265A-NY-259028 SEP 18 1996  
by SA JOHN L. SHEEHAN mag Date dictated 7/22/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[redacted] Date of Birth, [redacted] of [redacted] South Beach, New York (NY), 11789, telephone number [redacted] work address of [redacted], South Beach, New York, telephone number [redacted] was advised of the identity of the interviewing Agent and the purpose of the interview. [redacted] then provided the following statements.

On Wednesday, July 17, 1996, approximately 1830 hours off the inlet near Westhampton Beach, [redacted] was fishing off his twenty (20) foot, open, brown, MFG, outboard motor boat, accompanied by [redacted] of [redacted] Farmingville, NY, [redacted] unknown address and unknown telephone number, and [redacted] unknown address and telephone number. [redacted] stated he was anchored off between two jetty's near a small island in the inlet facing northwest. [redacted] then shouted out loud "hey look". [redacted] advised he turned around in the southeast direction and observed a large fireball. [redacted] observed flames falling towards the water off the horizon followed by a streak of white smoke following the flames. The unknown object that was falling then disappeared behind the rock jetty. [redacted] then heard an explosion and the streak of smoke then changed to a heavy black smoke. [redacted] stated he did not observe anything prior to observing the flames dropping out of the sky. [redacted] could not approximate how far the flames were in reference to his location.

265A-NY-259023-SUBCC3

Investigation on 7/23/96 at South Beach, New York

File # 265A-NY-259028

by SA JOSE M. FLORES, Jr./dap

Date dictated 7/23/96

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SEP 24 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[redacted] date of birth: [redacted]  
[redacted] Newport, Rhode Island, telephone number [redacted]  
[redacted] was telephonically advised of the identity of the  
interviewing agent and that the interview was regarding whether  
or not she noticed anything in regards to the crash of TWA flight  
800 on 7/17/96, while she was aboard USAIR flight 217 on 7/17/96,  
from Charlotte, North Carolina to Providence, Rhode Island.  
[redacted] furnished the following information:

[redacted] was aboard USAIR flight 217 on 7/17/96, from  
Charlotte. [redacted] was assigned seat 22C. Seat 22C is an aisle  
seat. Between the times 8:40 p.m. and 9:00 p.m., she moved from  
her assigned seat to a window seat. The window seat was vacant.  
[redacted] stated she had moved over to sit in the window seat  
because the sunset was beautiful. The USAIR flight was heading in  
a northern direction. As the plane she was aboard was starting to  
descend over the southern portion of Long Island she was looking  
at the sunset and the land below. It was dusk outside the window  
of the plane.

During this time she noticed a huge ball of fire west  
of her plane. [redacted] could not state whether the ball of fire  
was over the water or land, but it looked like it was over the  
water. At approximately the same time she observed two (2) dark  
green helicopters flying between USAIR flight 217 and the ball of  
fire. The helicopters appeared to be flying in a circular  
pattern. One (1) helicopter she noticed was flying in a easterly  
direction, around the southern portion of Long Island, and the  
other helicopter was flying in a westerly direction, around the  
northern portion of Long Island. [redacted] advised she could not  
see if the helicopters had any markings or any type of equipment  
aboard because of the time of day, dusk. [redacted] noticed a U  
shaped ribbon of lights on the land below. She stated she had not  
noticed anything unusual prior to observing the fireball because  
she was watching the sunset and the land.

[redacted] stated at T.F. Green airport they sat on the  
plane for a few moments before departing the plane. After  
departing the plane [redacted] overheard a pilot and a co-pilot,

CC3-  
275  
265A-NY-259028-SUB

Investigation on 7/30/96 at Providence, Rhode Island (telephonically)

File # 265A-NY-259028-B SUB 302

by SA JAMES D. PITCAVAGE/jdp Date dictated 7/31/96 SEP 5 1996

1559

000089

265A-NY-259028-B SUB 302

Continuation of FD-302 of \_\_\_\_\_, On 7/30/96, Page 2

whom she believes flew her plane, making comments such as, where was it, what was it.

While driving home in the car she heard on the radio about the TWA crash.

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/2/96

[REDACTED], date of birth: [REDACTED], home address: [REDACTED] Cranston, Rhode Island, 02910, home telephone [REDACTED] was telephonically interviewed at his residence. [REDACTED] was advised of the identity of the interviewing Agent and of the nature of the interview. [REDACTED] provided the following information:

He was in a window seat on the right side of USAIR FLIGHT 217 (7/17/96) when he saw what he thought to be a boat on the ocean below his plane. The plane was traveling in a northerly direction and the boat was going west at a speed which made "foam come out of the back of the boat".

He turned to his mother, who was sitting across the aisle from him, and told her that he thought he saw a boat. He then turned back to the window and saw something red in the same location as the boat. He did not know what this red thing was in front of him but he watched it for approximately fifteen seconds and then it exploded. The explosion was very big with an orange fire.

He again turned to his mother and said that he had seen an explosion. His mother replied that it was probably a bonfire.

His sister, [REDACTED] came over to his side of the plane, looked out and saw smoke. They then flew past whatever it was below them.

He felt the boat looked like a medium sized vessel and was sure it had a cabin. It looked like the boat was coming into the direction of the plane he was riding in.

265A-NY-259028-SUB CC 3

Investigation on 7/30/96 at CRANSTON, RHODE ISLANDFile # 265A-NY-259028 SUB 302

SEP 5 1996

by SA WALLACE D. SALISBURY/dmiDate dictated 7/30/96

1568

1.

265A-NY-259028  
TMO:dxa *file*

The following investigation was conducted by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH of the New York State Police Department on July 19, 1996:

[REDACTED] of  
[REDACTED] Remsenburg, New York, stated he was kayaking from his house to his girlfriend's house when he saw an orange to white glow, looking like a flare, hanging in the air for five to ten seconds, drafting south and down, then it dropped quickly and then the flames enlarged and broke apart. He never saw a plane or any other object. [REDACTED] supplied a diagram which is attached as an enclosure.

*CC3*  
*249*

265A-NY-259028-SUB

SEP 13 1996



1.

265A-NY-259028  
TMO:nac

The following investigation was conducted by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH, of the New York State Police Department on July 24, 1996:

[REDACTED] Bay Shore, New York, [REDACTED]

[REDACTED] was interviewed and provided the following information:

[REDACTED] states that on July 17, 1996, at about 8:30 p.m., he and [REDACTED] were in a boat heading east on Great South Bay, approximately 1/2 to 3/4 mile east of the Captree Bridge. [REDACTED] observed what he believed to be a red flare about 1/4 below to horizon to the east. The flare-like object grew larger and then started falling. [REDACTED] describes this process as looking like a firework dud with sparks emanating down. He believed the object was closer than he now believes it to have been, based on media accounts. Additionally, [REDACTED] states that he based his estimation of the time of occurrence on the length of his boat trip. Note: [REDACTED] does not know the exact position of the boat.

CC3

248

265A-NY-259028-SUB

SEP 13 1996

1.

265A-NY-259028  
TMO:nac *TMC*

The following investigation was conducted by Investigator THOMAS M. O'NEILL and Investigator KEVIN E. of the New York State Police Department on July 25, 1996.

[REDACTED] Bay Shore, New York,  
[REDACTED]

[REDACTED] was interviewed and provided the following information:

[REDACTED] states that on July 17, 1996, at about 8:30 a.m., he and his friend [REDACTED] were proceeding east on Great South Bay, approximately 1/2 to 3/4 mile east of Captree Bridge, in his 16 foot Tahiti Boat, [REDACTED]. He saw a reddish/orange light to the east, which he describes as ascending in a slight northwest arc. [REDACTED] believed that the light was a flare, which he describes as staying on the same plane until it broke into a "waterfall" of fire. The fire descended and then broke into a larger fireball and a smaller (about 1/8th the size of the larger) fireball. [REDACTED] believed that the fire emanated from an area near Heckscher State Park.

CC3  
247  
265A-NY-259028-SUB

SEP 13 1996

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[REDACTED] West Warwick, Rhode Island, 02893, [REDACTED] was telephonically interviewed at her residence concerning the crash of TWA FLIGHT 800, July 17, 1996, off Long Island, New York.

[REDACTED] advised that on July 17, 1996, she and her husband, [REDACTED] were on USAIR FLIGHT 217 en route from Charlotte, North Carolina to Providence, Rhode Island in approximately Row 17. She was in the window seat and her husband, [REDACTED] was next to her. She was looking out the window around 8:30 p.m., down and to the right, when she saw a red/orange ball of fire that lasted for almost a minute. In the meantime, she told her husband that she saw a plane on fire and he also looked. She kept looking and the fire kept on burning.

[REDACTED] saw no smoke nor an airplane. The ball of fire looked as if it were in the sky, then it passed out of view as FLIGHT 217 flew on. She estimated FLIGHT 217's height as 25,000 feet as the plane had already started its descent to Providence.

[REDACTED] saw no light streaks or airplane before the fire. She could see the outline of the land where it met the water.

[REDACTED] is a frequent flyer who is always looking out the window.

[REDACTED] advised that a white female, approximately twenty sitting directly in front of her asked afterwards "Did you see that?".

FLIGHT 217 landed in Providence at 8:55 p.m.

Personal background on [REDACTED] is as follows:

DATE OF BIRTH: [REDACTED]

SOCIAL SECURITY

ACCOUNT NUMBER: [REDACTED]

Investigation on 7/30/96 at WEST WARWICK, RHODE ISLAND

File # 265A-NY-259028 SUB 302

by SA THOMAS J. CARSON JR./dmi

Date dictated 7/30/96 P 5:1996

265A-NY-259028-SUB

349

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 25, 1996, [redacted], Date of Birth [redacted], was interviewed by an agent of the Federal Bureau of Investigation (FBI) at his residence, [redacted] Middle Island, New York (NY), [redacted]. He provided the following information:

On July 17, 1996, [redacted] travelled to East Moriches to go fishing with his nephews, [redacted] and [redacted]. They started fishing at approximately 7:30PM. While fishing, [redacted] observed two (2) jet airliners in the sky, one after the other. Shortly afterward, [redacted] observed a fireball in the sky. [redacted] believed that the fireball came up from the ocean and that it had possibly been caused by a boat exploding. After witnessing the first (1st) long fireball, a short space of time elapsed and the [redacted] observed a second (2nd) fireball emerge on top of the first (1st) one. [redacted] then heard a loud explosion, followed by a second (2nd) explosion.

After the explosions, [redacted] saw helicopters flashing their lights and boats travelling back and forth across the inlet. [redacted] did not know a plane crash had occurred until three kids told him and his nephews what they heard on the news. [redacted] and his nephews left the area around 10:45PM and were interviewed by NEWS 12 about what they had seen. [redacted] advised that he did not notice anything unusual prior to the plane's explosion.

CC

Investigation on 07/25/96 at Middle Island, New York

265A-NY-259028-SUB

File # 265A-NY-259028

CC

by SA KURT B. HUERTAS (KBH:amo)

Date dictated 07/25/96

AUG 28 1996 220

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- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[REDACTED], E. Moriches, New York, was contacted telephonically and provided the following information:

[REDACTED] was a passenger in the right rear seat of her husband's airplane on the evening of July 17, 1996 when her husband exclaimed something, and drew her attention to a light in the sky to the southeast of the airplane. [REDACTED] saw this light, then a few seconds later she saw a huge reddish-orange explosion as large as a building on its side, much larger than an airplane. [REDACTED] initially thought it was fireworks, but now believes it was the fuel of an aircraft igniting in the air. She saw a separate streamer of the fire off to the left of the main fire, which seemed to split into two connected sections of flames. She did not see what caused the fire or explosion.

[REDACTED] provided the following additional identifying information:

Home Telephone:  
Work Telephone:  
Work Address:

[REDACTED]  
Oakdale, NY  
Doctor of Chiropractic

Profession:

265A-NY-259028-SUBCC-146

Investigation on 7/22/96 at New York, New York (telephonically)

File # 265A-NY-259028

by SA JULIAN G. CLARK, JR./maj

Date dictated 7/22/96

AUG 28 1996

265A-NY-259028

JK:dt

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

[REDACTED] St. James, New York, 11780, [REDACTED] was telephonically contacted at home. [REDACTED] advised that she was on [REDACTED] boat, one mile north of Mt. Sinai, when she saw what looked like a rocket rise from the south east. [REDACTED] explained that it appeared to be like a rocket used in fireworks, with a red-orange ball and tail. [REDACTED] didn't observe any smoke and didn't hear anything because the boat's engines were running. [REDACTED] advised that the rocket followed an arched path and then she saw an explosion with the fireball to the left and black objects to the right. She explained that everything fell out of view and then she saw smoke rising. [REDACTED] thought that a house on land may have suffered a gas explosion until she heard news of the plane crash.

265A-NY-259028-SUB CC

AUG 15 1996

126

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Islip, New York, Date of Birth, [redacted], was advised of the identities of the interviewing Agents and Detective and the nature of the interview. He thereafter provided the following information:

On July 30, 1994, at about 8:30 p.m., he was on a boat with his father, [redacted] and brothers, [redacted] and [redacted] eight year old twins. The four had just left Barretts Beach on Fire Island, New York, and were headed in a northwest direction. COLE noticed a flare out over the ocean fly into the sky. At first it appeared to be over the Great South Bay. The flare was orange in color and appeared to last for about two seconds. [redacted] next saw an orange fireball explode. This occurred southeast of his position, directly behind the boat. The orange fireball appeared to break in two and fall into the ocean. At first he thought a boat had exploded.

265A-NY-259028-SUBCC3

Investigation on 7/25/96 at Islip, New York

File # 265A-NY-259028

SAs JILL MARIE EULITZ/JAMES MCCARTHY/

by DET DENNIS RAFFERTY, SCPD/cxk

Date dictated 7/25/96 **AUG 29 1996**

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Babylon, New York, was contacted at his residence. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996 [redacted] advised he was returning from dinner with his wife, [redacted] his sister, [redacted] and her husband, [redacted]. At approximately 8:40 PM, [redacted] advised they had travelled by boat, the "R and R," which is owned by Drs. [redacted] and [redacted]. [redacted] was driving the boat in Moriches Bay and was facing north and slightly west. The boat was positioned just south of Beaver Dam Creek. [redacted] had his back to the south, the others were facing south.

[redacted] advised his sister, Dr. [redacted] exclaimed something like "What's that, there's a plane in trouble." [redacted] happened to look up in the sky about a second later and observed a small orange-colored glowing ball of light travelling up in the sky. Looking up, the light appeared to travel an inch or two and then began to descend approximately four-five inches. [redacted] stated the path of the ball of light was directly straight or vertical and he did not actually see it curve or arch. [redacted] stated however, when the orange-colored ball began its descent falling relatively slowly, the glow became dimmer. [redacted] further stated after the ball of light descended he saw a small white spark. The ball of light had been symmetrical and the spark was jagged. [redacted] believed that this was a flare or fire works at first; however, [redacted] advised that it did not move as fast as a flare.

Immediately following the spark, [redacted] observed a larger ball of light or red-colored flame dropping from the sky. [redacted] stated that the red ball disappeared into the ocean. The only thing [redacted] heard at that point was a thunder-like sound. The entire sequence of events lasted approximately twenty seconds. [redacted] advised the path of the ball of light, from beginning to end, was vertical. When the larger red ball or flame dropped [redacted] said it looked like a burning rag falling.

CC3  
117

265A-NY-259028-SUB C

[redacted] 7/21/96 at Babylon, New York

265A-NY-259028

SA SHAWN M. WOLFF dp

Date dictated 7/24/96

AUG 28 1996



265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/21/96 Page 2

[REDACTED] stated that after spark, and once the flame or ball began falling, it broke into two pieces, one pulling off to the left of its original path, burning on the way down, red/orange flames and black smoke.

[REDACTED] noted that while the first ball of orange-colored light descended approximately four inches, he noticed a trail of greyish white smoke coming directly from the glowing ball. BROWN did not notice this trail of smoke as the glow initially climbed.

After the ball of red light hit the water, [REDACTED] sister stated "somebody just died." At this point, [REDACTED] radioed the United States Coast Guard (USCG) describing what they saw. The USCG responded that the military was conducting "Pyrotechnique" training and asked if this might be what they saw. BROWN and the others were not sure what to think. Immediately following [REDACTED]'s transmission, there were two additional contacts with the USCG. One was a boat located in Shinnecock Inlet, the other was out in the Atlantic Ocean. The boater in Shinnecock Inlet thought he saw two planes collide and the boat that was oceanside saw something fall into the ocean.

[REDACTED] stated that [REDACTED] docked the boat and they all drove over to Barrier Island. [REDACTED] wife, [REDACTED] and [REDACTED] climbed to the deck of a condominium or apartment complex and observed a large mass of flames out over the water. This was at approximately 9:15 PM. During this time, several rescue and ambulance units were out there also. Later in the evening, the [REDACTED] learned of the TWA Flight 800 crash into the ocean.

[REDACTED] stated that he did not observe any "quivering" motion of the initial ball of light. [REDACTED] advised that the sun was down at the time but that the sky was still light. [REDACTED] did not see any planes in the sky at the time of the incident.

[REDACTED]'s wife [REDACTED], was present during the interview and concerned with every statement made by [REDACTED]

[REDACTED] had observed the exact same sequences of events.

[REDACTED] date of birth is [REDACTED] Social Security Account Number [REDACTED] CORINNE BROWN's date of birth is [REDACTED] SSAN [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] date of birth [redacted] residing at [redacted] Charlotte, North Carolina (NC), telephone number [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] provided the following information:

On July 17, 1996, [redacted] was travelling from Charlotte, NC, to Providence, Rhode Island, on USAir Flight 217 which was in the immediate vicinity of TWA Flight 800 when it exploded. [redacted] was in seat 17F, looking out the window, and noticed an orange flashing light. The light was about the size of a basketball. It was not moving and would brighten and dim. Initially, [redacted] thought the flashing light was a flame; but discounted this because the light did not move. [redacted] then thought the light was a hazard light on a boat inasmuch as she did not know the altitude of USAir Flight 217 but knew the plane was near the coast. [redacted] believed USAir 217 was at about 30,000 feet because the plane had begun its decent into Rhode Island from its cruising altitude at 37,000 feet.

While [redacted] was watching the light, it exploded. The explosion looked like an orange ball with a flame and a black rim. [redacted] believed the explosion was either an oil tanker or a boat crash. At the time of the explosion, she looked at her beeper and time displayed was 8:33 p.m. [redacted] spoke with the woman sitting behind her, in seat 18F, who also saw the explosion and who agreed the explosion must be a boat crash or an oil tanker. [redacted] discussed the incident with the passengers in row 18 (behind her). She did not mention the incident to anyone in the flight crew. [redacted] believes the passengers in the row in front of her were sleeping. She is unaware of anyone else on the flight who may have seen the explosion.

[redacted] advised she is a student at the UNIVERSITY OF NORTH CAROLINA AT CHARLOTTE, and is currently employed at [redacted] Charlotte, NC, telephone number [redacted]

CC3  
115

Investigation on 7/31/96 at Charlotte, North Carolina 265A-NY-259028-SUB  
File # 265A-NY-259028-302  
by SA JOANNE WILFERT MORLEY Date dictated 8/2/96 AUG 22 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

On July 22, 1996, [redacted] Bayshore, New York, [redacted] was advised of the official identities of the interviewing agents and the purpose of the interviews. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was fishing off of a boat in Moriches Inlet with [redacted] and [redacted]. Between 8:20 pm and 8:30 pm, the boat was located in the northern portion of the inlet when [redacted] observed what appeared to be a flare with an orange ball at its head. [redacted] observed the flare like object (FLO) for eight to ten seconds at which time it turned into a bright yellowish orange glow. This glow turned into a wide flame that descended towards the ocean in two pieces, where [redacted] lost sight of it beyond the horizon. Several minutes after losing sight of the explosion [redacted] smelled a fuel like odor which was different than any he recognized.

Approximately 20 minutes prior to the explosion [redacted] observed a large orange-rust colored boat, 250-300 feet in length with large arm like structures on its rear, south of Moriches Inlet. [redacted] thought this was unusual because large commercial fishing boats are rarely that close to the inlet. [redacted] did not observe any aircraft in the area because of the low light conditions.

CC3  
111

Investigation on 7/22/96 at Bayshore, New York File # 265A-NY-259028  
by SA DAVID SEBASTIAN Date dictated 7/22/96  
SA JOHN D. FETHIERE JDF:gmc 265A-NY-259028-SUB-4  
AUG 30 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted], Date of Birth, [redacted] was interviewed at his residence [redacted] East Moriches, New York, telephone number [redacted]. After being advised of the identities of the interviewing Agents and the nature of the interview, LE BRUN provided the following information:

[redacted] is an Assistant Fire Chief for the Air National Guard. On the evening of July 17, 1996, [redacted] was traveling by boat to Moneybogue Bay en route to LARRY'S CRAB HOUSE for dinner, which is near the United States Coast Guard Station. [redacted] was traveling with his girlfriend, [redacted]

[redacted] was heading due south in Moneybogue Bay and approached the first red buoy marker. At this marker, [redacted] would have started to bear westbound within Moneybogue Bay on his approach through the Jessup Lane Bridge. [redacted] was traveling at less than five miles per hour in compliance with the "no wake" law.

Just as [redacted] reached the first red buoy marker, at about the center of Moneybogue Bay, while facing due south, he saw what appeared to be a boat flare shoot straight up into the sky from the horizon beyond Dune Road. [redacted] advised that it was still light outside, and his initial thought was that it was either a boat flare or fireworks. Because it arose from south of Dune Road, [redacted] knew that it originated from the ocean.

He turned to his girlfriend, [redacted], and asked her to look. The flare was yellow-orange in color and shaped like a round ball. There was no tail of smoke on the flare. [redacted] who is familiar with boat flares, advised that the flare ascended at the normal speed of a boat flare. The flare ascended straight up into the sky. It did not arc or curve.

The flare ascended for what [redacted] estimated to be about fifteen seconds. It then burst into a yellow flash, slightly larger than the flare itself. [redacted] thought that the yellow flash looked a little like "heat lightning". The yellow flash remained illuminated and descended. It

106

Investigation on 7/23/96 at East Moriches, New York 265A-NY-259028-SUB C3

File # 265A-NY-259028

by SAs JAMES J. ROTHE  
GREGORY J. O'NEILL/JJR/rdo

Date dictated 7/23/96 AUG 2 1996

1748

265A-NY-259028

Continuation of FD-302 of [REDACTED] , On 7/23/96 , Page 2

then burst again into a huge fireball, yellow-orange in color. This second fireball was about twenty times the size of the yellow flash.

[REDACTED] did not hear any sounds as the flare ascended, or when the yellow flash and the huge fireball appeared. The fireball descended and eventually [REDACTED] lost visual contact as it descended south of Dune Road. [REDACTED] heard three explosions after he lost visual contact. [REDACTED] estimated that the entire event took about thirty seconds.

At about the same time that he lost visual contact, [REDACTED] saw a National Guard helicopter traveling from northeast to the south in the direction of the fire. The helicopter headed south into the ocean over the Beach Lane draw bridge.

[REDACTED] offered to revisit the exact point at which he saw the flare.

The interviewing Agents accompanied [REDACTED] to his 23 foot boat to the point where he saw the flare. LE BRUN stopped the boat at the first red buoy which is marked number 4, located in the center of the Moneybogue Bay. The buoy is the point at which boats would begin to make their bearings westbound in order to travel through the Jessup Lane Bridge and into Moriches Bay.

[REDACTED] pointed his boat in the direction in which he saw the flare. The compass reading was 173 degrees south. The direction which [REDACTED] pointed was about one quarter of a mile east of the Jessup Lane Bridge.

[REDACTED] advised that his girlfriend, [REDACTED] will be available tomorrow to be interviewed. She works at the [REDACTED] telephone number [REDACTED], between 10:00 am and 6:00 pm.

360

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, [redacted] Date of Birth [redacted] [redacted] Blue Point, New York, [redacted] was contacted and furnished the following information:

[redacted] advised that on July 17, 1996, he was sitting on a boat looking at two boats in front of a buoy. He stated that he suddenly saw an orange/red flare appearing two degrees above the boats. He stated that, at first, the flare was small and circular, but then grew into a large fireball. [redacted] saw two flat sheets spiraling off of the fireball. He estimated that the fireball was 8,000 - 10,000 feet high and approximately 8 to 10 miles off shore. [redacted] advised that the fireball first appeared 8 or 9 degrees above the horizon. He stated that the fireball was visible for about four seconds. [redacted] recalled that the night was clear. He described seeing one large explosion and stated that, because of his distance from the explosion sight, he would not have been able to see any white smoke trails.

157

265A-NY-259028-SUB

Investigation on 7/22/96 at Blue Point, New York

File # 265A-NY-259028

by SA NICK J. PINDELIC  
SA JANE C. KELLY:cam

Date dictated

7/24/96

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SERIALIZED FILED

AUG 15 1996

FBI-NEW YORK

1760

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

On July 21, 1996, at approximately 1:30PM, Investigator JOHN KEARY of the New York State Police, Farmingdale, New York, interviewed [redacted] Date of Birth [redacted] Moriches, New York. [redacted] home telephone number is [redacted]

[redacted] He works at [redacted] Westhampton, New York. [redacted] He was interviewed at his place of employment.

[redacted] advised on July 17, 1996, he was surfing with a group of friends at Great Gunn Beach which is located on the Smith's Point side (west) of Moriches Inlet. He noted that he was accompanied by [redacted] and [redacted] Two other subjects were with him but he could not recall their names. At about 8:30PM, he and his friends were in [redacted] boat. His boat was on the bay side of the barrier beach, docked at the facility on Moriches Bay. The boat was facing west. [redacted] recalled that he was looking south over the port side of the boat when he noticed a reddish/pink flare ascending upward into the sky. He stated that he first observed this flare when it was halfway through it's flight. This flare then expanded into a huge ball of fire which fell from the sky. [redacted] stated that after falling, another flash of fire occurred at the ocean level in what he now thinks was the TWA jet exploding on the surface. [redacted] stated he did not notice any erratic pattern to the rising flare nor did he notice any smoke. He stated that he thought the rising flare originated from the beach side of the barrier island. He stated that it originated due south or possibly just a little to the east of his location. He noticed no curve to the flares path of travel. He estimated that the crash of the plane occurred several miles out into the ocean.

[redacted] noted that he observed a big fishing boat out on the ocean just west of his location. He estimated the boat was about six miles out. He could provide no other description of the boat and stated he did not pay attention as to where it may have come from or where it went to.

Investigation on 7/20/96 at Center Moriches, New York  
File # 265A-NY-259028  
by INV. JOHN P. KEARY (NYSP) JPK:meg JPK

265A-NY-2600

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FBI

Date dictated 7/26/96

363

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

On 7/18/96, at approx. 3 AM, SA WILLIAM F. LYNCH, FBI, and Detective PHIL DALEY, badge number 946 3150, Command H, Suffolk County Police Dept. (SCPD), 516 854 8538, interviewed [REDACTED] a white male, [REDACTED] Mr. [REDACTED] was interviewed at his home, located at [REDACTED] East Moriches, N.Y. [REDACTED] and was interviewed in the presence of his wife, [REDACTED] a white female, DOB [REDACTED]. Mr. [REDACTED] advised that he is employed at [REDACTED] on Montauk Highway, in Quogue, N.Y. [REDACTED]. Mr. [REDACTED] was interviewed regarding his observations of TWA flight #800, which he had seen crash into the ocean, several hours earlier, on the evening of 7/17/96. Mr. Finne advised as follows:

OBSERVATIONS OF SCOTT FINNE:

At approx. 8:30 PM, on the evening of Wednesday, 7/17/96, Scott Finne and his wife Christmas were driving down Dune Road in Westhampton Beach, N.Y. They were going to look at a fire which had damaged a home the previous night, in the vicinity of Dune Road. Mr. Finne explained that for the last five years he has been a Fireman with the Eastport N.Y. Fire Dept.

As he and his wife drove in Mr. Finne's truck, something in the sky caught his eye. He recalled it as a n orange glow, and he got the feeling that it was a plane, and that it was on fire. He stated that his eye had been drawn to this orange glow, as opposed to the usual white lights of passing aircraft, and that this was why he looked up.

The plane, which seemed to now be going in a westerly direction, laid over onto its left side, and was holding together. At this point he had no idea what type or size plane it was, but it appeared to be 2 to 3 miles off shore.

265A-NY-259028-SUB (C)

Investigation on 7/18/96 at East Moriches, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH *WFL*Date dictated 7/22/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 15 1996	
FBI-NEW YORK	

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1775



265 A NY 259028

Continuation of FD-302 of [REDACTED] , On 7/18/96 , Page 2

While the plane was in this attitude, it exploded into "an enormous curtain of fire", which Mr. [REDACTED] described as "the brightest orange", and as lasting approx. three (3) seconds. He stated that he did not see the impact of the plane, and heard no concussion, and that he immediately ran to the top of the steps of Rogers Beach Pavilion, and looked out at the water, and only saw a column of white smoke.

Mr. [REDACTED] stated that the point of impact in the water seemed to be in a straight line from Rogers Beach Club, on Dune road, Westhampton Beach, N.Y. Mr. [REDACTED] stated that he immediately phoned officer JOHN BANDROWSKI, of the Southampton Police Dept.

Mr. [REDACTED] stated that almost immediately after the crash, a dark green helicopter with what seemed alike a machine gun mounted on it, flew overhead, heading directly out toward the crash site.

[REDACTED] stated that this was the sum total of his observations.

## 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 259028by SA WILLIAM F. LYNCH  
SA PETER C. CASAZZA. SA PAUL SHEADate 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:

**FEDERAL BUREAU OF INVESTIGATION**

**Precedence:** ROUTINE

**Date:** 10/14/1996

**To:** New York

**Attn:** ASAC George Andrew

**From:** Herman Neil E  
Lang Thomas F  
I-46

**Contact:** SA Steven A. Bongardt, ext. 8277

**Approved By:** Herman Neil E  
Lang Thomas F

**Drafted By:** Bongardt Steven A:sab

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

**Title:** UNSUB(S) ;  
EXPLOSION OF TWA FLIGHT 800;  
JULY 17, 1996;  
AOT-IT-EID

**Synopsis:** Flare sightings plotting report of selected witnesses on the night of July 17, 1996.

**Enclosures:** One copy of FD-302 by SAs William F. Lynch and Peter C. Casazza and one report of Deputy Inspector Douglas S. Matulewich, Suffolk County Police Department, Marine Bureau, concerning witness flare sighting plots.

**Details:** Deputy Inspector Douglas Matulewich, along with Special Agents of the Federal Bureau of Investigation and, on certain occasions, analysts from the Defense Intelligence Agency, plotted left and right lines of sight bearings from eight different witness locations from which eleven witnesses reported seeing flare-like objects rising immediately before the crash of TWA Flight 800 on the night of July 17, 1996, on or about 8:30 p.m. local. Deputy Inspector Matulewich used a Global Positioning System (G.P.S.) device to ascertain the witnesses exact location and plotted his results on a U.S. Department of Commerce, National Oceanic and Atmospheric Administration Cart number 12353 in degrees magnetic.

Deputy Inspector Matulewich had been in contact with SAs Theodore Otto and Steven Bongardt prior to the release of his final report and had provided the same following locations as the result of his plotting work for possible MANPAD (Man Portable Air Defense/ shoulder launched missile) shooter locations:

1. LAT 40 degrees 40.68 minutes North  
LONG 072 degrees 40.66 minutes West
2. LAT 40 degrees 39.19 minutes North  
LONG 072 degrees 37.29 minutes West

265 NY 259028-CC1

256

To: New York From: Herman Neil E  
Re: 265A-NY-259028, 10/14/1996

These locations have been used in providing possible locations of a MANPAD launch tube or "Stinger" eject motor for acoustic side-scan sonar and possible recovery. Deputy Inspector Matulewich strongly recommended that these locations and an area within a minimum of one nautical mile of these locations be searched.

These locations are within the preliminary envelope of foreign MANPADs obtained from the Defense Intelligence Agency which might have been used against TWA Flight 800. These locations are just outside of the preliminary envelope obtained from the U.S. Army for the U.S. "Stinger" missile system. The Army will provide a more accurate envelope after careful modeling.

♦♦

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

On October 7, 1996, Special Agents (SAs) WILLIAM F. LYNCH and PETER C. CASAZZA, of the Federal Bureau of Investigation (FBI), obtained from Deputy Inspector DOUGLAS S. MATULEWICH, of the Suffolk County Police Department (SCPD)-Marine Bureau, the below listed items all connected to a compass/marine chart rendering Inspector MATULEWICH had done regarding TRANS WORLD AIRWAYS (TWA) flight # 800.

This rendering was based upon FBI interviews done between July 20-30, 1996 of eleven (11) witnesses who had observed a "flare-like" object rising up toward flight # 800, just before it exploded and crashed into the sea off the coast of Long Island, New York (N.Y.), approximately 8:31 PM, on the evening of July 17, 1996. These various sightings had raised the possibility that a missile might have been fired at, and caused the destruction of flight # 800.

Deputy Inspector MATULEWICH had either been present during those initial FBI interviews, or was brought back to interview those witnesses, in order to obtain compass readings from the spots from which those witnesses had made their sightings at the time of the flight # 800 explosion.

Eight (8) of those witnesses had been in the company of an accompanying witness, while three (3) of the witnesses had made sightings while alone.

The purpose of taking those compass readings was to obtain intersections of witness flare sightings of which might allow for the description of a possible sea-borne launch area from which a missile might have been launched toward flight # 800, if, in fact one was.

Deputy Inspector MATULEWICH's rendering did allow for the description of an area from which a missile could have been launched, and which area might be logically searched for either aircraft/missile debris, or an abandoned missile launcher. Obtained from Deputy Inspector MATULEWICH this date, were:

Investigation on 10/7/96 at Great River, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH  
SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

Continuation of FD-302 of DEP. INSP. DOUGLAS MATULEWICH . On 10/7/96 . Page 2

1. A two page letter in which he sets forth his findings, and suggests an area that should logically be searched.
2. A one page summary listing the eleven (11) witnesses which sets forth in latitude and longitude readings, their positions at the time of their sightings of a "flare-like" object rising up toward flight # 800.
3. Seven (7), more detailed pages, setting forth the names of the paired or individual witnesses; the names of the FBI agents who interviewed them; Deputy Inspector MATULEWICH's actions upon meeting with those witnesses, and the latitude and longitude readings MATULEWICH obtained as a result of meeting with those witnesses.
4. A marine bureau map on which the witness sightings were plotted by Deputy Inspector MATULEWICH showing the resultant intersection of those sightings.
5. Also included is a hand drawn transparency generated by ROBERT DOHERTY, of the Defense Intelligence Agency (DIA) which he (DOHERTY) had previously given to Deputy Inspector MATULEWICH, and which MATULEWICH also gave to SAS LYNCH and CASAZZA, on this date.
3. Seven (7) pages setting forth the names of all seven



000148

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY  
COUNTY EXECUTIVE

PETER F. COSGROVE  
POLICE COMMISSIONER

POLICE DEPARTMENT

September 18, 1996

SA Peter Casazza  
SA William F. Lynch  
SA Paul Shea  
Federal Bureau of Investigation  
135 Pinelawn Rd. - Suite 350 South  
Melville, NY 11747

Gentlemen:

On Saturday, July 20, 1996, I became involved in a joint effort to determine the possibility of a missile shooting down TWA flight 800. The objective was to determine if the observations of eye witnesses could be plotted on a chart to determine a location from which a missile was shot.

Enclosed are the recordings of witness observation locations, of witnesses who on the evening of 7/17/96 saw a "flare-like" object rising immediately before the crash of TWA flight 800. These locations are indicated in Latitude (LAT) and Longitude (LONG). In addition are the results of the magnetic bearings taken with a hand held magnetic compass of these observations.

The results of these observations have been plotted on chart number 12353 (17th Ed., June 13/92) Shinnecock Light to Fire Island Light, published at Washington, D.C. by U.S. Department of Commerce, National Oceanic and Atmospheric Administration.

The course of TWA flight 800 on 7/17/96 at approximately 2030 hrs. has been plotted on chart number 12353. The results of the various lines of positions of the witnesses observations have been plotted on chart 12353. The flight path of TWA flight 800 may be overlaid with tracing paper which has missile information (to scale) provided by Robert Doherty of the Defense Intelligence Agency (DIA). All of this information taken together indicate to me the very real possibility that if a rocket was used to shoot down TWA flight 800 the "shooter" would have had to been at one of the following locations:

1. LAT 40°40.68'N LONG 072°40.66'W

2286

30 YAPHANK AVENUE, YAPHANK, NEW YORK 11980 - (516) 852-6000

To: SA Peter Casazza  
SA William F. Lynch  
SA Paul Shea

September 18, 1996  
page 2

2. LAT 40°39.19'N LONG 072°37.29'W

The above Latitude and Longitude locations INDICATES THE CENTER OF AN AREA THAT IS STRONGLY RECOMMENDED TO BE SEARCHED AND AT A MINIMUM A ONE (1) nautical mile area should be searched for the remains of equipment that would launch a portable missile. The possibility exists that the equipment was discarded and now remains on the ocean floor.

Sincerely,

*Douglas S. Matulewicz*  
Douglas S. Matulewicz  
Deputy Inspector  
Commanding Officer  
Marine Bureau

DSM:bm

Enclosures 8

[REDACTED]

636  
637

LAT 40°37.613'N  
LONG 073°15.742'W  
Hand held magnetic compass was 098°.

[REDACTED]

521

LAT 40°40.961'N  
LONG 073°00.221'W  
Hand held magnetic compass was 110°.

[REDACTED]

364

LAT 40°45.104'N  
LONG 072°55.968'W  
Hand held magnetic compass was 124°.

[REDACTED]

641  
642

LAT 40°45.745'N  
LONG 072°46.573'W  
Hand held magnetic compass was 150°  
Hand held magnetic compass was 155°.

[REDACTED]

496  
534

LAT 40°48.172'N  
LONG 072°45.321'W  
Hand held magnetic compass was 152°  
Hand held magnetic compass was 160°.

[REDACTED]

649

LAT 40°49.187'N  
LONG 072°39.003'W  
Hand held magnetic compass was 185°  
Hand held magnetic compass was 187°.

[REDACTED]

527  
694

LAT 40°50.295'N  
LONG 072°28.526'W  
Hand held magnetic compass was 225°  
Hand held magnetic compass was 223°.

[REDACTED] 626  
[REDACTED] 637

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at the Fire Island Coast Guard Station, Babylon, New York.

[REDACTED] and [REDACTED] had previously indicated that they had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. The [REDACTED] were taken out on the water in the U.S. Coast Guard Motor Life Boat #44341. The [REDACTED] directed the boat coxswain, Petty Officer RANDY RYAN to the location of their observations on 7/17/96.

When the [REDACTED] indicated that CG 44341 was in the exact location as their 7/17/96 observations of TWA flight 800, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°37.613'N, LONG 073°15.742'W. From this location also indicated to D/I Matulewich by the [REDACTED] was the location of the observations in relationship to the Fire Island Light House and the magnetic bearing indicated on D/I Matulewich's hand held magnetic compass was 098°.

[REDACTED]

496  
534

On 7/29/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at Davis Park Marina, Fire Island, New York.

[REDACTED] had previously indicated that she had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. [REDACTED] took D/I MATULEWICH to the location on the beach where she made her observations on 7/17/96.

When [REDACTED] indicated that she was in the exact location she had occupied on 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°40.964'N, LONG 073°00.221'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of her observations in relationship to the beach and water, and the magnetic bearing indicated on D/I MATULEWICH'S hand held magnetic compass was 110°.

[REDACTED] 364

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at the Bellport Yacht, Bellport, New York.

[REDACTED] had previously indicated that he had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight #800.

[REDACTED] returned to the exact seat and location that he occupied on the night of 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.104'N, LONG 072°55.968'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of his observations, starting with an object with a red glow, which rose from east to west. The position of the object with the red glow, in relationship to the Smith Point Pavilion was indicated to D/I MATULEWICH and the magnetic bearing of the indicated bearing on D/I MATULEWICH'S hand held magnetic compass was 124°.

[REDACTED] 641  
[REDACTED] 642

On 7/20/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Great Gun Beach Marina, Fire Island, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat approximately forty feet from the dock area as indicated to Deputy Inspector DOUGLAS MATULEWICH. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.745'N; LONG 072°46.573'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship to the rest room building and a flag pole.

The magnetic bearing to the right side of the rest room building indicated on D/I MATULEWICH'S hand held magnetic compass was 150°. The magnetic bearing to the flag pole indicated on D/I MATULEWICH'S hand held magnetic compass was 155°.

[REDACTED] 496  
[REDACTED] 534

On 7/21/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Abbott's Hart's Cove Marina, East Moriches, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from the dock behind their boat's slip. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin, GPS 45: LAT 40°48.172'N, LONG 072°45.321'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship the end of the dock, a Coast Guard Auxiliary boat also docked on the dock, and to numerous poles on the shore, which were used as a reference point.

The magnetic bearing to the right side of the end of the dock indicated on D/I MATULEWICH'S hand held magnetic compass was 152°.


The magnetic bearing to the flag pole indicated on the hand held magnetic compass was 160°.





649

On 7/20/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with ROBERT DOHERETY of the Defense Intelligence Agency (DIA) at the Westhampton Beach High School, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by  were made from the parking lot of the Westhampton Beach High School. From the indicated area in the school's parking lot, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°49.187'N, LONG 072°39.003'W. From this location also indicated to D/I Matulewich by ROBERT DOHERETY was the location of the observations in relationship the several telephone poles which were used as a reference points.

The magnetic bearing to the left side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 185°. The magnetic bearing to the right side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 187°.

2294

[REDACTED] 527  
694

On 7/22/96, at the request of SA Paul Shea of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at [REDACTED] Hampton Bays, New York.

We responded to Spellmans Marine and were taken out on [REDACTED] boat to the area of the Shinnecock Inlet. Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat as the boat entered the area just west of the east jetty of the Shinnecock inlet.

From the indicated area in the Shinnecock Inlet, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°50.295'N, LONG 072°28.526'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of the observations in relationship to the stern of his own boat and a Coast Guard 44 foot Motor Life Boat which was operating in the area.

Two observations were taken from [REDACTED] on 7/22/96, observation #1 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 225°. Observation #2 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 223°.

[REDACTED] indicated to D/I MATULEWICH from this location the direction of his observations of TWA flight 800 on 7/17/96 in relationship to the stern of the boat and a Coast Guard 44 foot Boat which was operating in the area.

The magnetic bearing to the observations indicated on the hand held magnetic compass was 223°.

265A-NY-259028  
GRM:hrg

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

Interview conducted with [redacted] Brookhaven, [redacted], on July 20, 1996, at 1600 hours. By the undersigned and Detective MICHAEL CALVIN, number 729.

On July 17, 1996, shortly after 8:30 PM, he was sitting on a bench at the Bellport dock, which is at the south end of Station Road in Bellport. He was facing southeast towards Smith Point Bridge and saw a red streak rise from the horizon. He thought it was fireworks being fired from Smith Point Beach over the ocean. It appeared to be sporadic as it ascended but he attributed that to the light haze over the water. It ascended at a slight angle to the right, very high and then curved downward slightly and then leveled off (see attached drawing by witness) and appeared to explode resulting in two similar objects falling down. He stated that it appeared to be two planes colliding. At the time of the explosion, he judged that it was two-three (2-3) miles off shore. The red streak was basically ascending straight and no zigzag pattern was noted but did feel that it traveled very high. No sounds were heard.

Note: Detective CALVIN and Detective MILLER took the witness to the Bellport dock and he visually placed the origin of the red streak in a line from the dock directly over the pavilion at the Smith Point Beach, but the streak was beyond the pavilion. When the debris fell, he felt that it was to the right of the pavilion.

265A-NY-259028-SUB CC1

624

SEARCHED	INDEXED
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JUL 21 1996	
FBI - BROOKHAVEN	
LONG	MC

Recopy  
and page

2386

418

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

302

Universal Case File Number 265A-44-25902B-

Field Office Acquiring Evidence NEW YORK

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

Date Received 7-30-96

From [REDACTED]  
(Name of Contributor)

[REDACTED]  
(Address of Contributor)

BROOK HAVEN, NEW YORK  
(City and State)

By WILLIAM F. LYNCH / PETER C. CASAZZA / PAUL SHAW  
(Name of Special Agent)

To Be Returned  Yes  No

Receipt Given  Yes  No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)  
Federal Rules of Criminal Procedure

Yes  No

Title:

Reference: See Ser. 932  
(Communication Enclosing Material)

Description:  Original notes re interview of  
[REDACTED]

ON 7-30-96

See Serial # Sub CCI-604

59-60

7/30/96

[REDACTED]

[REDACTED]  
Brookhaven NY 11711

[REDACTED]

SAW RED GLOW LIGHT  
rising at steep angle  
then change and  
flashed out more downward slightly then faded  
- saw the red glow for about 75 seconds.

rise slightly above the  
horizon  
rose to a point

SAW STREAKS of slower than increased in speed  
saw a red flash - then a bright white flash

TRAVELLED FROM THE EAST TO THE WEST.

Two sections fell from the bright flash  
these sections had stripes in it.

Never heard any loud noise or boom.

[REDACTED]

[REDACTED]

JIM FRIMON?

Observation  
From  
Bellport Dock.

who saw the white  
Bright.

did not see the  
red glow going up.

8:25 approx  
overcast  
7/17/96

2388

000111

(2)

7/30/96

Two objects took approx 20 sec. to  
fail. - had black strip in them. - / medium  
to orange/yellow in color

[REDACTED]

SCDD Doug Matulewicz Dep. Inspector / Marine Bureau  
Took compass reading and used navigational  
instrument to take bearing readings

SA PAT CORAZZA

SA BILL LYNN

SA PAUL SHAW

[REDACTED] pointed out  
specific items above which  
he saw red glow and  
then the bright white flash.

7/30/96 interview of

7/17/96

original note, S & W mt Lynch 7/17/96. US

[redacted] on 7/17/96, at [redacted] 8:35 pm

Cash - sitting w/ Sue friend [redacted] on deck at

Beesport Marina. Looking in direction of Smith Pt Park.

Looks to South east

→ Saw rising, a red glow.

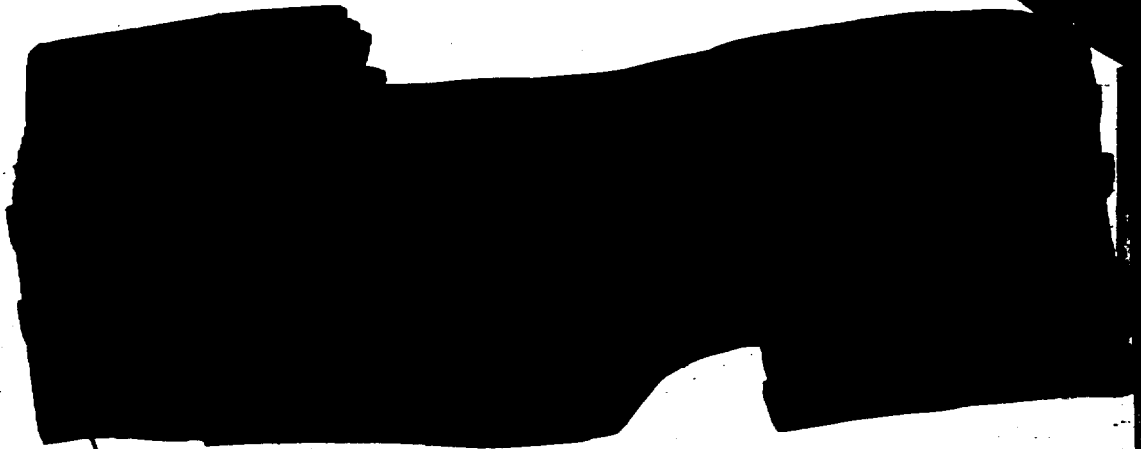
Faint vertical, kept rising steeply <sup>higher & glow</sup>

Watched for 15-20 seconds, arched down, then went horizontal for 10 seconds appeared to be

→ going from East to West

[redacted] said "[redacted] look"

[redacted] saw only the Cash, [redacted] was not wearing a watch. [redacted] actually saw the glow. [redacted] no [redacted]



PH business

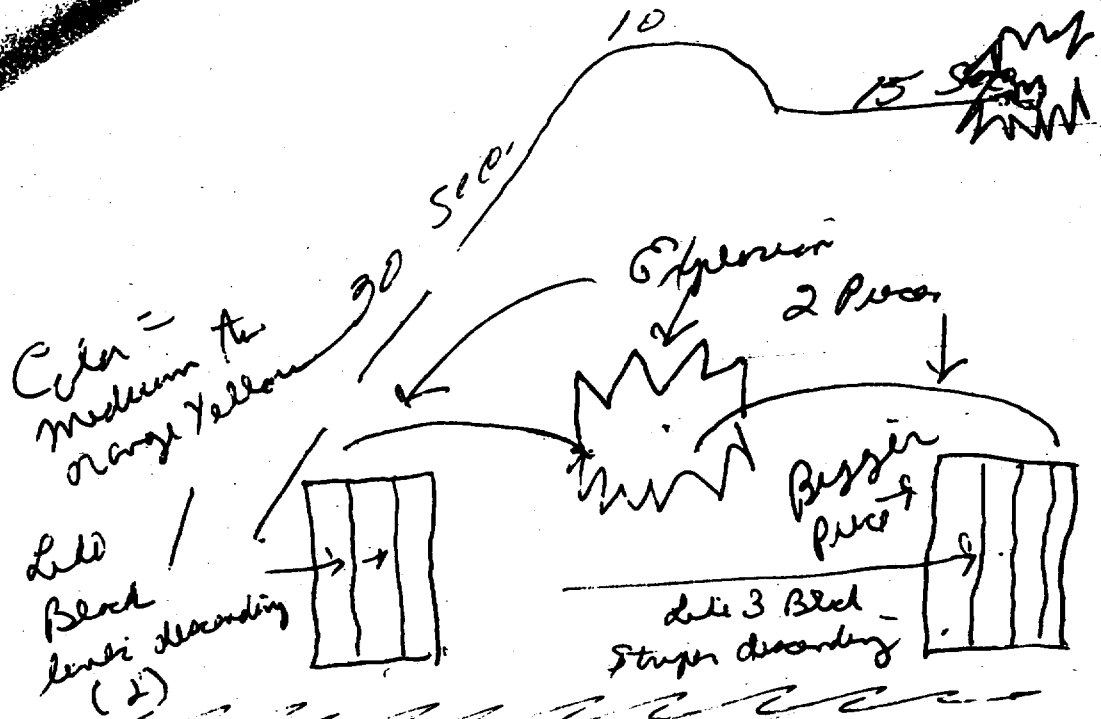


Brooklyn 11719



[redacted] wear  
Bi-focals for  
reading, and. In  
an excellent spot  
(state)





The following section took approx 15 seconds.

1<sup>ST</sup> stage of explosion - Red, grey  
 1-2 pieces  
 Then

2<sup>ND</sup> Stage of explosion - Bright  
 White Color - Tremendous  
 explosion

[REDACTED] (Contd)

During interview, Dep- Insp  
Doug Matulewich using  
info from [REDACTED]  
"shot" azimuths w/ a compass,  
& processed the info with a  
GPS-45 instrument →

Next day, 7/18/96, [REDACTED]  
Called FBI office &  
spoke to Gerry O'Hare  
who said someone would contact  
him.

(\*) Interview done with  
SAs Peter C. Cosizza, Paul  
Shea FBI present, and  
Deputy Inspector Douglas  
Matulewich S CPD - Marine Bureau,  
also present. (WSP)

364

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

On July 30, 1996 [redacted] a white male, date of birth (DOB), [redacted] Social Security Account number [redacted] residing at [redacted] New York [redacted] (mailing address of [redacted] Bellport, Long Island, [redacted] and employed by [redacted] Contracting, [redacted] N.Y. [redacted] was interviewed by Special Agents (SAs) WILLIAM F. LYNCH, PETER C. CASAZZA and PAUL SHEA, Federal bureau of Investigation (FBI). Mr. [redacted] was interviewed regarding his observations of the crash of TWA flight # 800, on the evening of July 17, 1996. He advised as follows:

OBSERVATIONS OF [redacted]

On July 17, 1996, [redacted] was sitting on the dock, immediately in front of the Bellport Yacht Club, in Bellport, N.Y. His lady-friend [redacted] was with him, and as they talked, [redacted] gazed out over the bay, toward the south-east, in the direction of Smith Point Park. It was dusk, and there was still considerable light, and while neither he nor Ms [redacted] were wearing a watch, Mr. [redacted] recalls that it was approximately 8:35 PM, when he first noticed something, which he now feels was significant. He also recalls that what he observed seemed to have three distinct stages, and to consume approximately one minute of his time, as he watched it.

In the first stage of his observation, Mr. [redacted] noticed an object rising vertically, off in the distance, near Smith Point Park. The object had a red "glow" about it, and rose from the east to the west, on a steep angle. He noted that as it rose, the "red glow" coming from behind the object was interrupted twice. After the second interruption, it again began to glow, and continued to climb, quickly. He estimated that it took about thirty (30) seconds to rise to its zenith, and commented that at the time, he didn't think it remarkable, because the [redacted] fireworks factory is located in Bellport, and fireworks are frequently seen in Bellport.

Investigation on 7/30/96 at Bellport, New York

265A-NY-259028-513

File # 265 A NY 259028

SAs WILLIAM F. LYNCH, PETER C. CASAZZA  
by PAUL SHEA

Date dictated

7/31/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 5 1996	
FBI-NEW YORK	

265 A NY 259028

Continuation of FD-302 of [REDACTED]

On 7/30/96 Page 2

In its second stage, after it reached its zenith, the object "arc-ed" downward, for what seemed to [REDACTED] to be approximately ten (10) seconds.

In its third and final stage, the object sped off quickly on a flat, horizontal course, for approximately fifteen (15) seconds, and he recalls that it was at this point that he said to [REDACTED] "look!".

As the object sped off on its now horizontal course, Ms. [REDACTED] looked up to find what Mr. [REDACTED] had mentioned, but could not see it. It was at approximately this point, when Mr. [REDACTED] witnessed a violent explosion, which occurred in two stages.

#### THE EXPLOSION:

The first stage of the explosion lasted only one (1) to two (2) seconds, and yielded only a small red explosion.

This, however, was followed by a second explosion, which Mr. [REDACTED] described as tremendous, and which was "bright white" in color. He also recalled that the explosion then resulted in two distinct pieces falling from the sky. He recalled that these falling pieces were "medium to orange-yellow" in color.

[REDACTED] recalled the piece on the left as smaller, and as descending in a sort of "box-like" shape, with two black smoke "lines" in the middle of it.

The other piece, on the right, was of the same color and shape, but was larger, and had three black smoke "lines" in the middle of it.

The two parts of falling debris consumed approximately fifteen (15) seconds, as they fell; fell at the same rate of speed, and seemed to "drift" downward.

Mr. [REDACTED] stated that he was very much surprised by what he had seen, but had no idea what significance it had. He also recalled that after the large explosion Ms. [REDACTED] had said to him [REDACTED] how did you know that would happen". He added that it was only at this point, that he realized that he had seen two different things, namely, the rising "object", and the subsequent explosions, and he added that it was not until later that night, when he learned that TWA flight # 800 had crashed, that he came

265 A NY 259028

Continuation of FD-302 of [REDACTED]

On 7/30/96

Page 3

to the personal conclusion that what he had seen was a missile hitting the TWA plane.

[REDACTED] stated that he only wears eyeglasses for reading, and has excellent eyesight. He stated that his personal life experience included four years (1956-60) in the U.S. Marine Corps, in which he served as a crew chief in Marine Corps helicopter squadron HMR-161, in Kaneohe Bay, Hawaii. He stated that while in the Marine Corps, he was an excellent pistol shot, and that his eyesight today is such that he is still an excellent shot. He added that while in the Marine Corps, he also had a top secret security clearance.

[REDACTED] stated that after he heard on the television news that a TWA plane had crashed, he was very uneasy, and didn't sleep much that night, and that the next day, he phoned the FBI office in Melville, N.Y., to report what he had seen, which subsequently resulted in his interview of this date.

During this interview, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department (SCPD)-Marine Bureau, using [REDACTED] information, "shot" magnetic compass azimuths, and then processed them using a Garmin Global Positioning System (GPS-45) instrument.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On July 19, 1996 at approximately 9:23 AM, Ms. [redacted] telephonically contacted the office of the Federal Bureau of Investigation, Melville, New York. MCCONNELL lives at [redacted], East Moriches, New York [redacted] and her employment telephone number is [redacted]. The call was in regard to the crash of TWA flight 800.

[redacted] advised that on the evening of July 17, 1996 at approximately 8:30 PM (it was after sunset) she was with her husband sitting on her deck at her residence. The deck faces south toward the bay. They then noticed a streak in the south east arcing toward the sky which they thought was a flare. She described this flare as having a "flickering light." She believes this "flare" emanated either from the bay or from the Westhampton Beach area. Shortly thereafter she saw what appeared to be an explosion but did not hear any sound. She did not see an airplane and she did not know at the time what this explosion represented.

265A-NY-259028-SUB CC 1-

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SERIALIZED	FILED
AUG 18 1996	
FBI - NEW YORK	

Investigation on 7/19/96 at Melville, New York (telephonically)

File # 265A-NY-259028

by SA DANIEL A. MELORE

Date dictated 7/19/96

1783

369

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

On 07/21/96, at 12:05 PM, at [redacted], [redacted] New York, Investigator DARNCEY O. SCOON, Shield 1445, of the New York State Police, interviewed Mrs. [redacted] date of birth [redacted] of [redacted] Meyers, Florida, home telephone number [redacted] Mrs. [redacted] stated that she was a passenger in a 1996 Mercury, New York Registration [redacted], driven by Mr. [redacted] of [redacted] [redacted] Mrs. [redacted] states that while seated in the driver's side rear of the vehicle, on Sunrise Highway, specific location unknown, on 07/17/96, at dusk, observed a red streak following a red ball in a flat direction, west bound, paralleling the vehicle. Mrs. [redacted] states that she observed the streak for about three to four seconds and then saw red flames. Mrs. [redacted] states she observed the flames drop down and disappeared behind the trees. Location was later determined to be west bound Sunrise, Route 27, west of Shinnecock Canal overpass. Statement also taken from [redacted] (driver).

127

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

265A-NY-259028

File # 265A-NY-259028

Invest. DARNCEY O. SCOON (NYSP)/vao  
by Det. JEFFREY CERGO (SCPD)/vao

Date dictated 07/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
FBI	

1807

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7-26-96

[redacted] white male, date of birth [redacted]  
residing [redacted] Westbrook, Connecticut,  
[redacted] mailing address [redacted]

[redacted] provided the following information concerning his activities and observations on the evening of July 17, 1996.

[redacted] resides immediately adjacent to the shoreline of Long Island sound in Westbrook, Connecticut, and at approximately 8:15 p.m. on July 17, 1996, stated that he went to the beach with a friend, [redacted]. [redacted] stated that he and [redacted] took a short walk along the beach and returned back to the seawall at [redacted]'s property at approximately 8:30 p.m. [redacted] stated that he recalls sitting on the seawall and that he and [redacted] were facing each other when his brother [redacted] joined them. [redacted] stated at that point, his back was almost turned toward Long Island and Michele was facing Long Island.

[redacted] stated that at that point in time, he recalled his brother [redacted] said look at that or whats that and [redacted] turned around and looked towards Long Island in an approximate southeast direction. [redacted] stated what he observed in the sky was a red arc which at that time he believed to be a red distress flare and based that judgement on the arc and color of what he had observed. [redacted] stated that he actually recalled saying look its a boat flare and at that point [redacted] said no its fireworks out on Long Island. [redacted] stated that this was happening while watching this thing going up from Long Island, and when it reached a certain point in the evening sky there came an orange explosion and at that point [redacted] stated that he felt he was neither looking at a boat flare or fireworks. [redacted] stated that rather than the plom effect of fireworks pyrotechnics or the floating glow of a distress flare, what he did notice appeared to be a sheet of flame which he described as an upside down rectangle in relation to the sky and the rectangle seemed to fall as a sheet and then as it fell seemed to dissipate. [redacted] stated that the sheet broke up as it fell and almost appeared to be twinkling away as it fell back towards earth.

112

Investigation on 7-26-96 at Westbrook, Connecticut

File # 265A-NY-259029

Date dictated 7-26-96

by SA Robert A. Martineau/ses

1828



265A-NY-259029

Continuation of FD-302 of [REDACTED]

, On 7-26-96 , Page 2

[REDACTED] stated that there were two colors emblazoned in his mind, the red arc going up from the earth to the sky and the yellowish orange color almost like that of a fireplace fire coming down from the sky towards earth.

[REDACTED] stated that at no time during the incident did he notice any noise but attributed that to the fact that he was talking at the time.

[REDACTED] estimated that the entire elapsed time of the episode was probably 7 to 10 seconds and after the episode there was no residual glow in the sky nor did he observe any glow over the horizon.

[REDACTED] stated that his initial feeling was that he believed he was watching something occurring 3 to 5 miles away as it was occurring; however, immediately after that felt that what he had observed was much further away and much larger in perspective. [REDACTED] stated that it was at a much greater distance than he originally thought and believes it was as far away as Long Island or beyond that.

[REDACTED] stated that he was talking to [REDACTED] before and after the incident and that they talked about what they had observed. Approximately 10 minutes after their observations, [REDACTED] stated that the emergency horn went off in the Town of Westbrook and at approximately 9:00 p.m. he observed two police patrol boats with flashing lights responding. [REDACTED] stated that one of the patrol boats came from the east and the other from the west and almost seemed to rendezvous at a point directly south of where [REDACTED] was standing at about a point he described as twelve o'clock. [REDACTED] stated that the patrol boats then went back in the direction they had come from.

[REDACTED] stated that visibility on the evening of July 17, 1996, was very good and the evening sky was very clear and the water was very calm. [REDACTED] stated the sky and water almost mirrored each other and the effect was a gray-bluish sky and gray-bluish water. [REDACTED] stated it was a very nice evening.

[REDACTED] stated that there is a blinking beacon on Long Island which fires off every ten seconds or so and whatever he had observed in the evening sky on that night, the rising arc and subsequent explosion occurred either slightly to the left or

5A-NY-259029

Continuation of FD-302 of [REDACTED]

, On 7-26-96 , Page 3

right of the beacon. [REDACTED] stated he recalled the outline of Long Island, the beacon and Menunketsuck Island as points of reference.

[REDACTED] was provided with three previously prepared maps, one showing a detail of the coastline of Westbrook, Connecticut, to include Magna Lane, a second map including the coastline of Westbrook and Menunketsuck Island, and a final map showing the coastline of Connecticut to include Westbrook, Connecticut, with Magna Lane marked in relation to Long Island, New York. On the first map, [REDACTED] placed an X indicating his position on July 17, 1996, at the sea wall at the time of his observation. On the second map, [REDACTED] drew a dotted line indicating the direction of his observations of the arc and subsequent explosion on the evening of July 17, 1996. On the third map, [REDACTED] also drew a dotted line with arrow indicating the direction of his observation from Magna Lane towards Long Island on the evening of July 17, 1996.

[REDACTED] also provided a pen and ink drawing depicting his observations on the evening of July 17, 1996, to include his observation point in Westbrook, Connecticut, viewing southeast toward Long Island, New York, and detailing Long Island, the beacon he observed and utilizing Menunketsuck Island as a reference point. On the drawing, [REDACTED] placed a capital A in a circle and indicated the red ascending arc and a capital B in a circle indicating a orange sheet of rectangular flame descending to earth from the sky. [REDACTED] stated that he was not sure on what side of the beacon the observations occurred, but it would have been very close to either the left or right side of the beacon.

[REDACTED] stated that shortly after 9:00 p.m. [REDACTED] called her mother in Killingworth and [REDACTED] drove [REDACTED] home, probably departing Westbrook at 9:30 p.m. arriving in Killingworth at 9:50 p.m. [REDACTED] stated that both [REDACTED]'s mother and her step-father asked if they had heard about the crash of the 747 airplane that exploded over Long Island. [REDACTED] stated that even at that point he hadn't made any connection to their observations, however, they then sat down and watched a big screen TV which had on CNN. The CNN broadcast showed a graphic of an explosion of the type of plane that had crashed and mentioned East Moriches, Long Island. [REDACTED] stated when he saw the graphic and heard Long Island he started to think about what they saw and when CNN mentioned the time frame in which the crash

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265A-NY-259029

Continuation of FD-302 of [REDACTED]

, On 7-26-96 , Page 4

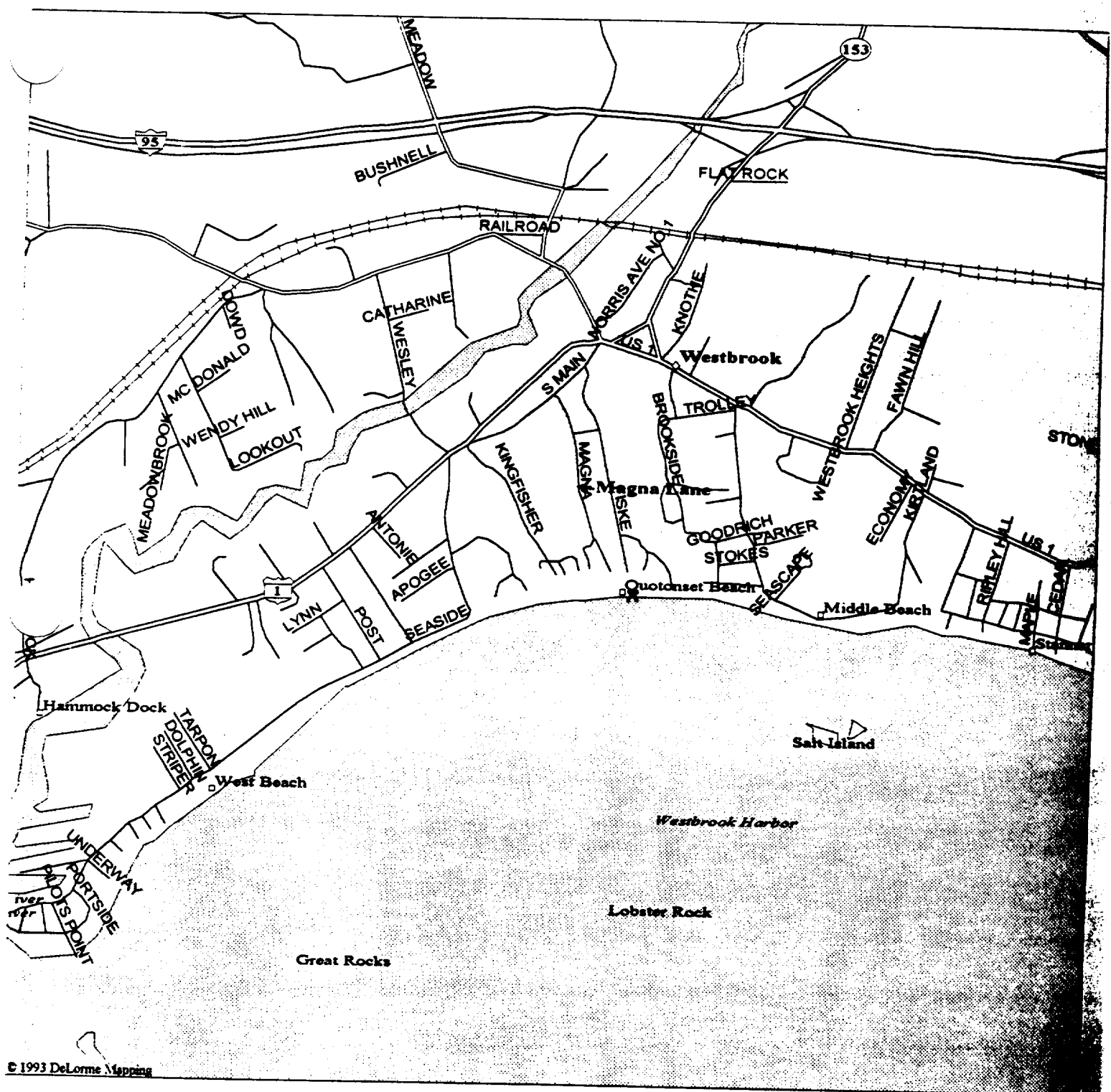
had occurred he got goosebumps and looked at [REDACTED] and both had recognition on their faces and indicated they thought they had seen that happen.

[REDACTED] stated he is skeptical by nature and initially didn't think he had actually observed the explosion but subsequently he heard local news of a woman in Noank, Connecticut and a gentlemen in Madison, Connecticut, who had witnessed the same type of event and at that point he became very confident that he had witnessed the same event. [REDACTED] stated that he wasn't going to call the news like the other people he had heard on the news, and believed that his association with the incident was too remote and would not be valuable or worth discussing. [REDACTED] stated a neighbor encouraged him to reach out for the authorities and to the best of his recollection he called the telephone number set up by the Federal Bureau of Investigation (FBI) 1-888-245-4636 on last Tuesday and spoke with an agent for approximately 20 minutes.

[REDACTED] stated that [REDACTED] has returned to California and provided her address as [REDACTED] Los Angeles, California, telephone [REDACTED]. [REDACTED] stated that Miss [REDACTED] is currently changing employers and he does not have a current work number for her. Additionally [REDACTED] stated that he believed [REDACTED] step-father's last name is [REDACTED] and they live in Killingworth, Connecticut. The [REDACTED] can be reached at telephone number [REDACTED] and may be able to provide more up to date information on Miss [REDACTED] employment and contact number at work.

[REDACTED] signed and dated each map and drawing, copies of which are attached hereto and the originals will be maintained in an exhibit envelope.

00011



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- LEGEND**
- Population Center
  - State Route
  - Geo Feature
  - Town, Small City
  - Interstate, Turnpike
  - US Highway
  - Street, Road

- Major Street/Road
- State Route
- Interstate Highway
- US Highway
- Railroad
- Land Mass
- Open Water

Scale 1:15,625 (at center)

1000 Feet

500 Meters

7-26-96

Mag 15.00

Thu Jul 25 12:54:46 1996

1932

000187



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- LEGEND**
- Population Center
  - State Route
  - Geo Feature
  - Town, Small City
  - Railroad
  - Interstate, Turnpike
  - US Highway
  - Street, Road
  - River
  - Land Mass

Scale 1:31,250 (at center)

2000 Feet

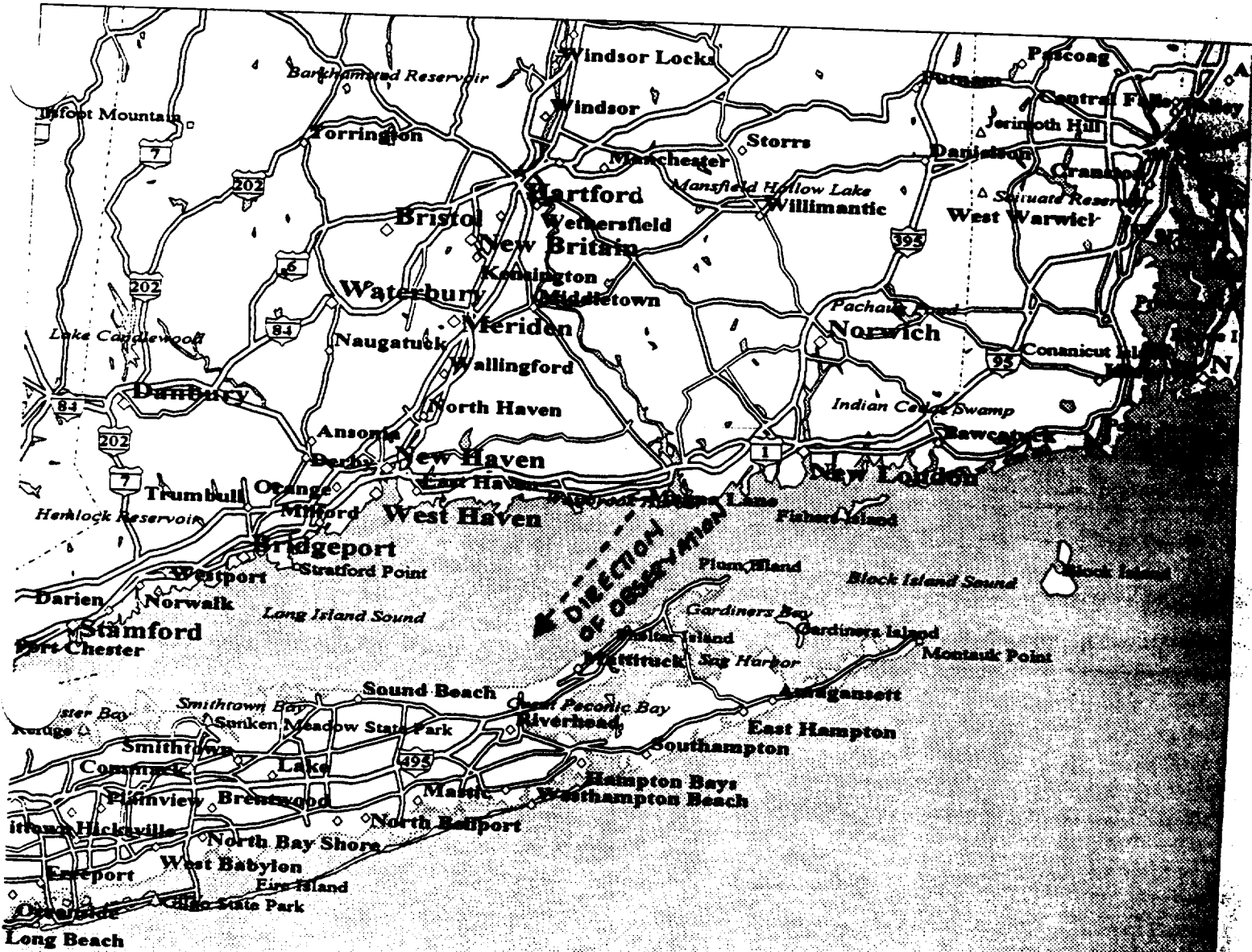
1000 Meters

7-26-96

Mag 14.00 [REDACTED]

Thu Jul 25 12:49:16 1996

F33



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- LEGEND**
- Population Center
  - Geo Feature
  - State Capital
  - ◆ Town, Small City
  - ◇ Large City
  - △ Hill
  - ▲ Park
  - Interstate, Turnpike

- US Highway
- State/Prov Boundary
- Major Street/Road
- State Route
- Interstate Highway
- US Highway
- River
- Land Mass

Scale 1:1,000,000 (at center)

20 Miles

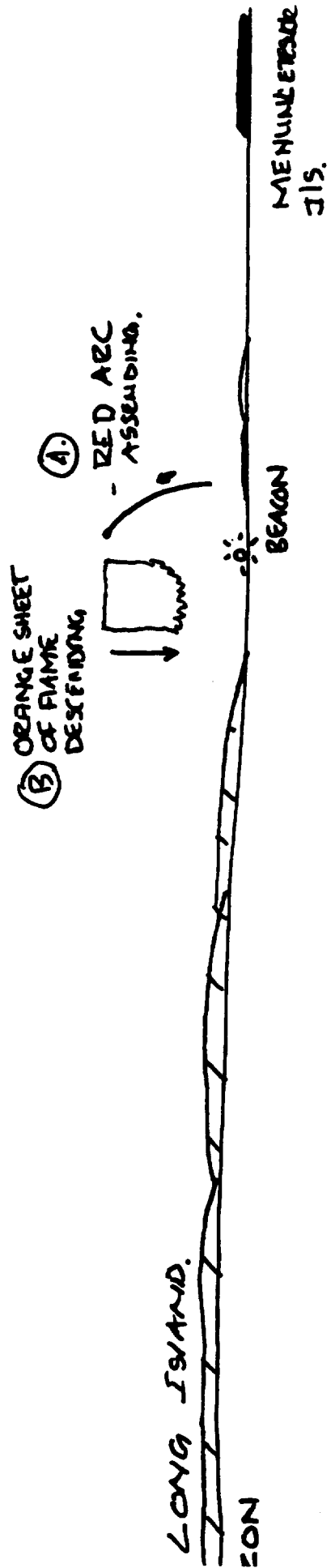
20 KM

7-26-96

Mag 9.00

Thu Jul 25 13:06:40 1996

1834



X - OBSERVATION POINT. VIEW TO SOUTH EAST APPROX.



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Hampton Bays, New York, Social Security Number [redacted] telephone number [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] provided the following information:

On July 17, 1996, [redacted] was on a boat located west of the Ponquogue Bridge. [redacted] was facing southwest. His friend, [redacted] (Last Name Unknown), brought the incident to his attention. From behind the dunes, a tube of reddish/orange fire appeared to go straight up into the sky. It took off like the space shuttle. It appeared to be 100 feet wide and 1/2 mile high. When the fire reached the highest point, it appeared to split into two pieces. At this point, the flame disappeared and a big black smoke cloud appeared. The black smoke remained for a couple of seconds. Then, a white puff of smoke appeared above the area of the black smoke cloud. The black smoke disappeared and the white smoke remained for at least four or five minutes. The smoke remained after he left the area. Twenty to twenty-five seconds after the initial sighting, [redacted] heard two booms 'back to back.

*2/22/97*

Investigation on 7/20/96 at Hampton Bays, New York (telephonically) 265A-NY-259028

File # 265A-NY-259028

by SA CHARLES J. RUSSELL:mxh *CR*

Date dictated 7/20/96 OCT 31 1996

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 31 1996	
[Signature]	

*404*

*0808*



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Date of Birth [redacted] Social Security Account Number (SSAN) [redacted] residing at [redacted] Hampton Bay, New York (NY), telephone number [redacted] was contacted regarding observations he made on the evening of July 17, 1996. Curro was interviewed by Special Agents Peter C. Casazza and Paul Shea of the Federal Bureau of Investigation (FBI). Also present during the interview was Deputy Inspector Douglas Matulewich, Suffolk County Police Department (SCPD), Commanding Officer of the Marine Bureau; Robert Doherty and Thomas LeBlanc, Analysts, Missile and Space Intelligence Center, Redstone Arsenal, Alabama.

Observations:

[redacted] related that on the evening of July 17, 1996, at approximately 8:45PM, he was in a boat immediately to the west side of the Ponquogue Bridge, looking south at the barrier island when he noticed something out of the corner of his eye.

[redacted] described what he saw as a red glow in the southwest, going straight up for approximately three (3) seconds. Then there was what he described as a separation in this red glow as it reached its highest point; a red flame then went upward from the red glow.

After the glow went out, what remained was black smoke with white smoke on top of the black smoke.

[redacted] then heard two (2) big booms about twenty-five (25) seconds later; one after the other.

[redacted] related that this whole occurrence must have been far away, because the entire event was low on the horizon, approximately at eye level.

Position and compass readings taken:

[redacted] was taken out to the location where he made his observation west of the Ponquogue Bridge. Deputy Inspector [redacted]

265A-NY-259028-SUB C

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

File # 265A-NY-259028

SA Paul Shea

by SA Peter C. Casazza (PCC:amo) TW-7095

Date dictated

07/23/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
FBI - NEW YORK	

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 07/22/96 , Page 2

Douglas Matulewicz took a compass reading. With a global positioning system instrument called a Garmin GPS 45, Matulewicz located approximately the exact position of the witness at the time he made his observations.

Deputy Inspector Matulewicz recorded these readings for future plotting on a maritime chart.

Background:

Name: [REDACTED]  
Date of Birth: [REDACTED]  
SSAN: [REDACTED]  
Address: [REDACTED]  
Telephone: [REDACTED]  
Occupation: Landscaper and Dock Worker  
#1 Employer: [REDACTED]  
Telephone: [REDACTED]  
#2 Employer: [REDACTED]  
Telephone: [REDACTED]

374

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996, [redacted] East Moriches, New York, [redacted] Date of Birth [redacted] was interviewed at his home. After being advised of the identity of the interviewing Agents and the nature of the interview, [redacted] provided the following information.

On July 17, 1996, [redacted] was at the home of [redacted]. He was looking out the window on the second floor toward Cupsogue Beach and saw a thin plume of flame rising up from the horizon to a point several hundred feet in the air approximately thirty seconds later he saw a second plume of flame approximately one-half the height of the first. After a short time (approximately twenty to thirty seconds), he heard a sound like dull thunder. [redacted] described the location of the flash as southeast of the end of Adelaide Avenue.

265A-NY-259028

Investigation on 7/20/96 at East Moriches, New York

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET. ROBERT STAAB (SOAD)  
CB SA CHRISTOPHER BRYCELAND (CB:meg)

Date dictated 7/25/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
FBI - NY	

1841

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 20, 1996, [redacted]  
[redacted] Mastic Beach, New York,  
[redacted] Date of Birth [redacted] was interviewed at her home.  
After being advised of the identity of the interviewing Agents  
and the nature of the interview, [redacted] provided the following  
information.

On July 17, 1996, [redacted] was on her boat near Great  
Gunn. She was sitting on the observation deck looking southeast.  
She was not sure what time it was but described the time as dusk,  
and she was looking for stars, when she saw an orange glow. The  
orange glow appeared to be rising but did not move laterally.  
The glow then spread out and cascaded like a waterfall, this was  
followed by a second flash and additional orange flame like  
cascade. The cascade was followed by a plume of black smoke  
rising from the horizon. [redacted] heard no sound with the flashes  
or cascading flames.

Investigation on 7/25/96 at Mastic Beach, New York **265A-NY-259028-SUP**

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET. DOUG FOY (SCPD)  
SA CHRISTOPHER BRYCELAND (CB:meg)

Date dictated 7/25/96

SEARCHED	INDEXED
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7/25/96 1 1996	
FBI — NEW YORK	

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1842

Handwritten initials and a circled 'K' with 'Date dictated' written below it.

376

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996, [redacted]  
East Moriches, New York, [redacted]  
[redacted] Date of Birth [redacted] was interviewed at  
his home. After being advised of the identity of the  
interviewing Agents and the nature of the interview, [redacted]  
advised the following information:

At approximately 8:30PM on July 17, 1996, [redacted] was on  
the second floor of his home looking toward Copsogue, when he saw  
a thin red flash to the Southeast of his home. The flame was  
narrow and rose upward over hundred feet. Five to ten seconds  
later, he saw a second flash approximately one half the height of  
the first. Each flash lasted between five to ten seconds. After  
a period of time, ten to thirty seconds, he heard three separate  
explosions followed by columns of black smoke rising from the  
horizon.

101

265A-NY-259028

Investigation on 7/20/96 at East Moriches, New York

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET ROBERT STAAB (SCPD)  
SA CHRISTOPHER BRYCELAND (CB:meg)

Date dictated 7/25/96

SEARCHED
SERIALIZED
AUG 1 1996
FBI - NY

X

1843

379 = He  
380 = She

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

his wife, [redacted] and [redacted] East Patchogue, New York (NY) 11772 [redacted] after being advised of the nature and identities of the interviewing Special Agents and Suffolk County Police Detective, they provided the following information:

On July 17, 1996, between 8:33PM to 8:35PM, travelling from Sailors Haven to Dockside 500, 90 Colonial Drive, Patchogue, NY, past buoy 37, the [redacted] stated that while looking southeast they saw an orange/reddish streak travelling upwards and arcing off in the air. The [redacted] stated that they saw an explosion which looked like a waterfall, similar to a fireworks explosion. They could not determine if the streak originated from either land or water. They stated that after the explosion they called into the Coast Guard to notify them of the events.

Additional information on the [redacted]

1. Boat's name: [redacted] registration [redacted] Slip number at Dockside 500 [redacted]
2. Cellular phone number [redacted]
3. Taking trip from July 22, 1996 to July 25, 1996, can be reached at: [redacted] Greenport, NY

They provided no further information.

265A-NY-259028-SUB <sup>585</sup>CC<sub>3</sub>

SEARCHED <i>AS</i>	INDEXED
SERIALIZED	FILED
JUL 22 1997	
FBI - NEW YORK	
	TC

(X)  
TC

Investigation on 07/20/96 at East Patchogue, New York

File # 265A-NY-259028

by SCPD Det. Mike Pitts; SA Kevin Kelleher (ATF); SA JOHN HUI (JH:amo)

Date dictated 07/20/96

0021

000210

379 = He  
380 = She

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

his wife, [redacted] and [redacted] East Patchogue, New York (NY) 11772 [redacted] after being advised of the nature and identities of the interviewing Special Agents and Suffolk County Police Detective, they provided the following information:

On July 17, 1996, between 8:33PM to 8:35PM, travelling from Sailors Haven to Dockside 500, 90 Colonial Drive, Patchogue, NY, past buoy 37, the [redacted] stated that while looking southeast they saw an orange/reddish streak travelling upwards and arcing off in the air. The [redacted] stated that they saw an explosion which looked like a waterfall, similar to a fireworks explosion. They could not determine if the streak originated from either land or water. They stated that after the explosion they called into the Coast Guard to notify them of the events.

Additional information on the [redacted]

1. Boat's name: [redacted] registration [redacted] Slip number at Dockside 500 [redacted]
2. Cellular phone number [redacted]
3. Taking trip from July 22, 1996 to July 25, 1996, can be reached at: [redacted] Greenport, NY

They provided no further information.

265A-NY-259028-SUB CC3 585

SEARCHED <i>AS</i>	INDEXED
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JUL 22 1996	
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TC

Investigation on 07/20/96 at East Patchogue, New York

File # 265A-NY-259028

by SCP Det. Mike Pitts; SA Kevin Kelleher (ATF); SA JOHN HUI (JH:amo)

Date dictated 07/20/96

0021

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 21, 1996, at approximately 2:15 PM, [REDACTED] a white male; and [REDACTED] a white female, residing at [REDACTED] Center Moriches, New York, were advised of the official identities of the interviewing agents and the nature of the interview. They then furnished the following information:

On July 17, 1996, at approximately 8:15 PM, [REDACTED] were aboard their personal water craft with their two young daughters traveling northwest approximately 1/4 mile west on the bay side of the Moriches Inlet. It was hazy and muggy but clear and visible, just beginning to get dark. As the sun was under the horizon, which was to the right of the boat, a bright glow, which was described as orangey-red and perfectly round, appeared on the ocean side of the inlet just west of the west buoy and south of their boat. It seemed like it came off the horizon and rose slowly, weaving as it continued upward. At first they thought it might have been a flare, but realized that it was too huge. It traveled diagonally at an approximate 70 degree angle going in a westerly direction.

The object rose in the sky for approximately six (6) seconds, leaving a white smoke trail in its wake. It then disappeared from sight for approximately 1/2 second. After that time, without a sound of an explosion, a large oval ball of fire appeared just above the area where the object was last seen. 385 [REDACTED] thought that the ball of fire came straight down. 386 [REDACTED] thought that the ball of fire came down traveling in an easterly direction. The ball broke into two separate balls of fire before it hit the water.

Although they could not gauge the distances that either the object or the ball of fire traveled, they estimated the launch point to be 10-15 miles off the beach shore. At first thought, the whole incident, which elapsed in approximately ten (10) seconds, appeared to occur much closer than it actually was. After the ball of fire landed, two boaters were heard on the radio, channel 74, reacting to the fireball. It appeared that

Investigation on 07/21/96 at Center Moriches, New York

File # 265A-NY-259028-CC3-592

by SA GAVIN P. SHEA  
SA JASON RANDAZZO (JR:mxh)

Date dictated 7/21/96



650221

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/21/96, Page 2

they were aware of what had transpired either. According to their transmissions, they were working on the waters rather than being pleasure boats. One of the radio operators spoke with a southern drawl and it appeared that neither of the vessels were going to stay in the area to assist in any type of rescue if necessary. [REDACTED] then provided a sketch of the area of the incident, noting the position of his boat in relation to the launch point. 386

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 21, 1996, at approximately 2:15 PM, [REDACTED] a white male; and [REDACTED] a white female, residing at [REDACTED] Center Moriches, New York, were advised of the official identities of the interviewing agents and the nature of the interview. They then furnished the following information:

On July 17, 1996, at approximately 8:15 PM, [REDACTED] were aboard their personal water craft with their two young daughters traveling northwest approximately 1/4 mile west on the bay side of the Moriches Inlet. It was hazy and muggy but clear and visible, just beginning to get dark. As the sun was under the horizon, which was to the right of the boat, a bright glow, which was described as orangey-red and perfectly round, appeared on the ocean side of the inlet just west of the west buoy and south of their boat. It seemed like it came off the horizon and rose slowly, weaving as it continued upward. At first they thought it might have been a flare, but realized that it was too huge. It traveled diagonally at an approximate 70 degree angle going in a westerly direction.

The object rose in the sky for approximately six (6) seconds, leaving a white smoke trail in its wake. It then disappeared from sight for approximately 1/2 second. After that time, without a sound of an explosion, a large oval ball of fire appeared just above the area where the object was last seen. [REDACTED] thought that the ball of fire came straight down. [REDACTED] thought that the ball of fire came down traveling in an easterly direction. The ball broke into two separate balls of fire before it hit the water.

Although they could not gauge the distances that either the object or the ball of fire traveled, they estimated the launch point to be 10-15 miles off the beach shore. At first thought, the whole incident, which elapsed in approximately ten (10) seconds, appeared to occur much closer than it actually was. After the ball of fire landed, two boaters were heard on the radio, channel 74, reacting to the fireball. It appeared that

Investigation on 07/21/96 at Center Moriches, New York

File # 265A-NY-259028-CCB-592

by SA GAVIN P. SHEA  
SA JASON RANDAZZO (JR:mxh)

Date dictated 7/21/96

000221

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/21/96, Page 2

they were aware of what had transpired either. According to their transmissions, they were working on the waters rather than being pleasure boats. One of the radio operators spoke with a southern drawl and it appeared that neither of the vessels were going to stay in the area to assist in any type of rescue if necessary. [REDACTED] then provided a sketch of the area of the incident, noting the position of his boat in relation to the launch point. 386

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GAW:MAM  
265A-NY-259028

On July 18, 1996, the following individuals were contacted with negative results. Each person reported hearing several explosions but did not see the source of the sound.

[REDACTED]  
[REDACTED]  
Westhampton, New York

[REDACTED]  
[REDACTED]  
Manhattan, New York 10016  
or

[REDACTED]  
Westhampton, New York

[REDACTED]  
[REDACTED]  
Westhampton, New York

179  
265A-NY-259028-SUB-CC

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SEP 19 1996	
FBI-NEW YORK	

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GAW:MAM  
265A-NY-259028

On July 18, 1996, the following individuals were contacted with negative results. Each person reported hearing several explosions but did not see the source of the sound.

[REDACTED]  
[REDACTED]  
Westhampton, New York

[REDACTED]  
[REDACTED]  
Manhattan, New York 10016  
or

[REDACTED]  
Westhampton, New York

[REDACTED]  
[REDACTED]  
Westhampton, New York

179

265A-NY-259028-SUB-CC

SEARCHED	INDEXED
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FBI - NEW YORK	

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GAW:MAM  
265A-NY-259028

On July 18, 1996, the following individuals were contacted with negative results. Each person reported hearing several explosions but did not see the source of the sound.

[REDACTED]

Westhampton, New York

[REDACTED]

[REDACTED]

Manhattan, New York 10016

or

[REDACTED]

Westhampton, New York

[REDACTED]

[REDACTED]

Westhampton, New York

179

265A-NY-259028-SUB-CC

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FM FBI NEW YORK (259A-NY-259208) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW HAVEN/IMMEDIATE/

BT

UNCLAS E F T O

CITE: //3540//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, TWENTY MILES  
S EAST OF HAMPTON, NY; 07/17/1996; AOT-IT-EOD; OO: NY.

FOR INFORMATION OF THE NEW HAVEN DIVISION, THE FOLLOWING  
PERSONS CALLED A TOLL FREE HOT LINE SET UP FOR CAPTIONED CASE.

ON JULY 17, 1996, [REDACTED] [REDACTED] 391  
MILFORD, CT [REDACTED] REPORTED AT 8:30PM AND 8:45, SAW A  
BRIGHT REDDISH ORANGE LIGHT (LIKE LIGHTENING STREAK) GOING  
STRAIGHT UP TO THE SOUTH. THE STREAK WASN'T A STRAIGHT LINE,  
IT WAS IN A ZIG ZAG PATTERN. HER HUSBAND THEN SAW A BIG BURST

2670-NY-259208 SUB CC 8

*Index  
on memo  
common - sub B  
copy*

*[Handwritten mark]*

OF LIGHT. THEY WERE ON CONNECTICUT SHORE, MILFORD, LOOKING  
SOUTH.

ON JULY 17, 1996 AT ABOUT 8:40 PM [REDACTED] 390 [REDACTED]  
[REDACTED], NORWALK, CONN [REDACTED] WAS ON A BOAT IN  
LONG ISLAND SOUND JUST WEST OF WESTPORT, CONNECTICUT. SHE SAW  
A BRILLIANT RED COLUMN, "REDDER THAN REGULAR FIRE", STRAIGHT  
AND STATIONARY. SHE COULDN'T SEE A SMOKE TRAIL. THEN A HUGE  
FIREBALL APPEARED ON TOP OF THE RED COLUMN. THE COLUMN DIDN'T  
SEEM CONNECTED TO GROUND. IT HAPPENED AT A DISTANCE OF ABOUT  
40-50 MILES.

LEADS:

NEW HAVEN AT NORWALK: 390

INTERVIEW [REDACTED] FOR AS MANY DETAILS CONCERNING  
INCIDENT AS POSSIBLE. PINPOINT LOCATION AND TIME OF  
SIGHTING AND HAVE PERSON MARK THEIR LOCATION ON A COPY OF A  
LOCAL MAP AS ACCURATELY AS POSSIBLE.

NEW HAVEN AT MILFORD:

INTERVIEW [REDACTED] 391 WITH SAME LEAD AS ABOVE.

ADMINISTRATIVE: SUBMIT RESULTS OF INTERVIEW OF LEE CITING  
CONTROL NUMBER 1012. SUBMIT RESULTS OF INTERVIEW OF ENDAWE  
CITING CONTROL NUMBER 1033.



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O 192358Z JUL 96

FM FBI NEW YORK (259A-NY-259208) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW HAVEN/IMMEDIATE/

BT

UNCLAS E F T O

CITE: //3540//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, TWENTY MILES  
EAST OF HAMPTON, NY; 07/17/1996; AOT-IT-EOD; OO: NY.

FOR INFORMATION OF THE NEW HAVEN DIVISION, THE FOLLOWING  
PERSONS CALLED A TOLL FREE HOT LINE SET UP FOR CAPTIONED CASE.

ON JULY 17, 1996, [REDACTED] [REDACTED] 391  
MILFORD, CT [REDACTED] REPORTED AT 8:30PM AND 8:45, SAW A  
BRIGHT REDDISH ORANGE LIGHT (LIKE LIGHTENING STREAK) GOING  
STRAIGHT UP TO THE SOUTH. THE STREAK WASN'T A STRAIGHT LINE,  
IT WAS IN A ZIG ZAG PATTERN. HER HUSBAND THEN SAW A BIG BURST

267A-NY-259208 SUB CC 2

*Indexed  
in memo, sub  
copy*

*[Handwritten mark]*

OF LIGHT. THEY WERE ON CONNECTICUT SHORE, MILFORD, LOOKING  
TH.

ON JULY 17, 1996 AT ABOUT 8:40 PM <sup>392</sup> [REDACTED], [REDACTED]  
[REDACTED], NORWALK, CONN [REDACTED] WAS ON A BOAT IN  
LONG ISLAND SOUND JUST WEST OF WESTPORT, CONNECTICUT. SHE SAW  
A BRILLIANT RED COLUMN, "REDDER THAN REGULAR FIRE", STRAIGHT  
AND STATIONARY. SHE COULDN'T SEE A SMOKE TRAIL. THEN A HUGE  
FIREBALL APPEARED ON TOP OF THE RED COLUMN. THE COLUMN DIDN'T  
SEEM CONNECTED TO GROUND. IT HAPPENED AT A DISTANCE OF ABOUT  
40-50 MILES.

LEADS:

NEW HAVEN AT NORWALK:

<sup>392</sup>  
INTERVIEW [REDACTED] FOR AS MANY DETAILS CONCERNING  
LOSSION AS POSSIBLE. PINPOINT LOCATION AND TIME OF  
SIGHTING AND HAVE PERSON MARK THEIR LOCATION ON A COPY OF A  
LOCAL MAP AS ACCURATELY AS POSSIBLE.

NEW HAVEN AT MILFORD:

<sup>391</sup>  
INTERVIEW [REDACTED] WITH SAME LEAD AS ABOVE.

ADMINISTRATIVE: SUBMIT RESULTS OF INTERVIEW OF LEE CITING  
CONTROL NUMBER 1012. SUBMIT RESULTS OF INTERVIEW OF ENDAWE  
CITING CONTROL NUMBER 1033.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

Photographer, [redacted] Sayville, New York.

[redacted] was advised of the identity of the Agents and the purpose of the interview and provided the following information:

On July 17, 1996, [redacted] was riding on a boat with [redacted] and his wife. The boat was traveling north from Barrett Bay on Fire Island to Green Creek, Sayville. [redacted] believes she was 2/3 of the way to Green Creek, when at approximately 8:30 pm, [redacted] saw a "fire" in the sky.

[redacted] was fairly eastward when out of the corner of her eye she saw a red and orange light traveling up from the ground of the ocean. The red and orange light was larger at the top than at the bottom. It appeared to have a tail but it was all one piece. [redacted] did not see where the red and orange light came from. [redacted] thought it was a flare but decided it was too big to be a flare.

[redacted] saw the light for approximately 3 seconds moving up at a north by northeast angle.

[redacted] did not hear or see any explosion.

265A-NY-259028-SUB

Administrative stamp box with fields for date and initials. Includes a circled 'X' and the letters 'TC'.

CC3 - 560

Investigation on 7/26/96 <sup>5/26/96</sup> Long Island, New York (telephonically)

File # 265A-NY-259028

by SA ERICK J. LAUBER/dap

Date dictated 7/26/96

0070

000251

394  
395

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

394

Date of transcription 7/22/96

[REDACTED] Date of Birth: [REDACTED]  
 Social Security Account Number (SSAN): [REDACTED] and [REDACTED]  
 [REDACTED] DOB: [REDACTED] SSAN: [REDACTED] were  
 interviewed at their residence, [REDACTED] Center  
 Moriches, New York (NY), [REDACTED]. After being advised of  
 the identities of the interviewing Agents and the nature of the  
 interview, the [REDACTED] provided the following information:

On July 17, 1996, the [REDACTED] stated they were standing  
 on a flat-platformed ramp behind WESTHAMPTON BEACH AND TENNIS  
 CLUB, Westhampton, NY, between 8:20 p.m. and 8:30 p.m. (dusk).  
 They stated they had a totally clear view overlooking the  
 Atlantic Ocean, directly to the South. To their right was  
 Moriches Bay Inlet and to the left was Shinnecock Bay Inlet.

The [REDACTED] stated that during the time period between  
 8:20 p.m. and 8:30 p.m., they could not see any planes, boats or  
 people around, except for a dredger-type boat to their west. The  
 [REDACTED] stated that at approximately 8:30 p.m., they saw a red  
 dot in the sky above the Atlantic Ocean, which looked like a  
 flare. The [REDACTED] stated that from their vantage point the red  
 dot was located at approximately 12:00 to 12:30 in the sky above  
 them.

The [REDACTED] stated that the red dot grew in size to an  
 oval or oblong shape that was reddish/orange in color, moving  
 from a west to east direction, from approximately a 12:30 to an  
 11:30 position.

The [REDACTED] stated that as the shape approached the  
 11:30 position, the shape exploded, and came down like a curtain  
 of flame.

395

[REDACTED], a former employee at [REDACTED] stated that  
 once she saw the explosion, she began counting seconds in order  
 to calculate the amount of time it took for the sound of the  
 explosion to reach her. She stated it took approximately ten  
 (10) seconds before she heard the sound of the explosion. She  
 stated that the first explosion was immediately followed by three  
 (3) additional explosions which occurred one right after the  
 other. She believed that the explosion was roughly ten to

Investigation on 7/19/96 at Center Moriches, NY

File # 265A-NY-259028 CC-501 Date dictated 7/21/96

by SAs JOHN HUI/PETE BRADY/pmb  
SA KEVIN KELLEHER, ATF

2368

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/19/96

, Page 2

fifteen (10-15) miles off shore, due to her counting [REDACTED] that it took for her to hear the explosion.

The [REDACTED] stated that once the curtain of flames from the explosion hit the water, a large amount of gray smoke was visible from their vantage point. The [REDACTED] stated that immediately after the flames hit the water, they saw a military-type helicopter approach the crash site.

The [REDACTED] stated that after the crash they approached an elderly couple near them who they later discovered were pharmacists. They asked the couple if they had just seen the explosion. The [REDACTED] stated that the elderly couple said they did not see anything.

The [REDACTED] stated that immediately after talking to the elderly couple, they approached the receptionist's desk at WESTHAMPTON BEACH AND TENNIS CLUB, and told the girl behind the desk to call the police, which she did.

In addition, the [REDACTED] stated that a film crew was at the WESTHAMPTON BEACH AND TENNIS CLUB filming a movie. They believe that a male, five feet nine inches (5'9"), Caucasian, with a ponytail, may also have seen the plane crash.

On July 18, 1996, the [REDACTED] came back to the boat slip at WINDSWEPT MARINA, 215 Atlantic Avenue, East Moriches, NY 11940, telephone (516) 878-2100, via a boat named CONTROL C, and gave approximately two (2) hours worth of interviews to news reporters. [REDACTED] stated that he spoke to many news reporters, but he particularly remembered contacting CBS News and WINS Radio.

The [REDACTED] also stated that the owner of WINDSWEPT MARINA had a dredge boat out in the water. They believed that the crew of the dredge boat may have had a better view of the crash.

394  
[REDACTED] stated that after hearing that a TWA jet had, in fact, crashed in the ocean and after hearing news reports that a missile may have been fired at the jet, he thought he remembered seeing a stream of white or grey smoke prior to seeing the red dot in the sky at approximately 8:30 p.m. [REDACTED]

394

265A-NY-259028

Continuation of FD-302 of [redacted] . On 7/19/96 . Page 3

stated that the stream of smoke came up from the water. He stated that from his angle and vantage point, the stream of smoke came straight up to the plane. [redacted] stated she did not see a stream of smoke.

394  
395

## FEDERAL BUREAU OF INVESTIGATION

394

Date of transcription

7/22/96

[REDACTED] Date of Birth: [REDACTED]  
 Social Security Account Number (SSAN): [REDACTED] and [REDACTED]  
 DOB: [REDACTED] SSAN: [REDACTED] were interviewed at their residence, [REDACTED], Center Moriches, New York (NY), [REDACTED]. After being advised of the identities of the interviewing Agents and the nature of the interview, the [REDACTED] provided the following information:

On July 17, 1996, the [REDACTED] stated they were standing on a flat-platformed ramp behind WESTHAMPTON BEACH AND TENNIS CLUB, Westhampton, NY, between 8:20 p.m. and 8:30 p.m. (dusk). They stated they had a totally clear view overlooking the Atlantic Ocean, directly to the South. To their right was Moriches Bay Inlet and to the left was Shinnecock Bay Inlet.

The [REDACTED] stated that during the time period between 8:20 p.m. and 8:30 p.m., they could not see any planes, boats or people around, except for a dredger-type boat to their west. The [REDACTED] stated that at approximately 8:30 p.m., they saw a red dot in the sky above the Atlantic Ocean, which looked like a flare. The [REDACTED] stated that from their vantage point the red dot was located at approximately 12:00 to 12:30 in the sky above them.

The [REDACTED] stated that the red dot grew in size to an oval or oblong shape that was reddish/orange in color, moving from a west to east direction, from approximately a 12:30 to an 11:30 position.

The [REDACTED] stated that as the shape approached the 11:30 position, the shape exploded, and came down like a curtain of flame.

395

[REDACTED], a former employee at [REDACTED] stated that once she saw the explosion, she began counting seconds in order to calculate the amount of time it took for the sound of the explosion to reach her. She stated it took approximately ten (10) seconds before she heard the sound of the explosion. She stated that the first explosion was immediately followed by three (3) additional explosions which occurred one right after the other. She believed that the explosion was roughly ten to

Investigation on 7/19/96 at Center Moriches, NY

File # 265A-NY-259028 CC-501

Date dictated 7/21/96

by SAs JOHN HUI/PETE BRADY/PMB  
 SA KEVIN KELLEHER, ATF

2368

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/19/96

Page 2

fifteen (10-15) miles off shore, due to her counting that it took for her to hear the explosion.

The [REDACTED] stated that once the curtain of flames from the explosion hit the water, a large amount of gray smoke was visible from their vantage point. The [REDACTED] stated that immediately after the flames hit the water, they saw a military-type helicopter approach the crash site.

The [REDACTED] stated that after the crash they approached an elderly couple near them who they later discovered were pharmacists. They asked the couple if they had just seen the explosion. The [REDACTED] stated that the elderly couple said they did not see anything.

The [REDACTED] stated that immediately after talking to the elderly couple, they approached the receptionist's desk at WESTHAMPTON BEACH AND TENNIS CLUB, and told the girl behind the desk to call the police, which she did.

In addition, the [REDACTED] stated that a film crew was at the WESTHAMPTON BEACH AND TENNIS CLUB filming a movie. They believe that a male, five feet nine inches (5'9"), Caucasian, with a ponytail, may also have seen the plane crash.

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The [REDACTED] also stated that the owner of WINDSWEPT MARINA had a dredge boat out in the water. They believed that the crew of the dredge boat may have had a better view of the crash.

394  
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394



265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/19/96

Page 3

stated that the stream of smoke came up from the water. He stated that from his angle and vantage point, the stream of smoke came straight up to the plane. [REDACTED] stated she did not see a stream of smoke.

396  
397

265A-NY-259028  
GRM:mxh

396

397

[redacted] and [redacted] were interviewed by Detective GARY MILLER and Detective MICHAEL CALVIN of the Suffolk County Police Department. The interview was conducted on July 22, 1996.

Interview conducted by the undersigned and Detective MICHAEL CALVIN #729, on July 22, 1996 at 120 hours.

Interviewees:

[redacted]

396 [redacted] and his wife were sitting on the outside deck which is on the second story of their home on the southwest side. He was facing southwest which gives him a view over Tiana Bay to Dune Road and beyond. He saw two red streaks, very vivid in color, ascend from what appeared to be Dune Road and traveled straight, slightly west to east. He guessed it was two miles away. He brought it to the attention of his wife, who turned and saw one streak go west to east straight across the horizon just above the dune line. They did not follow the streak all the way up, as they assumed it was fireworks. The streaks he saw were side by side and very close, and he does wear glasses.

397

[redacted] then heard what she thought was thunder, followed by a second rumbling which she described as a Concord jet, followed by a very loud thump which they felt. She knew something was not right and looked at her watch, which read 8:30 PM. [redacted] placed the origin of the streak(s) in a line from his home southwest. Just to the east side of Pine Neck Point. It was light out and the sun had fallen behind a tree line to the west.

396

Note: See attached map.

265A-NY-259028-SUB C1

564

[Handwritten signature/initials in a box]  
LEONARD I

396  
397

265A-NY-259028  
GRM:mxh

396

397

[redacted] and [redacted] were interviewed by Detective GARY MILLER and Detective MICHAEL CALVIN of the Suffolk County Police Department. The interview was conducted on July 22, 1996.

Interview conducted by the undersigned and Detective MICHAEL CALVIN #729, on July 22, 1996 at 120 hours.

Interviewees:

[redacted]

396 [redacted] and his wife were sitting on the outside deck which is on the second story of their home on the southwest side. He was facing southwest which gives him a view over Tiana Bay to Dune Road and beyond. He saw two red streaks, very vivid in color, ascend from what appeared to be Dune Road and traveled straight, slightly west to east. He guessed it was two miles away. He brought it to the attention of his wife, who turned and saw one streak go west to east straight across the horizon just above the dune line. They did not follow the streak all the way up, as they assumed it was fireworks. The streaks he saw were side by side and very close, and he does wear glasses. [redacted] 397 [redacted] then heard what she thought was thunder, followed by a second rumbling which she described as a Concord jet, followed by a very loud thump which they felt. She knew something was not right and looked at her watch, which read 8:30 PM. [redacted] 396 placed the origin of the streak(s) in a line from his home southwest. Just to the east side of Pine Neck Point. It was light out and the sun had fallen behind a tree line to the west.

Note: See attached map.

265A-NY-259028-SUB C1

564

AS  
LEONARD

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[redacted] Riverhead, New York, was interviewed at her residence.

[redacted] advised that on July 17, 1996, she was at the residence of her daughter, [redacted] Quogue, New York, [redacted]. This residence is approximately 10 miles east of East Moriches, New York. [redacted] husband [redacted] and [redacted] boyfriend [redacted] telephone 516-491-7632, were playing cards between 8:30 and 9:00 P.M. At one point during this period [redacted] heard a loud "swoosh" going over the house. [redacted] related that the swoosh sounded like a large rocket going over the house. The others paying cards also said they heard the sound. [redacted] does not believe the sound would have been audible had the air conditioning or TV been on.

[redacted] did not hear an explosion or any other sound after the swoosh. [redacted] Quogue residence is two miles from the south shore.

265A-NY-259028-SUB 001 -

586

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Investigation on 7/19/96 at Riverhead, New York

File # 265A-NY-259028

by SA MICHAEL BROOKS  
SA KEVIN MORRISEY/MAM

Date dictated 7/19/96