

DOCKET NO. SA-516

APPENDIX EE

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**FBI AND NTSB CORRESPONDENCE CONCERNING WITNESSES
BETWEEN FEBRUARY 13, 1998 AND THE PUBLICATION OF THIS REPORT
(19 pages)**



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

26 Federal Plaza
New York, New York 10278
February 13, 1998

Honorable James E. Hall
Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594

Dear Mr. Chairman,

This letter will confirm that the FBI agrees to produce to the National Transportation Safety Board (NTSB) redacted FBI FD-302s recording the results of interviews of eyewitnesses to the crash of TWA Flight 800 for use by the Board in connection with its continuing investigation. The information redacted from the FD-302s will consist primarily of the names, addresses and other information that would tend to identify the witnesses. The FBI understands that the NTSB will reconstitute the witness group to review these materials and that the redacted FD-302s will be placed in the Flight 800 public docket. We expect that it will take approximately three weeks to process these materials and provide them to NTSB.

The FBI participants in the witness group will be Special Agents M.L. Lieber and Ted Otto. We also suggest that the CIA, which you know provided analytical assistance to the FBI with respect to the eyewitnesses' statements, be contacted and asked to participate in this process.

Sincerely,

Lewis D. Schiliro
Assistant Director in Charge

(1)



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 265A-NY-259028

26 Federal Plaza
New York, New York 10278
August 25, 1998

Dr. Doug Wigman
Witness Group Chairman
Office of Aviation Safety
490 L'Enfant Plaza, S.W.
Washington, D.C. 20594

Dear Dr. Wigman:

Enclosed please find the additional materials you requested. We regret the length of time it took to comply with your requests. However, as you know, the pertinent documents are voluminous, and each requires its own independent analysis and processing.

Should you have any questions regarding this matter, please do not hesitate to contact Associate Division Counsel I. Charles McCullough at (212) 384-2609.

Sincerely,

Lewis D. Schiliro
Assistant Director in Charge

By:

James J. Roth/ra
James J. Roth
Chief Division Counsel

CORRECTIONS:

C1-30 should be CC1-30
C1-490 should be CC1-49
C3-71 should be CC-71
C3-446 should be CC3-446
CC1-160 should be CC1-16
CC2-453 should be CC-453
CC2-458 should be CC-458
CC3-43 should be CC3-431

REGARDING MISSING PAGES/ATTACHMENTS:

CC-82 There are no attachments to this serial.
CC-95 There is only one page to this serial.
CC-183 There are no attachments to this serial.
CC-185 There is only one page to this serial.
CC1-282 There is only one page to this serial.
CC1-532 There is only one page to this serial.
CC3-32 There is only one page to this serial.
CC3-521 There are no attachments to this serial.
CC3-585 There is only one page to this serial.

UNABLE TO LOCATE ATTACHMENTS:

CC-120	CC1-287
CC-183	CC1-498
CC-285	CC1-525
CC-307	CC1-564
CC-357	CC1-613
CC-409	CC1-647
CC-461	CC1-651
CC1-116	CC3-123
CC1-165	CC3-143
CC1-175	CC3-249
CC1-186	CC3-298
CC1-201	CC3-313
CC1-216	CC3-592
CC1-217	LL-31

MISCELLANEOUS:

LL-16 -- IDENTICAL TO CC3-143
LL-28 -- ONE OF THE ATTACHMENTS IS MISSING, THE OTHER ONE LOCATED
CC-15 -- ENTERED IN ERROR -- NOT EYEWITNESS STATEMENT
CC1-250 -- ENTERED IN ERROR -- NOT EYEWITNESS STATEMENT

(3)

*Received from James J. Roth, Chief Division Counsel, Federal Bureau
of Investigation on 8/31/98 as part of package dated 8/25/98.*

Stephen A. Udejian



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 265A-NY-259028

26 Federal Plaza
New York, New York 10278
November 16, 1998

Mr. Dan Campbell, Esq.
General Counsel
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, D.C. 20594

Re: In re Air Crash Off Long Island, New York,
on July 17, 1996 (96-CV-7986)

Dear Mr. Campbell:

Reference is made to our telephone conversations on Thursday and Friday of last week, wherein the Federal Bureau of Investigation ("FBI") agreed to provide you with numerous unredacted files pertaining to captioned matter.

This letter will confirm our understanding that these files will not be disclosed or duplicated in any manner whatsoever, and will be returned to our Legal Unit as soon as possible.

Should you have any questions or concerns regarding this matter, please do not hesitate to contact myself or Associate Division Counsel I. Charles McCullough, at (212)384-2609.

Sincerely,

Lewis D. Schiliro
Assistant Director in Charge

By:
James J. Roth
Chief Division Counsel

4



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 265A-NY-259828-Sub Civ

26 Federal Plaza
New York, New York 10278
December 14, 1998

Dr. Douglas Wigman
NTSB
Witness Group Chairman
Office of Aviation Safety
490 L'Enfant Plaza, S.W.
Washington, D.C. 20594

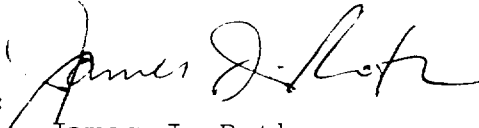
Dear Dr. Wigman:

Enclosed please find photocopies of documents recently received by the Federal Bureau of Investigation ("FBI"). The parties are being sent redacted copies of the same.

Should you have any questions regarding this matter, please do not hesitate to contact Associate Division Counsel I. Charles McCullough, at (212) 384-2609.

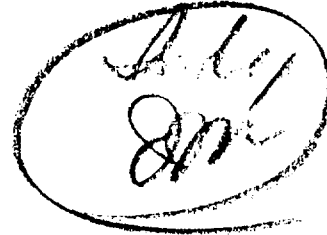
Sincerely,

Lewis D. Schiliro
Assistant Director in Charge

By: 
James J. Roth
Chief Division Counsel

October 20, 1998

Lisa D. Spencer-Perry
127 Fairmont Avenue
Hastings-on-Hudson, NY 10706



James J. Roth, Chief Division Counsel
Federal Bureau of Investigation
26 Federal Plaza
New York, N.Y. 10278
Re: FD-302 File No. 265A-NY-259028

Dear Mr. Roth,

I am writing regarding my witness statements (FD-302) related to the events I witnessed the night TWA Flight 800 went down. I would appreciate if you would add this letter to my file. I have been waiting for additional materials from the FBI and have sent a letter requesting a hand search be done. The statements I received do not include some of the information that I provided, such as records of my call just prior to my house meeting with the agents, drawings, and follow-up phone calls. But, I felt I should get this out to you now rather than continue to wait. I have sent it receipt requested so I could be assured it was received, as I'm not sure what response (if any) I should expect.

While the statements capture much of what I was trying to express, I was also surprised and concerned at information that was out of sequence and not as clear as it could have been, and at errors that I noted. I am not criticizing the agents in any way. The agents were great, and the statements are very representative and quite thorough in many respects. I believe that any problems that occurred are due to an inadvertent miscommunication on my part. The events I witnessed that evening in July were so incredible that once I realized what I had seen I found it hard to talk about and I was extremely upset. Though I knew how important it was for me to provide as much detail as I could, I found it very difficult to express myself as clearly as I would have liked. Though I realize the FBI has closed this case, it is important for me to rectify this.

It did not occur to me that I should have checked my statements earlier, like right after they were written, otherwise I would have amended them before now. Maybe witnesses should be read back their statements to check them, or be re-interviewed to make sure the statements are as complete as possible. This also would be helpful to determine if there is additional information not yet included. This would have been particularly helpful for me, as some of the information I later was able to discuss would have been useful if included in these statements.

When I was speaking to the agents on the phone prior to our house meeting, and those at my house, I had told them that I had more information than I could even begin to express. When they were leaving my house I had said I knew I had more information in my head, but that I just couldn't get it all out. They told me to call if I had more information to provide. After calling with more bits of information, I stopped calling for combined reasons: I felt that it was a bit overwhelming, and I wasn't sure if the information was considered necessary anymore. At that point I knew that there were other witnesses, besides myself, and that hopefully the combined reports were being used, and following one of my calls in which I related some more information, I just was not sure that further calls were welcome. As it is, while I did call in some of the subsequent information I was able to talk about, I did not continue to call at a certain point.

I have been considering ways to most clearly inform you of how the statements would represent what I was trying to say more closely. I hope the format I have chosen will work. Addressed are statement sequence, clarity, errors, or sections where information is lacking that I feel is important to the integrity of the description of what I witnessed. This includes information that I consider may be worth mentioning, whether it was called in or not, and information that was provided during my house meeting but was left out (probably for brevity). Less significant problems I did not address (such as redundancy) if they do not greatly alter the information in the statements. Information not contained in the 302 write-ups I have identified as it comes up.

Statement 1 is an extremely abbreviated part of statement 2. Errors noted in statement 1 are ultimately clarified in statement 2, so I am not sure if it is considered a separate document or a preliminary document. Since I am not sure, I will address the errors I found in statement 1. Statement 1 represents my trying to describe the missile detonation on the left side of the plane, while statement 2 reflects my trying to describe the object in flight and its subsequent effects on the plane. The two statements in actuality should be merged as the combined statements reflect, as far as mere words can, a basic description of the events that I witnessed that night.

Statement 1

- Paragraph 2. (All of these errors are clarified in statement 2.) It says "the shape or size of a dime" though I had never intended to express that the object I had seen was the shape of dime (a circle), rather that it had length and mass and glinted, like a new dime. It is written "she thought was a plane" followed with "the plane". I had said that I had been trying to figure out what the object was, if it was a plane, except that it didn't look like a plane.
- Paragraph 3 is out of sequence (which may very well be how I stated it on the phone to the agent because I was so upset). I had heard the sounds and seen the sights prior to bending down to pick up the towel. This is clarified in statement 2. Also, this paragraph should be merged with statement 2, page 2, paragraph 2, as it is descriptive of the events prior to the plane's destruction. I was describing how the object exploded at the side of the airliner. I will put this information into sequence when I address statement 2. The information about the number of explosions heard is clarified later, when I address statement 2.

Statement 2

Page 1, Paragraph 3.

- Line 6. "It had no vapor trail or smoke ..." is self-corrected with "a vague whiteness". The most prominent things my mind focused on at the meeting were to try to describe the body of the object, and what happened to the plane. Also, right after the event when we had the meeting I found it hard to use terminology that would remind me of the significance of what I had seen, the ramifications. This happens elsewhere in my statement. I later phoned in seeing a Bunsen-burner like end on the object.

- Line 8 "... with a blunt nose" - self-corrected elsewhere in the report.

Page 2, Paragraph 1. Left out of the write up but I think significant is that I had told the agents that from what I could tell the object was too large for a man to carry. Additional information: I first thought the object was a misdirected fireworks rocket shot from the Burma road. It was when I realized that it was traveling too far and it was too large that I had started to try to figure out if it was a plane. I had related this to my husband right after realizing what I had seen. I am not sure if I ever mentioned it to the agents since by the time I spoke to them I knew it could not have been fireworks.

Page 2, paragraph 2 to top of page 3; Page 3, paragraph 2, lines 8 and 9, and paragraph 3, lines 1, 2, and 3. Information is out of sequence. To assist in being as clear as possible I will merge the information in the section to follow, so that it reads as it should. I will use language directly from the paragraphs, as it is representative of what I was trying to express when they are put into their correct sequence. One sentence of additional information was phoned in (it is preceded with an *). I have included information in parenthesis that should assist in clarity. When descriptions of the object approaching and affecting the plane, and the plane break up are put into their proper sequence, it is as follows:

She followed the object for approximately 2 or 3 seconds when she then noticed a large commercial airliner which appeared to be traveling at the same altitude. The object headed toward the side of the plane, directly south. *It traveled over the dunes, and took a left turn, heading directly toward the plane. It (the end of the missile) was reddish in color. She had been only vaguely aware, prior to noticing the object, that an airliner was visible. (The plane prior to its destruction had been acting normally and did not attract unusual attention.) Then she saw a puff in the sky, which seemed like a malfunctioning firework, but did not seem like flames. (It was a white brittle puff.)

I would like to add information in sequence here I never called in: A second similar object came up from underneath the plane beyond the horizon. It was pointed up, tilted from the right. It was a darker color than the first object, and seemed in the shadow of the plane. After I had just been relieved that the first object had missed hitting the plane in the side and I thought the plane would be okay, I was sure that this second object was going to hit the plane popping a hole

up through the front fuselage (like threading a needle). I was surprised when I subsequently did not see a hole in the plane from that object.

It simply “stopped” at that moment, “just stop” and began to disintegrate. (A synopsis statement of what was to follow.) She could see straight up “the spine” of the plane, which headed directly east. It was a “frozen” moment. When she first actually looked directly at the airliner, it had already begun to disintegrate. At first, “fissures” developed all over the plane. There was no “fiery explosion”, like in the movies. Flames did not come out. It was breaking “like a toy”. She noticed that the top of the plane was blue, while the body was white. She did not see the planes engines. (Engines were not a significant sight, just part of the plane.)

There was a crater on the left side along the top of the plane, just behind the left wing. (Now describing plane explosion.) There was no bright fireball, but rather, an orange red glow from the top left area behind the left wing. (I was just not up to using the term ‘fireball’, though that was what I was trying to describe.) There was momentarily, a black crater there. The only explosion she ever saw was the one behind the left wing. (I did not think of the puff I had seen as an explosion; also see page 4, paragraph 2). There was red and black from the rear of the plane. Smoke was curling in the air and there was “stuff” (debris) falling from the rear. There were more “complicated” events occurring at the point of the crater behind the left wing, such as redness and orange. It was not an outward flash, but an orange color, which went down with the rear of the plane.

As the plane came apart, its nose turned up and to the right. She thought it was odd that she could see windows on the top right side of the front of the plane, even though she had previously been able to see only along its spine - particularly showing the passenger windows on the top of the plane’s bump and the cockpit. (Not included from meeting : At first I could not see the nose of the plane and I couldn’t figure out why the nose had been delayed in coming into view.) It was a 747, she knew, because it had a bump on the top. The front was carried forward and arced down with its momentum. The right wing seemed to stay with the front of the plane. A portion of the left wing began to fall separately down, yet forward with momentum. The tail section fell backward. There was “blackness” in the rear. All of the pieces seemed to fall “gracefully” down and widening, leaving a cloud in the sky.

- After sentences are moved into their correct sequence (above), the remaining descriptive information is in sequence.

Page 3, paragraph 2.

- Line 1. I had meant to communicate that I had heard two booms. It is noted later on the page "... she cannot be sure of the number of explosions she heard...". I must have been unclear in expressing myself. The two booms had been very close together, but not at the same time. I meant to express this boom-boom effect by standing up and stepping from one foot to the next with a jaunt. I guess it had come across as one combined sound, but I had hoped to convey two distinct sounds.

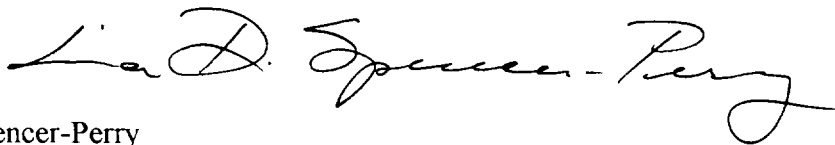
Page 4, paragraph 4.

- Line 2. Boats and helicopters were also visible directly in front of the houses (South of Fire Island) without the need of binoculars. Most had their regular lights on, though some had search-type lights in use. I called in seeing one ship which had caught my attention but that I had forgotten to mention to the agents when they were at my house: a very large ship was directly in front of my neighbors house, just outside the sandbar; it was darkened except for mast lights; it was stationary at the time I saw it. Information on this call should be in any phone records.

Attached is a copy of the two statements I received. They are marked with page and paragraph numbers. Those sentences that needed to be resequenced have been crossed so that once they are correctly sequenced, the remaining descriptions can be identified.

I don't know if any of this is relevant at this point, but I felt it was important. Thank you for your attention and for amending it to my file. If I can be of any further help or if you have any questions, please call me at (914) 478-5799.

Sincerely,



Lisa D. Spencer-Perry
Attachments

FEDERAL BUREAU OF INVESTIGATION

statement #1

Date of transcription 07/22/96

LISA PERRY, East Walk Number 2, Davis Park, Fire Island, New York, Date of Birth (DOB) June 13, 1959, telephone number (516) 597-6953, after being advised of the nature of the interview and identity of the interviewing agent and Suffolk County Police Detective provided the following information:

Paragraph 1

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

2

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

3

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

4

11

Investigation on 07/19/96 at Fire Island, New York

File # 265A-NY-259028 b7C

by SA [redacted] (JH:dp) SCPD Detective [redacted]

Date dictated 7/19/96

265-NY-259028-302-3569

FEDERAL BUREAU OF INVESTIGATION

possible missile

Statement #2

Date of transcription

7-23-96

Page 1
Paragraph 1

LISA D. SPENCER-PERRY, 127 Fairmont Avenue, Hastings-On-Hudson, New York, was interviewed at her residence. After being advised of the identities of the interviewing agents and of the nature of the interview, she provided the following information:

SPENCER-PERRY was vacationing with her family at her father's Fire Island beach house, located at 2 East Walk, Davis Park, New York, on 7-17-96, when she witnessed an unusual occurrence. At approximately 8:30 pm she had just finished getting her children ready and into bed. Sometime shortly after that she went out onto the deck to retrieve some towels. It was close to dark and the sky was a clear blue gray hue. The sun had just gone down. The deck is about twenty two (22) feet above the level of the beach below and the house is the eastern most in Davis Park. It faces directly south and there are no obstructing buildings or objects when looking east down the beach. There were no other people on the deck or in the vicinity, to her knowledge.

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

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

File # 265A-NY-259028-CC-63

by SA [redacted] b7C

392V-NA-528038-20B
Date dictated 7-23-96

265A-NY-259028

Continuation of FD-302 of LISA D. SPENCER-PERRY

On 7-23-96 Page 2

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

Page 2
Paragraph

1

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

Needs correct sequence

2

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

Sequence

3

13

265A-NY-259028

Continuation of FD-302 of LISA D. SPENCER-PERRY

On 7-23-96 Page 3

Page 3
para

See

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

1

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

2

See

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

3

14

See

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

4

During this interview SPENCER-PERRY drew several sketches as she described details of the event. She also promised to provide photographs of the easterly view from the deck after she has them developed.

SPENCER-PERRY drew three (3) drawings. Drawing #1 is an overhead view showing the relative position of her father's house to the beach. Drawing #2 is a horizontal easterly view from the deck, showing the object in flight and how the plane looked after it was apparently hit. Drawing #3 shows the fracture points of the plane as it disintegrated. These drawings are in a 1A envelope.

265A-NY-259028

Continuation of FD-302 of LISA D. SPENCER-PERRY

On 7-23-96

Page 4

Page 4

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

1

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

2

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

3

15

After watching the early news reports on her neighbor's TV, she walked onto the deck again. With binoculars she could see boats, emergency lights and fire on the horizon. There were TV newspeople in the area of the house. The TV news reports described bodies being found and that there were other witnesses. She felt a little in shock. She is a shy person, and felt weird about the event. Her mind kind of went blank about the event. It had all seemed surreal to that point. She thought the police would believe she had imagined her observations, if she called them.

4

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

265A-NY-259028

Continuation of FD-302 of LISA D. SPENCER-PERRYOn 7-23-96 Page 5

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

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

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

SPENCER-PERRY does not believe that what she had seen was a natural or merely mechanical event. Except when the word "missile" was suggested to her, she never used the word, and at that point stated it looked like a "missile thingy". She had avoided drawing any conclusions. (16)

LISA D. SPENCER-PERRY is described from observation and interview as follows:

RACE: White
 SEX: Female
 HEIGHT: 5'2 3/4"
 WEIGHT: 142 lbs.
 HAIR: Red
 EYES: Green

DOB: 6-13-59
 POB: New York, New York
 SSAN: 093-52-5280

Residence: 127 Fairmont Avenue, Hasting-On-Hudson, New York
 Home telephone: (914) 478-5799

Perry
127 Fairmont Avenue
Hastings-on-Hudson, N.Y. 10706

Fold at line over top of envelope to
the right of the return address

CERTIFIED

Z 104 358 881

MAIL

U.S. POSTAGE
PAID
YONKERS, NY
10706
OCT 28, 98
AMOUNT
\$2.68
00018904-02



10278



**RETURN RECEIPT
REQUESTED**

James J. Roth, Chief Division Counsel
Federal Bureau of Investigation
26 Federal Plaza
New York, N.Y. 10278

LE 19

3



NATIONAL TRANSPORTATION SAFETY BOARD

Office of the General Counsel

490 L'Enfant Plaza East, S.W.
Washington D.C. 20594-2000

202/314-6080
Fax 202/314-6090

February 4, 2000

James J. Roth
Federal Bureau of Investigation
26 Federal Plaza
New York, New York 10278

RE: Return of Federal Bureau of Investigation Documents

Dear Mr. Roth:

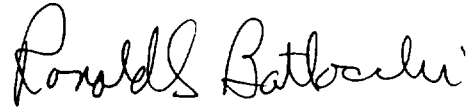
On behalf of the National Transportation Safety Board (NTSB) and pursuant to your letter to Daniel D. Campbell¹ dated November 16, 1998, I am returning unredacted documents that the Federal Bureau of Investigation (FBI) permitted the Safety Board to have access to in the course of our investigation of the accident involving Trans World Airlines flight 800, which occurred on July 17, 1996. The documents have been handled in strict accordance with the provisions of your letter.

Enclosed, please find all 15 volumes of the unredacted documents that we received from the FBI. The volumes total 2,624 pages. I am also returning a 73-page document catalog listing witness names and document serial numbers in document serial number order, and a 173-page document catalog listing witness names and document serial numbers in alphabetical order. These catalogs were provided by your office along with the unredacted documents.

¹ Mr. Campbell was General Counsel of the National Transportation Safety Board at the time of your letter to us and at the time that we received the documents.

The NTSB greatly appreciates the opportunity to use these documents.

Sincerely,

A handwritten signature in black ink that reads "Ronald S. Battocchi". The signature is written in a cursive style with a large initial 'R'.

Ronald S. Battocchi
General Counsel

cc:

David Mayer (AS-50)

R. Christopher Julius (GC)

William C. Love (GC)