

**DOCKET NO. SA-516**

**APPENDIX F**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 400-499  
(276 pages)**

265A-NY-259028  
RSC:hrg

On July 20, 1996, Special Agent (SA) CRISALLI, Federal Bureau of Investigation (FBI), and Investigator POLITE (New York State Police), interviewed [REDACTED] of the KISMIT MARINA AND INN, Fire Island, New York. [REDACTED] stated that the MARINA does not keep a record of the boats that use the marina's boat slips. He stated further that he did not become aware of the Flight 800 incident until Thursday morning, July 18, 1996.

[REDACTED] of Holbrook, New York, [REDACTED] was also interviewed at the KISMIT MARINA. He stated that, on the evening of the Flight 800 incident, he was a passenger in a boat owned by a friend named [REDACTED] (Last Name Unknown) (LNU). He stated that the boat was being operated by [REDACTED] husband (name unknown). He stated that while travelling east in Great South Bay. The boat's operator brought to his attention an orange and red streak of light in the sky. He stated that he watched the streak of light fall from the sky toward the ocean. He stated that he was unable to see exactly where it came to rest in the ocean.

He stated further that his girlfriend, [REDACTED] of [REDACTED], Holbrook, New York, [REDACTED], was also on the boat, and that she could give more information as to the identity of [REDACTED] and her husband. Attempts to contact [REDACTED] were negative.

265A-NY-259028-SUB

SEARCHED	INDEXED
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AUG 15 1996	
FBI NEW YORK	

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406  
407  
408

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 8/6/96

FM FBI NORFOLK (265A-NY-259028) (P)

TO DIRECTOR FBI/PRIORITY/

FBI NEW YORK/PRIORITY/

BT

UNCLAS

CITE: //3560:5164//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800 TWENTY MILES  
SOUTHEAST OF HAMPTON, NEW YORK, JULY 17, 1996; AOT - IT - EOD.

REFERENCE NEWARK TELETYPE TO NEW YORK AND RICHMOND, JULY  
26, 1996 AND RICHMOND FASCIMILE TO NORFOLK DATED  
JULY 27, 1996.

FOR INFORMATION OF THE BUREAU, REFERENCED COMMUNICATION  
SET FORTH INFORMATION CONCERNING A SCALLOP BOAT [REDACTED]  
[REDACTED] SEAFORD, VIRGINIA, WHICH WAS  
ON THE EAST MORICHES AREA THE EVENING OF JULY 1, 1996.

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TDJ:khh  
(1)

265A-NY-259028-SUB CC3

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AUG 14 1996	
FBI - NEW YORK	

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Approved: LET/ML

Original filename: BAR0010.219

Time Received: \_\_\_\_\_

Telprep filename: BAR00150.219

MRI/JULIAN DATE: 2387/219

ISN: 009

219 GAR01. TEL

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^PAGE 2 FBINF 265A-NY-259028 UNCLAS

A CHECK OF THE RECORDS OF THE VIRGINIA CRIMINAL INFORMATION NETWORK (VCIN) CONCERNING ANY [REDACTED] IN SEAFORD, VIRGINIA, AND ATTEMPTS TO IDENTIFY THE VESSEL'S OWNER(S) WERE NEGATIVE.

ON JULY 29, 1996, WRITER CONTACTED [REDACTED] [REDACTED] SEAFORD, VIRGINIA, [REDACTED] [REDACTED] WRITER WAS ADVISED BY [REDACTED] [REDACTED] [REDACTED] THAT THE [REDACTED] IS A CORPORATION WHOLLY OWNED BY HIS UNCLE, [REDACTED] HE FURTHER ADVISED THAT THE BOAT WAS SCHEDULED TO RETURN TO SEAFORD IN THE NEXT FEW DAYS AND HE WOULD CONTACT THE WRITER AS SOON AS HE RECEIVED A RETURN DATE.

ON AUGUST 1, 1996, [REDACTED] ADVISED THAT THE [REDACTED] [REDACTED] WOULD RETURN TO SEAFORD ON FRIDAY AFTERNOON, AUGUST 2, 1996, AND THE CAPTAIN AND CREW WOULD BE MADE AVAILABLE FOR INTERVIEW.

ON AUGUST 2, 1996, SA THEODORE D. JONES CONTACTED THE CAPTAIN OF THE [REDACTED] [REDACTED] 406 AND HE PROVIDED THE FOLLOWING INFORMATION:

^PAGE 3 FBINF 265A-NY-259028 UNCLAS

[REDACTED] ADVISED THAT HIS SCALLOP BOAT, THE [REDACTED] WAS APPROXIMATELY EIGHT MILES FROM THE SITE WHERE THE TWA FLIGHT 800 CRASHED ON THE EVENING OF JULY 17, 1996, IN THE EAST MORICHES, NEW YORK, AREA. [REDACTED] ADVISED THAT AT APPROXIMATELY 8:30PM, HE HEARD A FAINT SOUND LIKE THE NOISE A PLANE MAKES WHEN IT BREAKS THE SOUND BARRIER. HE LOOKED UP AND SAW A PLANE FALLING FROM THE SKY. THE PLANE WAS IN TWO PIECES. THE LARGER SECTION OF THE PLANE, ABOUT THREE QUARTERS, WAS A BALL OF FIRE WITH BLACK SMOKE BILLOWING FROM IT AND THE SMALLER PART DID NOT APPEAR TO BE ON FIRE. THE PLANE PARTS APPEARED TO BE TUMBLING, BUT BECAUSE OF THE BLACK SMOKE, HE COULD NOT SEE THEM CLEARLY.

[REDACTED] FURTHER STATED THAT HE SAW TWO JET STREAMS ABOVE THE EXPLODED AIRCRAFT AS IT WAS FALLING TOWARD THE OCEAN. HE THEN HEARD A "MAYDAY" CALL ON HIS RADIO, VHF CHANNEL 16, THREE TIMES AND CALLED THE COAST GUARD AND OFFERED ASSISTANCE.

[REDACTED] STATED HE THOUGHT THE COAST GUARD FROM SHINNECOCK RESPONDED AND TOLD HIM TO PROCEED TO THE CRASH SITE.

[REDACTED] ADVISED THAT AT THE TIME OF THE EXPLOSION, HE WAS LOCATED APPROXIMATELY EIGHT MILES SOUTHEAST AT 40 DEGREES - 34

^PAGE 4 FBINF 265A-NY-259028 UNCLAS

DEGREES - 98 DEGREES NORTH AND 72 DEGREES - 24 DEGREES - 42 DEGREES WEST. HE ARRIVED AT THE CRASH SITE AT APPROXIMATELY 9:42PM AND BEGAN TO LOOK FOR SURVIVORS. AT 12:30AM, HE PICKED UP A BODY AND ALSO FOUND AN EMERGENCY SLIDE AND A BAG CONTAINING A VIDEO CAMERA AND PASSPORT. HE TURNED OVER EVERYTHING HE PICKED UP TO THE COAST GUARD.

[REDACTED] FURTHER ADVISED THAT HE DEPARTED AT 6:48AM ON JULY 18, 1996. WRECKAGE WAS BURNING IN THE WATER WHEN HE ARRIVED AND DEPARTED. [REDACTED]

[REDACTED] BEAUFORT, NC, [REDACTED]. HE HAS BEEN EMPLOYED ON THE [REDACTED] SINCE APRIL 30, 1996.

[REDACTED] CONCLUDED BY SAYING THAT TWO OF THE MEMBERS OF HIS CREW WERE AWAKE WHEN THE EXPLOSION OCCURRED AND MADE THEM AVAILABLE FOR INTERVIEW.

407 [REDACTED] DECKHAND ON THE [REDACTED] ADVISED THAT HE WAS LOOKING UP AT THE SKY A FEW MOMENTS BEFORE THE EXPLOSION AND SAW A PLANE GO PAST THEM. APPROXIMATELY TEN MINUTES LATER, HE HAD GONE BACK TO WORK AND HE HEARD A NOISE WHICH WAS SIMILAR TO A SONIC BOOM. SHORTLY THEREAFTER, [REDACTED]

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(SHIP'S CAPTAIN) CALLED OUT AND SAID THAT A PLANE BLEW UP.

[REDACTED] STATED THAT HE DID NOT SEE THE EXPLOSION AS HE WAS NOT ON DECK AND WHEN HE LOOKED OUT, HE SAW SMOKE AND TWO JET STREAMS ABOVE THE SMOKE.

[REDACTED]  
[REDACTED] HARKEES ISLAND, NC. HE HAS BEEN EMPLOYED SINCE APRIL, 1996, ON THE

[REDACTED] 408  
[REDACTED] DECKHAND ON THE [REDACTED] ADVISED HE WAS ON DECK A FEW MINUTES BEFORE THE EXPLOSION AND SAW TWO PLANES FLY OVERHEAD IN OPPOSITE DIRECTIONS. HE STATED HE SAW NOTHING UNUSUAL AS THEY WERE NOT NEAR EACH OTHER. HE ADVISED HE WENT BACK TO WORK FOR ABOUT FIVE TO TEN MINUTES THEN HEARD AN EXPLOSION WHICH HE ASSUMED WAS A SONIC BOOM.

[REDACTED] ADVISED THAT HE STUCK HIS HEAD OUT OF THE WINDOW IN CURIOSITY AND SAW ONE PIECE OF THE PLANE (WHICH APPEARED TO BE THE TAIL) BURNING AND GIVING OUT BLACK SMOKE. [REDACTED] ADVISED THAT THE MAIN PART OF THE PLANE HAD APPARENTLY ALREADY HIT THE WATER WHEN HE LOOKED OUT.

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[REDACTED] FURTHER ADVISED THAT HE SAW TWO JET STREAMS ABOVE THE SMOKE WHICH WERE COMING FROM THE PLANE THAT HAD EXPLODED.

408

[REDACTED] ALSO ADVISED THAT WHEN THE PLANE PASSED OVERHEAD BEFORE THE EXPLOSION, HE REMEMBERED SEEING ANOTHER PLANE GOING IN THE OPPOSITE DIRECTION; HOWEVER, THE TWO PLANES DID NOT PASS NEAR EACH OTHER.

[REDACTED]

HAMPTON, VA, 23669, [REDACTED] HE HAS BEEN EMPLOYED ON THE [REDACTED] SINCE APRIL, 1996.

NO OTHER CREW MEMBERS WERE AWAKE WHEN THE INCIDENT OCCURRED. THE AFOREMENTIONED INDIVIDUALS WERE ASKED IF THEY SAW ANYTHING STRANGE IN THE SKY BEFOREHAND; SPECIFICALLY, SOMETHING THAT COULD BE CONSTRUED AS A MISSILE WHICH HAS BEEN REPORTED IN THE MEDIA. ALL ADVISED THAT THEY SAW NOTHING OF THIS NATURE.

THE ABOVE SUBMITTED FOR INFORMATION OF THE BUREAU AND NYO. THIS MATTER IS CONSIDERED COMPLETED AT NORFOLK.

BT



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/20/97

409 [REDACTED] was interviewed at his home, [REDACTED] Center Moriches, New York. Also present during the interview was [REDACTED] 607 [REDACTED] wife, [REDACTED]. After being advised of the official identities of the interviewing Agents and the purpose of the interview, [REDACTED] then provided the following information:

409 On July 17, 1996, [REDACTED] 409 [REDACTED] 607 and their son, [REDACTED] were at Great Gun Beach on the North/Bay side of Barrier Island. It was a clear chilly night and the sun had not yet set. The [REDACTED] 409/607 just finished eating dinner. They brought their own food because there are no restaurants at Great Gun Beach and the area is only accessible by water or ATV four-wheel vehicles. Some of the dunes at the Beach are thirty feet high. In addition, there is no electricity on Barrier Island. The [REDACTED] came to the Beach via their boat [REDACTED]

409/607

There were other people at Great Gun Beach that night including, [REDACTED] and his wife, [REDACTED]. At approximately 8:20 p.m. 409 [REDACTED] and [REDACTED] were standing on the dock looking out when [REDACTED] stated, "Watch this, we're going to see fireworks." 409 [REDACTED] then saw a light grayish streak/line ascending into the sky over the ocean. The streak was southeast from [REDACTED] location, and it was moving from east to west 409 at a five degree, almost vertical angle. The streak was fine, like a pencil line, and moved for two seconds. The line itself did not grow, but remained the same length. The line then disappeared, "like it stopped in midair for a second."

409 [REDACTED] then observed a bright white light in the sky in the area where the streak had disappeared. The light appeared one second after the streak disappeared. [REDACTED] 409 stated that the light appeared at a thirty degree angle above the horizon, and [REDACTED] stated that the light appeared at a forty-five degree angle above the horizon. The light was round and it began to slowly descend toward the ground for two to three seconds.

Then, the ball of light became slightly smaller and instantly turned bright orange in color. [REDACTED] 409

Investigation on 8/18/97 at Center Moriches, New YorkFile # 265A-NY-259028-001-655 Date dictated 8/20/97by SA CHRISTINA GUST and SA STEVEN A. BONGARDT (CG:cq)

0976

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Continuation of FD-302 of [REDACTED]

, On 8/18/97

, Page 2

attributed the change in color to a second explosion. At arm's length, the second explosion appeared to be the size of a quarter, and it remained that size. At the same time that the ball changed to bright orange, the ball instantaneously broke into two separate pieces. One of the pieces broke off and descended from left to right toward the ground. The section to the east was all on fire. [REDACTED] could see the flames and observed a black color under the flames. The section to the west had no fire. The distance between where the east and west sections fell appeared to be six inches apart at arm's length. (During the interview, [REDACTED] utilized a standard ruler to determine measurements in inches.) The ball separated into the two sections when it had descended one quarter of the distance to the horizon.

409 [REDACTED] began observing the streak two to three seconds prior to seeing the initial white light/ball. The 409 [REDACTED] never heard an explosion. 409 [REDACTED] stated that the wind that night was southwest at seven to eight knots, therefore, people in the east may have heard explosions. [REDACTED] 409 further advised that the speed at which the streak ascended was two to three times faster than the speed at which the ball of white light descended. When the streak did not explode like fireworks, the [REDACTED] then believed that the streak was a flare. They never saw the plane. 409/607

409 [REDACTED] advised that the entire event lasted for ten seconds. 607 [REDACTED] believed that the event lasted five seconds. When timed by interviewing Agent BONGARDT, 409 [REDACTED] visualized the event in twenty seconds and [REDACTED] 607 visualized the event in five seconds.

409 [REDACTED] After the event, [REDACTED] listened to the Emergency Coast Guard Station and heard that a plane may have crashed into the ocean. The [REDACTED] then returned home in their boat, [REDACTED] 409/607 409

After returning home, [REDACTED] and a third individual took another boat, [REDACTED] out to the crash site. [REDACTED] is owned by [REDACTED] lives in Ronkonkoma, Long Island.

They went to the eastern debris field to see if there

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Continuation of FD-302 of [redacted], On 8/18/97, Page 3

were any survivors. When they arrived in the eastern debris field, there were many unused life jackets floating in the water. The jackets were not inflated, but had little lit flashlights on the shoulders. These lights could be seen through the fifteen to twenty foot heavy ground haze which was over the water that night. The [redacted] remained there for three hours looking for survivors.

409/607

<sup>409</sup> [redacted] stated that he could also see flames on the water through the haze.

<sup>409</sup> When [redacted] returned home in the early morning on July 18, 1996, there was a news crew waiting for him at his house.

The following is descriptive information for [redacted]

[redacted]

The following is descriptive information for [redacted]

[redacted]

The following is descriptive information for [redacted] and [redacted]

[redacted]

411  
412

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SJ:hrg

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

In furtherance of Trans World Airline (TWA) Flight 800 crash, the listed witnesses were interviewed by Detective JENSEN, number 934, and Detective POWELL, number 835:

411 1.

[redacted], Shirley, New York 11967, [redacted]

412 2.

[redacted] Shirley, New York 11967, [redacted]

An interview of [redacted] and [redacted] was conducted on July 20, 1996 at 1536 hours at [redacted] residence. [redacted] and [redacted] related that on July 17, 1996, at about 2045 hours, they were at the Moriches Inlet, south shore of Long Island, facing south to southeast.

411

412

[redacted] and [redacted] observed a reddish glowing flare streak skyward from due east but could not tell if it was from land or water. Flare was tight, corkscrew shaped with an even but fast speed. They did not see what flare struck, but it exploded in air into a large orange fireball. Two large flaming chunks of debris fell from the fireball. Both report hearing a deep thunderous rumble during the explosion. Both saw fire on the water a distance of maybe seven (7) miles away. They also recall a light, low flying, single engine plane with a maroon stripe low to the beach about fifteen (15) minutes prior to flare and explosion incident. They heard the actual news of a plane crash on a radio while en route to home.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/20/96

On July 18, 1996, at about 4:15PM, Sergeant Fred DeLuca and Detective Nicholas Garcia, SO-9, were present at [redacted] Manorville, Long Island, New York (NY). At this time an interview of one [redacted] white male, Date of Birth [redacted] was conducted. [redacted] is a witness to the downing of Trans World Airlines (TWA) Flight 800, July 17, 1996. [redacted] resides with his parents at [redacted]

[redacted] stated that he is employed by [redacted] Manorville, NY. On July 17, 1996, at about 7:45PM, he and one [redacted] were walking near the Club House at Pine Hills Golf Club. He estimates the time, but is certain that it was day's end and still light. They were walking in an easterly direction [redacted] heard the sounds of an aircraft, and having some interest in airplanes, glanced toward the sky. he observed a large commercial airplane flying west to east and south of his location, probably over water. The aircraft had an unusual amount of black smoke spewing from the wing area. he thinks it was the left wing. A second later, he glanced again and saw what he described as a "red glow" or "red dot" on the aircraft. Having seen this, he brought it to the attention of [redacted]

[redacted] and [redacted] now see the airplane nosing at an angle towards the ground. They continued looking as the airplane disappeared behind trees in the horizon. [redacted] heard a blast and saw a red flash through the trees and extending upwards. He further states that the aircraft appeared to remain intact for the period of his observation.

the next morning he related this experience to a coworker, one [redacted] a retired New York City Police Officer, who notified the police. [redacted]'s telephone number is [redacted]

Investigation on 07/18/96 at Manorville, New York

File # 265A-NY-259028

by Sgt. Fred Deluca Det. Nicholas Garcia (NG:amo) Date dictated 7/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[redacted] Norwalk, Ct., was advised of the identity of the interviewing agent and the nature of the interview (lead #1034). [redacted] furnished the following information:

On 7/17/96, [redacted] (father), [redacted] (mother), [redacted] and [redacted] completed a boat race on Long Island Sound near Green's Lighthouse, Norwalk, Ct. At approximately 8:30 p.m., [redacted] observed a brilliant red flare commencing above the horizon moving in a straight line upward towards the sky. The flare then exploded into a brilliant red ball. Approximately a half second later another explosion occurred directly under the first explosion. As the explosions expanded they remained brilliant red. The red balls evaporated after 3-4 seconds. [redacted] did not notice anything dropping from the explosion. [redacted] did not observed smoke nor did she hear a sound associated with the explosion.

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Investigation on 7/20/96 at Norwalk, Ct

File # 265A-NY-259028

by SA Stacey L. Casparius

Date dictated 7/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

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

On July 17, 1996, [redacted] stated that she was at Smith Point Campsite [redacted] sitting inside her screen house tent. [redacted] said she was sitting in a chair when all of a sudden she saw a trail of fire going up in the sky. [redacted] indicated that at first she thought it was some kind of flare or firework. She stated that the flare broke off and continued into the sky. [redacted] described the flare as being a bright orange and red, that went straight up into the sky. [redacted] advised that she was looking south into the sky and that the estimated distance between where she was located and the flare was about nine miles. [redacted] indicated that after the flare went up she did not observe where it went; nor did she observe anything come down to the ground.

[redacted] also advised that an elderly man in his sixties saw the same image. [redacted] stated that this gentleman was located directly across from her campsite. [redacted] did not know his name, but indicated that the campsite would have his name because they log in everyone at the campsite.

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Investigation on 07/28/96 at Westhampton, New York

File # 265A-NY-259028

by SA CARA L. HOLMES, JF. /hrq [signature]

Date dictated X 07/29/96

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265A-NY-259028  
TMO:hrg

[redacted] was interviewed by Senior Investigator THOMAS O'NEILL and Investigator KEVIN WALSH of the New York State Police Department. The interview was conducted on July 20, 1996.

[redacted]  
[redacted] West Islip, New York

[redacted] states that on July 17, 1996, at approximately 8:30 PM, he was driving southbound on CR51 (Eastport Road) having just exited Sunrise Highway. At this time, he observed a white light which he described as one-fourth to one-half inch in circumference a "couple" of miles south of his location moving north to south. This light was to the left of his vehicle. [redacted] stated that the white light was moving at a high rate of speed. He then saw a bright gold explosion south of his location. [redacted] view was then obstructed by trees and when he again had a southerly view the bright golden light had disappeared.

[redacted] states that his girlfriend, [redacted] brother, [redacted] East Moriches, New York, saw the explosion from a boat and saw something hit the water.

It is to be noted that [redacted] stated that the white light travelled in an irregular pattern.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/96

York, [redacted] Center Moriches, New York, and her boyfriend, [redacted] New York, [redacted] interviewed on July 24, 1996 during a road block check at the entrance to Smith Point Park, Shirley, New York. [redacted] advised of the identity of the interviewing agent and the nature of the interview and [redacted] provided the following information:

[redacted] 436 and [redacted] 436 were sitting in his car in the parking lot to Smith Point Park at approximately 8:30 PM on July 17, 1996. The car was parked in a parking spot facing south on the center right side of the parking lot. The front of the car was facing south and visibility was fair.

While looking out of the front windshield, [redacted] 436 saw a "flare" rise up directly in front of her and due south of her position, far out over the Atlantic Ocean. She asked [redacted] "What's that?", [redacted] 436 looked south out the front windshield and saw what appeared to be a "flair." [redacted] 436 and [redacted] 436 said that the "flair" went straight up into the sky and then curved before they lost sight of it. The "flair" looked like a red steam that got thicker as it rose through the sky. Neither [redacted] 436 nor [redacted] 436 saw an explosion or a plane crash. They did not find out that a plane had crashed until later that night when their friends told them about the crash.

[redacted] 436 can describe exactly where she was in the parking lot when she saw the flare, and where in the sky the flare was when she saw it.

Investigation on 03/24/96 at Shirley, New York

File # 265A-NY-259028

by WILLIAM INZERILLOW

Date dictated

07/27/96  
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] New York, [redacted] another residence in [redacted] Lee, New Jersey, [redacted] provided the following information:

At approximately 8:20 or 8:30 PM, <sup>437</sup> [redacted] was on his deck which faces the south shore. <sup>437</sup> [redacted] was having dinner with his wife, <sup>438</sup> [redacted], and <sup>437</sup> [redacted]. <sup>438</sup> [redacted] wife observed a white ball shooting across the sky and brought this to his attention. <sup>437</sup> [redacted] advised that it looked like a shooting star. <sup>437</sup> [redacted] advised that the white ball travelled on an arc from right to left (approximately west to east). The arc travelled on a decline from its initial sighting. The ball left a "skinny" white trail. From their position, looking south, at approximately a nine (9) o'clock position the ball exploded into a large whitish grey ball of smoke. Then a wide orange/reddish flame travelled upward to the smoke ball. Shortly after the wide flame disappeared, two strong earthquake type rumblings were felt and heard. <sup>437</sup> [redacted] advised that the entire incident occurred in ten (10) seconds or less. <sup>437</sup> [redacted] commented that the fireball and arc were east of the accident site. Additionally, he advised that it appeared to occur over the bay. <sup>438</sup> [redacted] corroborated the above information.

438

265A-NY-259028

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

File # 265A-NY-259028

by SA CHARLES J. RUSSELL  
SA STEVEN A. BONGARDT

WITNESSES  
BY [redacted] (AB:hrj)  
DATE 9/16/96

Date dictated 07/19/96

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AUG 1 1996  
FBI - NEW YORK

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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 sitting on a wave-runner in the bay area. He was talking with an individual named [redacted] Last Name Unknown (LNU).

At about 8:30 PM, [redacted] saw a red/orange explosion which he first thought was a boat flare. He did not see anything shoot up from the surface. After the initial explosion, [redacted] saw a second explosion to the lower left of the first one. [redacted] view was due south looking over the bay and over Dune Road. [redacted] did not hear anything as these explosions erupted in the sky.

[redacted] saw the flames descend south of Dune Road, which he said would have been in the ocean. He used his wave-runner to cross the bay, and he beached it on the island. He crossed the island and looked into the ocean. He could not see an airplane, but saw flaming remnants out in the ocean.

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Investigation on	7/19/96	at	Westhampton, New York	
File #	265A-NY-259028			SEP 24 1996
by	SA JAMES J. ROTHE; SA GREGORY J. O'NEILL/MAM			
		Date dictated	7/21/96	

0094

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

[redacted] black male, date of birth [redacted]  
[redacted] place of birth Harar, Ethiopia, social security number [redacted]  
[redacted] home address [redacted]  
Arlington, Virginia, 22202, home telephone number [redacted]  
was interviewed at [redacted]  
Haven, Connecticut on the below listed date. He was advised of  
the identity of the interviewing special agent and the nature of  
the interview. [redacted] provided the following information:

[redacted] is a pilot for Piedmont Airlines., Wicomico  
Airport, Salisbury, Maryland, telephone (410) 742-2996 and (800)  
354-3394. He has been employed by Piedmont since December, 1987.

[redacted] was Captain of Piedmont Flight 3112, a MD-8  
passenger plane, which flew from Washington National Airport,  
Washington, D.C., to Tweed Airport, New Haven, Connecticut on  
July 17, 1996. This flight departed Washington National at 7:28  
pm and was to arrive at Tweed, New Haven at 8:50 pm. [redacted]  
first officer was [redacted]

At approximately 8:25 pm, Piedmont Flight 3112 was on  
Victor Airway V-139 at 11,000 feet. [redacted] estimated their  
position as past KOPY intersection, approaching SARDI  
intersection (Latitude N 40 31.4 Longitude W 072 47.9).  
Visibility was very good. The lighting condition was dusk. The  
ride was smooth. The sky was clear, with a few stratiform clouds  
visible. [redacted] was flying the plane. PIEDMONT Flight 3112 was  
talking to New York Air Traffic Control (ATC), having just  
switched over from Boston Control.

[redacted] saw a bright orange flash of light forward and  
to the right of his plane. The flash appeared to be below his  
altitude. [redacted] described it as an intense bright flash which  
then separated into two bright lights. [redacted] could not make out  
any solid object. He could immediately see a huge cloud of black  
smoke rising. He turned the MD-8 left to avoid the fumes. At the  
time of his turning, the column of smoke rose to 11,000 feet.

265A-NY-259028-SUB CG

Investigation on 7/18/96 at East Haven, Connecticut

File # 265A-NY-259028

245

by SA Kenneth E Gray Jr : KEG/keg

Date dictated 7/18/96

AUG 28 1996

1583

265A-NY-259028

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

[REDACTED] approximated that it took three to four minutes to get to the area of the explosion. His first officer, [REDACTED] reported the explosion to ATC. [REDACTED] took over command of flying. [REDACTED] asked ATC if there were any other planes in the area. New York ATC did not know.

[REDACTED] described the explosion as a bright orange ball of light which separated into two balls of light. They were as bright as a search light. [REDACTED] described the descent of these balls as very slow. [REDACTED] estimated it to take one and one half minutes to two minutes from the time of the initial appearance of the one light until the two lights hit the water. [REDACTED] advised that it took three to four minutes from the first appearance of the light for his plane to get to the area of the explosion.

[REDACTED] identified an area just past RICED intersection on V-139 as the site of the explosion. He turned at the 193 degree radial of the Madison VOR to continue towards Tweed New Haven. At this turn [REDACTED] estimated their position to be within two to three miles of the impact site. [REDACTED] could see fire on the water while turning. It appeared to be a bright fire in a few small areas.

[REDACTED] stated that the plane definitely came apart in flight due to the brightness of the resultant lights and breaking into two distinct parts. There was no question in his mind that either a mid air collision had occurred or an engine exploded on a plane. All the fuel must have ignited to produce such a brilliant light. The explosion was so bright and hot that [REDACTED] saw white smoke above the black cloud. He did not believe that the plane came down intact. Nothing seemed to hit the plane, the explosion seemed self contained. [REDACTED] believed that the plane must have been between 5,000 and 8,000 feet at the time of the initial explosion.

[REDACTED] advised that he requested the ATC controller to give him [REDACTED] his number so he could contact him upon arrival. The ATC controller gave his initials as U.A., at desk 2 and a telephone number of (516) 683-2963. Upon arrival, [REDACTED] called him and learned that the explosion was a downed plane.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/02/96

[redacted], Riverhead, New York 11901, [redacted] was interviewed at WINDSWEPT MARINA, 215 Atlantic Avenue, East Moriches, New York 11940, was advised of the identities of the interviewing agents and the nature of the interview, he provided the following information:

On July 17, 1996, at approximately 7:30 PM - 7:45 PM, [redacted] and his friend, [redacted], East Moriches, New York, [redacted] were on a sixteen (16) foot boat, bass fishing, south east of Dredge Island, in the east cut of the waterway, just prior to the Moriches Inlet. [redacted] stated that he saw a suspicious looking red work-boat with a white name on its bow, which he could not read, approximately forty-fifty (40-50) feet in length. He advised that the work-boat had a large cabin area with a large flat roof. The work boat's front deck was cluttered with items that he could not identify, but believed that it would be the perfect place to hide things. On the starboard side of the boat were five or six (5 or 6) tires hanging off the deck. The work-boat was approximately a distance of 50 yards away from his boat and it was heading south towards the Moriches Inlet. In addition, the work-boat was making a loud and clanky diesel engine sound.

[redacted] stated that approximately 8:45 PM, after [redacted] calls out to him, he sees two red pink columns in the sky, originating from a line of sight approximately 110 degrees east southeast (true north reading) with an estimated degree to the top of column(s) at 50 degrees from horizon, which he initially believed were rising, but in retrospect, with a light wind coming from the southeast direction, combined with looking from the horizon up towards the columns, may have given him a false upward impression. [redacted] advised that the red pink columns quickly turned into what appeared to be black smoke and then quickly turned into white smoke in the sunlight and dissipated. [redacted] stated that the sun was shining on the columns as it was setting. Approximately five to ten (5 to 10) seconds later, [redacted] heard a low rolling rumble, which sounded like distant thunder, coming from the direction of what use to be the red pink columns.

265A-NY-259028-Sub

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Investigation on 07/28/96 at Riverhead, New York

File # 265A-NY-259028

by SA JOHN HUI

SA PAUL HIGGINS/hrg Date dictated 07/29/1996

1347

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 07/28/96 Page 2

In addition, [REDACTED] advised that he wore red tinted sunglasses and that at the time of the explosion, believed that the red work-boat was involved in that explosion, and that the boat was sending up flares. To date, [REDACTED] has not seen that red work-boat since, he believes that the work boat may have been associated with the dredge operation in the Atlantic Ocean during the week of July 14, 1996.

[REDACTED] also provided a map with his location on July 17, 1996, and handwritten notes on the back of the map pertaining to the explosion and suspicious boat. He provided no further information.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 22, 1996, [redacted]  
Date of Birth [redacted] Social Security Number [redacted]  
residing at [redacted] Sayville, New York (NY) [redacted]  
and employed by [redacted] Patchogue,  
NY [redacted] was interviewed at his home, by Special Agent  
(SA) WILLIAM F. LYNCH, Federal Bureau of Investigation, and  
senior investigator, JOHN F. CASSINO, New York State Police  
Department.

[redacted] was interviewed regarding his  
observations of the night of July 17, 1996, at approximately 8:30  
PM, when he and two friends, while out boating in the vicinity of  
Moriches inlet, East Moriches, NY, observed the crash of TWA  
flight # 800. He advised as follows:

OBSERVATIONS OF [redacted]

Approximately 7:00 PM, [redacted] and his two  
friends [redacted] and [redacted], boarded [redacted]  
small boat in the Shirley/Mastic Beach Marina, and went fishing  
for striped Bass, in the vicinity of Moriches inlet. By  
approximately 7:45 to 8:00 PM, they had left the inlet, and were  
drifting approx. one mile out in the ocean, off of Great Gun  
Beach-Smith Point Long Island, NY. He recalled that there were  
"three or four" surfers just off of Great Gun Beach. The  
visibility was excellent, and it was still light. [redacted]  
[redacted] added that his eyesight is good.

At approximately 8:30 PM, [redacted] pointed up toward  
the sky, and exclaimed "What's that?". [redacted] looked  
up, and saw a "ball of light", which seemed orange/yellow in  
color. At this point, [redacted] had not yet identified  
this "glow" as flames. He noted that whatever it was, it was  
coming down fast, and seemed to be banking toward the north. As  
it did so, it appeared that it was coming toward them, in their  
boat, and it was getting bigger.

By this time, [redacted] and his two companions were  
all watching this object, and [redacted] noted that the glowing

Investigation on 7/22/96 at Sayville, N.Y.

File # 265 A NY 259028 - CC-489

by SA WILLIAM F. LYNCH

Date dictated 7/25/96

0710



265 A NY 259028

Continuation of FD-302 of [REDACTED]

, On 7/22/96 , Page 2

object passed through a small cloud. As it came out of that cloud, it became a big burst of orange/yellow flame, but [REDACTED] heard no sound.

[REDACTED] next saw two (2) dark pieces of this object separate, and fall, each enveloped in flames and smoke. He estimates that it was approx. eight (8) seconds between his first sighting of this object, and its separation into two pieces, and he noted that the object had been in a downward, steep dive. Each piece hit the water, and looked like they landed fairly close to each other. [REDACTED] then saw grey/white smoke on the water, but does not recall seeing a "splash" as the pieces hit.

Several seconds after this, [REDACTED] heard a "rush" of air, and also felt a vibration through the boat he and his friends were in. As he looked out toward the crash site, he saw smoke rising off the water in two separate spots, and it was at this time that [REDACTED] exclaimed that it was an airliner.

[REDACTED] immediately brought in their fishing lines, and headed toward the crash site. [REDACTED] recalled that [REDACTED] and [REDACTED] were at the helm, and he [REDACTED] was at the bow. [REDACTED] used his radio to report to the Coast Guard, possibly over channel 16, and recalled that Linke was very excited.

[REDACTED] recalled that as they headed toward the crash, [REDACTED] called the Coast Guard again, and he recalled that [REDACTED] asked [REDACTED] "How's the gas", to which [REDACTED] replied "too far for us", meaning, they didn't have enough gas to reach the crash site, and return. [REDACTED] recalled that they drove their boat approx. one and one-half mile past the 2 mile buoy, when they made this decision not to go any further. He recalls standing on a seat in the boat, and seeing the flames on the water.

At this point, they began their return to Moriches inlet, and [REDACTED] saw boat lights heading toward the crash site, and a helicopter also headed toward the site, and later hovering over it.

[REDACTED] stated that he never personally identified this falling object as a plane, and that he saw no flares, or anything else in the sky, prior to this crash.

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[REDACTED] Fisherman, the [REDACTED] residing at [REDACTED] Third Floor, New Bedford, Massachusetts (MA), [REDACTED], was interviewed at SOLVEIG'S, 2 Middle Street, Fairhaven, MA. He was advised of the identity of the interviewing Agent and of the matter under investigation. He advised as follows:

[REDACTED] is a crew member on the Fairhaven based scallop boat [REDACTED], Captained by [REDACTED] last name unknown (LNU), (Subsequently identified as [REDACTED]). On the evening of July 17, 1996, the exact time unknown, [REDACTED] and a second crewman, [REDACTED] (LNU) (Subsequently identified as [REDACTED]), were working on deck when [REDACTED] observed a large jet liner pass over the [REDACTED]. This aircraft was lower than what [REDACTED] considered usual. [REDACTED] lowered his head for a few moments, busying himself with deck matters. A few moments later, [REDACTED] looked up, and again visually tracked the aircraft. [REDACTED] observed the aircraft explode into a fireball and crash into the sea. The plane came down at an angle. When [REDACTED] told [REDACTED] [REDACTED] tried to explain the event as fireworks or a distress flare from another boat.

[REDACTED] saw nothing unusual with the aircraft, other than the lower than normal altitude. [REDACTED] observed nothing approached the aircraft, nor did the aircraft appear to be taking evasive action when it exploded.

The [REDACTED] did not respond to the crash site. The [REDACTED] continued to fish. The next day [REDACTED] observed floating insulation which he attributed to the aircraft. Neither [REDACTED] nor any [REDACTED] crew member recovered any debris from the aircraft.

The next day the COAST GUARD directed the fishing boats in the area to leave the area. The [REDACTED] pulled into home port in Fairhaven on July 28, 1996.

CC3  
-337Investigation on 7/29/96 at Fairhaven, Massachusetts2011  
File # 265A-NY-259028 SUB 302 CC3by SA THOMAS B. FINN, JR./jebDate dictated 7/30/96

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 22, 1996, [REDACTED] Date of Birth [REDACTED] Social Security Account Number [REDACTED] residing at [REDACTED], Patchogue, New York, [REDACTED] and employed as a [REDACTED] by [REDACTED] Patchogue, New York [REDACTED] was interviewed by Special Agent WILLIAM F. LYNCH, Federal Bureau of Investigation (FBI), and JOHN F. CASSINO, Senior Investigator, New York State Police Department.

[REDACTED] was located at his place of employment, and interviewed regarding his observations of the night of July 17, 1996, when he and two friends, while out boating/fishing, observed the crash of Trans World Airlines (TWA) Flight 800, approximately 11 miles off the Moriches inlet, in East Moriches, New York. He advised as follows:

OBSERVATIONS OF [REDACTED]

On July 17, 1996, at approximately 7:00 PM - 7:15 PM, [REDACTED] and his two friends [REDACTED] and [REDACTED] boarded [REDACTED] boat, for a night of striped Bass fishing. They proceeded from the Shirley marina where [REDACTED] boat was docked to Moriches inlet, where they drifted in and out of the mouth of that inlet, fishing.

By approximately 7:45 PM to 8:00 PM, they had moved to the vicinity of Great Gun Beach, off of Smith Point Park, and were drifting and trolling approximately one-half mile off shore.

It was while drifting, that [REDACTED] heard [REDACTED] exclaim, "Look at that," and motion up toward the sky. When [REDACTED] did, he saw an orange glow, descending, and getting bigger, and brighter.

He noted that this object seemed to be travelling east, but downward, and then veered inward, toward the land. At this point, something broke off, and this object split into two pieces, and then fell into the ocean. He estimated that distance where it fell, to be approximately 10 miles out in the ocean. He recalled seeing only a glow, but no flames.

Investigation on 7/22/96 at Patchogue, N.Y.File # 265 A NY 259028CC1-492by SA WILLIAM F. LYNCH:wflDate dictated 7/25/96

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265 A NY 259028

Continuation of FD-302 of [REDACTED]

. On 7/22/96 . Page 2

At this point [REDACTED] radioed in a "MAYDAY" message to the Coast Guard, and gave them his boat name, which is the [REDACTED]. [REDACTED] also recalled that there was some conversation amongst them, about continuing out to the site, and that he said to [REDACTED] "do we have enough gas?", and that [REDACTED] replied that he did not know. They did, however, drive approximately 4 miles toward the crash site, but turned back, because of a lack of fuel.

At this time, [REDACTED] recalled seeing a plane heading toward the crash site, but added that there were no other boaters in the vicinity at that time.

[REDACTED] stated that all during his observations, he did not realize that the object falling was an airplane, and his observations started only with [REDACTED] pointing to the sky, and crying "Look at that!." Prior to that, he had noticed nothing.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 30, 1996, [redacted] Date of Birth (DOB) [redacted] telephone number [redacted] New York, Police Department, was interviewed at his home in Southampton Village, New York. 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, around dusk, [redacted] who was off duty, and his family and friends were at the Southampton Village Beach, Long Island, New York, near Shinnecock Inlet. [redacted] stated that, with the Atlantic Ocean to his south, he observed to his right, in a south-western direction, what appeared to be a pinkish-red flare approximately fifteen to twenty degrees above the horizon over the ocean for about eight to ten seconds. During this time, he alerted his companions by saying, "Look, a flare, look a flare over here," pointing at the object. [redacted] further stated that the flare seemed peculiar to him because it was almost motionless in the sky. Once the flare-type object disappeared, [redacted] observed a ball of fire at approximately the same height, but slightly off of where he had seen the flare-type object. He watched the ball of fire ball fall from the sky, breaking into two sections and leaving a trail of black smoke as it fell. [redacted] estimated that, from the time he first saw the ball of fire until he could no longer see the two burning pieces falling towards the ocean, approximately fifteen seconds had elapsed. [redacted] further estimated that approximately twenty seconds elapsed from when he first saw the ball of fire until he heard two explosions, one shortly followed by the other, the first maybe being slightly louder than the second.

265A-NY-259028-SUB C, 419

SEARCHED [initials] INDEXED [initials] SERIALIZED [initials] FILED [initials] FEB 27 1997 FBI - NEW YORK TC

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Investigation on 07/30/96 at Southampton Village, New York File 265A-NY-259028 by SA SAMUEL G. KRAMER SA CHRISTOPHER BRYCELAND/hrg Date dictated 08/02/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[redacted] was interviewed at her place of business, INTIMATE BOUTIQUE, in 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 on an open porch of the Westhampton Yacht Squadron. At about 8:30 PM, while facing south overlooking the bay area and Dune Road, [redacted] saw red flare arching in the sky. [redacted] did not see where it originated from. The flare arched in the sky and then came straight down as if it had a parachute attached to it. The flare was very bright and appeared to be within the bay area.

Suddenly, the red flare burst into a large ball of red flames. The large ball of flames descended half way down the sky and then burst into a larger ball of flames. [redacted] heard the second explosion, but not the first. The second explosion caused the object to separate and plummet down south of Dune Road into the ocean. After [redacted] lost sight of the objects, she continued to hear two more explosions.

*Handwritten initials*

*Handwritten note*

Investigation on 7/19/96 at Westhampton, New York 265A-NY-259028-SUB <sup>375</sup>

File # 265A-NY-259028 *AS*

by SA JAMES J. ROTHE  
SA GREGORY J. O'NEILL/MAM Date dictated 7/21/96 SEP 2 1996

1462

*Handwritten initials*

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 26, 1996, [redacted] Westhampton Beach, New York, telephone [redacted] was interviewed by Special Agent PAMELA A. CULOS. Having known the identity of the interviewing Agent, he then provided this additional information:

[redacted] stated that from the position he was standing on [redacted] in Westhampton Beach at the origin of the smoke trail was approximately 185 degrees magnetic north. [redacted] measured the distance of the smoke trail between his thumb and index finger to be four or five inches in length from where he was standing.

[redacted] described the smoke trail to be a well formed line of white smoke that looked as if it started from land.

[redacted] saw three explosions. The first one being a large round red fireball with white smoke billowing around it, then approximately three or four seconds later, a yellow flame a little smaller, then the third explosion appeared to be more like a fire with pieces of the plane falling from it.

(X)

150

265A-NY-259028-SUBCC

Investigation on 7/26/96 at East Moriches, New York (telephonically)

File # 265A-NY-259028

by SA PAMELA A. CULOS/jxs Date dictated 7/26/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI-NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] Manorville, New York (NY), telephone [redacted] was telephonically contacted at his place of employment, [redacted] Patchogue, NY, telephone [redacted]. After being apprised of the identity of the interviewing agent, [redacted] was informed that he was being recontacted to furnish specific information as to his precise location on the evening of July 17, 1996, when he observed an object ascending through the sky.

[redacted] advised that he was located on the Great Gun Dock, which is situated on the bay side of Fire Island. [redacted] approximated the length of the dock at 400 to 500 feet and indicated that he was standing approximately 75 to 100 feet from the west end. From this vantage point, and assuming that the dock runs in a true east to west direction, [redacted] observed the ascending object at approximately 170 degrees in a southeast direction. [redacted] was facing southeast looking directly at the object. [redacted] advised that there were no other landmarks which could aid in his assessment of the location of the object. [redacted] did, however, note that a restroom is located on the south side of the dock.

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

File # 265A-NY-259028

by SA PAUL PALUMBO/axh

Date dictated 7/25/96

265A-NY-259028-SUBCC

SEARCHED	INDEXED
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JAN 17 1997	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

Birth [redacted] (also known as [redacted]) Date of [redacted]  
York, 11719, home telephone number [redacted] Brookhaven, New  
Number [redacted] was advised of the identity of the Social Security  
interviewing agent and the purpose of the interview:

On Wednesday, July 17, 1996, [redacted] was on his boat  
called [redacted] along with [redacted]  
Brookhaven, New York, 11719, home telephone number [redacted]  
[redacted] (phonetic) home telephone numbers [redacted]  
and [redacted]. The boat was idling in the Great South  
Bay west of the Smith Point Bridge.

Between 8:30 - 8:45 P.M. [redacted] stated he saw a  
reddish/orange object projecting in an upward southern position  
east of the Smith Point Bridge. [redacted] stated the object  
looked like a flare.

[redacted] stated he maintained view of the object until  
he saw an explosion in the air. After the explosion, two large  
objects were seen falling from the sky. One piece was falling  
faster than the other. [redacted] believed the object was a  
firework until he got home and heard about the plane crash.

[redacted] stated he did not report this incident to  
anyone in authority. He also stated that the visibility was  
clear that night. [redacted] was on his boat from 6:00 PM until  
9:00 PM.

265A-NY-259028-SUB CCI - 580

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Investigation on 7/20/96 at Watch Hill, Fire Island, New York

File # 265A-NY-259028

by SA DANIEL P. BRENNAN/MAM *DPB* Date dictated 7/20/96

0602

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/02/1996

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

On 07/17/1996, [redacted] was sailing [redacted] eastbound from New York to Newport, Rhode Island, doing approximately five (5) knots under mainsail and power. Weather conditions at the time were hazy skies and the sky was dusk. [redacted] had heard a weather report over his marine radio of impending thunderstorms, so he was scanning the sky ahead to keep a lookout for them.

At approximately 8:40 pm, [redacted] was approximately two (2) to three (3) miles east of the Fire Island sea buoy when he observed a flare for a "millisecond" followed immediately by a bright red flash, directly in front (west) of his craft, and off to port (north). [redacted] estimated this distance to be twenty to twenty-five (20-25) miles away from his vessel, off the shores of Moriches, Long Island. The initial flare was a "tiny dot," and red, compared to the flash, which was the "size of a quarter," and "red, with wispy black trails."

A ten to fifteen (10-15) knot westerly breeze was blowing, so [redacted] heard no explosion, but assumed that the explosion was an aerial flare that had mis-fired. The red and black conn trail went down to the south in an arc that looked like a question mark. [redacted] estimated that it took ten to fifteen (10-15) seconds for the flash to go down and extinguish.

Soon thereafter, [redacted] heard a United States Coast Guard (USCG) radio call on Channel 16 advising that an aircraft had just gone down either over the bay or the ocean. [redacted] radioed the USCG, and advised that the aircraft had gone down in the ocean. [redacted] assumed that the aircraft was a small five (5) seater, until he heard a USCG transmission advising of numerous victims. At that point, [redacted] realized that it must be an airliner. [redacted] called a friend on his cellular telephone and his friend advised him that a 747 had gone down.

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Investigation on 07/25/1996 at Providence, RI

(telephone) 265A-NY-259028-SUB CC3-

File # 265A-NY-259028

by SA Geoffrey J. Kelly

Date dictated 08/02/1996

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NEW YORK	

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265A-NY-259028

Continuation of FD-302 of \_\_\_\_\_, On 07/25/1996, Page 2

The USCG radioed for assistance from any pleasure craft in the area, but \_\_\_\_\_ advised that he was three to four (3-4) hours away from the crash site. \_\_\_\_\_ had no further contact with the USCG.

\_\_\_\_\_ continued to sail westerly, approximately two miles (2) off-shore, and passed between the wreckage site and land as he travelled towards Rhode Island. However, he observed no vessels sailing away from the crash site at any time that evening. \_\_\_\_\_ advised that the only vessels he did observe were USCG rescue craft and fishing trawlers.

\_\_\_\_\_ radar was operating on the night of 07/17/1996, but the range was only set for eight to ten (8-10) miles, and the only blips that he observed were fishing trawlers. \_\_\_\_\_ observed no unusual or disabled vessels that entire day, or in the days following 07/17/1996. \_\_\_\_\_ has been a sailor for the past thirty years.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

On July 22, 1996, [redacted] Date of Birth [redacted]  
[redacted] Stony Brook, New York, telephone  
number [redacted] was contacted and furnished the following  
information:

[redacted] stated that on July 17, 1996, she was a  
passenger in the front seat of a car being driven by [redacted]  
[redacted] Stony Brook, New York, [redacted]  
She stated that the car was heading west on Route 27, when  
[redacted] told her to look at something in the sky. [redacted]  
looked up, directly south, and saw a small yellow/orange string  
of light rise two (2) feet, then arc in a westerly direction and  
begin to head down. [redacted] advised that soon after the light  
began moving down, she saw a huge, bright fireball as large as  
the sun appear in the sky. [redacted] advised that she did not hear  
any noise related to the explosion. She stated that the  
yellow/orange string of light did not trail any smoke. She  
observed the light for several seconds before witnessing the  
explosion. [redacted] stated that she had to look around [redacted]  
in order to see the object in the sky. It appeared to be  
directly south of her location. [redacted] stated that, until she  
saw the explosion, she thought the sting of light was a firework.  
[redacted] was unable to recall exactly where on Route 27 she was  
when she witnessed the explosion. She advised that she was  
approximately five (5) miles past the point where Route 27 breaks  
into two lanes.

*Indexed on 302*

Investigation on 07/22/96 at Stony Brook, New York 265A-NY-259028-5

File # 265A-NY-259028

by SA JANE C. KELLY  
SA NICK J. PINDULIC/hrg *NJP* Date dictated 07/26/96 JAN 17 1996

0781

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED] Surveyor, GREAT LAKES DREDGING COMPANY, 816 Dune Road, West Hampton, New York, [REDACTED] was advised of the identities of the interviewing Agents and purpose of the interview and thereafter provided the following information:

On Wednesday night, July 17, 1996, he was on West Hampton Beach starting at 7:00 PM, to set up grade stakes on the beach.

At approximately 8:40 PM, he was facing south, into the ocean and looking generally upward, toward the sky, which was somewhat lit. To the east of him, he first noticed a red/orange glow in the sky, as it travelled easterly and grew in size. After two to three seconds, he heard the first of two explosions. A small fireball arched and then, a second or two later, the second explosion occurred. [REDACTED] explained that this second explosion caused a bigger, bright orange fireball.

[REDACTED] stated that after the second explosion the large fireball fell down toward the horizon in two pieces. A large piece (west) and smaller piece (east) fell together and could be seen as a mountain of flames as it hit the horizon. Black smoke, topped by white smoke could be seen a short time afterward in the area of the flames.

[REDACTED] estimated that this occurred nine or ten miles out to sea from the beach and about one mile east of his location. [REDACTED] stated that the initial red/orange glow came from the North-Northwest direction (over his left shoulder). He heard the noise of the explosion about 45 seconds after seeing it and estimated the distance from that.

[REDACTED] stated that he is currently residing at [REDACTED] East Quogue, New York, [REDACTED]

Investigation on 7/20/96 at West Hampton, New York

File # 265A-NY-259028-CC-366

by SA KIM A. CROWELL/vao  
SA FRANK M. FINN/vao

Date dictated 7/20/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

On July 27, 1996, [redacted] after being advised of the identity of the interviewing Agent and the purpose of the interview, provided the following information:

[redacted] stated that on the evening of July 17, 1996, she was alone driving west on Route 27 near the exit to Route 111. [redacted] advised that on the northbound "jug handle" exit ramp, she observed two cars parked at a 180 degree angle. One vehicle was a red pickup truck with two younger males, and the other vehicle was a fancy two-door sedan. [redacted] advised she felt like fireworks were going off and from behind her left shoulder, she could see white fizzle going up. [redacted] advised that she did not see a plane, but did see the fire explode.

[redacted] said it was a very strange sight. [redacted] advised that she was afraid to stop, but she did see one of the younger men running from the field to the driver's side of the fancy sedan, possibly a dark blue Jaguar. He appeared to be carrying something like binoculars to the sedan. [redacted] advised that the jug handle exit ramp was a perfect place to view the inlet. [redacted] said she heard the fizzle and then a pop.

[redacted] described the vehicles as both bearing New York license plates because they were blue and white. [redacted] did not copy down the license plates. [redacted] described the red pickup as clean and shiny, with a drop cloth covering the bed of the pickup truck. The drop cloth appeared disturbed. [redacted] described the younger male as light-complected, with the beginning of a dark, curly beard. [redacted] stated that he did not look Syrian or Palestinian. [redacted] stated that he looked intensely into her face.

By way of background, [redacted] stated that Flight 800 used to be an Israeli flight. [redacted] is married to an Israeli doctor, she is the mother of four children, she has a degree in art history, and is 45 years old. [redacted] stated that she frequently flies to Israel.

Investigation on 7/27/96 at East Moriches, New York (Telephonically)

File # 265A-NY-259028

DATE 7/27/96

DATE dictated 7/27/96

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Continuation of FD-302 of [REDACTED], On 7/27/96, Page 2

[REDACTED] initial impression was that it was fireworks. [REDACTED] stated that she did not believe that it was that high up and that it may have been a propane tank explosion.

Finally, [REDACTED] advised that she called NBC news with the information.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 25, 1996, [redacted] was interviewed at his residence, [redacted] Patchogue, New York (NY), [redacted] is employed as a truck driver for SIRICO BROTHERS, Center Moriches, NY, [redacted]. During the interview, [redacted] provided the following information:

On July 17, 1996, [redacted] travelled to East Moriches with his brother-in-law, [redacted] and his uncle, [redacted] in order to fish. Around 7:30PM, [redacted] and his companions set up on the beach behind the Coast Guard station, across from Moriches Inlet. While there, [redacted] observed two (2) boats near a buoy, two hundred to three hundred yards (200-300yds) from the beach. One boat was a white, thirty foot (30') Sport Fisherman boat. The other boat was a dark blue or green fourteen foot (14') skiff, which was low sided and had an outboard motor. [redacted] believed this second boat was a rental boat, because most people do not come out to the area in boats that small. There were people around the beach, including two (2) fly fisherman, but none of these individuals made [redacted] take notice of them.

While fishing, [redacted] heard a sound like that of a mortar or a large fireworks rocket. [redacted] looked up to see what he expected would be a fireworks display. Three (3) to four (4) seconds later [redacted] saw a large ball of fire in the shape of a mushroom cloud. These flames then fell to the ocean. [redacted] did not see a smoke trail prior to the fireball, nor did he hear an explosion at the time of the fireball. However, he subsequently heard four (4) explosions. He heard an initial explosion followed by two (2) other explosions, which sounded like rumbling. Approximately two (2) minutes later he heard a fourth (4th) explosion.

[redacted] was not sure of the height of the fireball, but advised that from a distance it appeared about twelve feet (12') above the horizon. The sound of the mortar came from out over the water, in the same direction that the boats he observed had been located. The thirty foot (30') Sport Fisherman boat had

Investigation on 07/25/96 at Patchogue, New York

File # 265A-NY-259028

by SA KURT B. HUERTAS (KBH:amo)

Date dictated 07/25/96

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Continuation of FD-302 of [REDACTED], On 07/25/96, Page 2

already departed prior to the mortar sound. The fourteen foot (14') skiff may also have been gone by this time, but due to the darkness, [REDACTED] could not be sure.

After the explosions, [REDACTED] observed a helicopter flying overhead. The helicopter started searching the channel first and did not move offshore initially.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

[redacted] white male, date of birth [redacted] social security number [redacted] home address [redacted] Durham, Maine, home telephone number [redacted] was interviewed on the below listed date at the [redacted] East Haven, Connecticut. He was advised of the identity of the interviewing special agent and the nature of the interview. He provided the following information:

[redacted] is a pilot for [redacted]. He has been with [redacted] as a first officer since August 8, 1994. [redacted] has submitted his resignation, effective July 31, 1996 and is going to work for [redacted]. He will start there August 2, 1996.

[redacted] was flying as first officer for Captain [redacted] on July 17, 1996 on [redacted] Flight 3112. This flight originated at Washington National, and was going to Tweed, New Haven, Connecticut. He was flying the airplane from the right seat. At approximately 8:30 pm, Piedmont Flight 3112 was on Victor Airway V-139 northbound 10 miles from RICED intersection, near SARDI intersection. He was at 11,000 feet. Visibility was good (at least 30 miles in flight). The ride was smooth. It was dusk. [redacted] had just been handed off by Boston Control to New York approach. 2 minutes after this frequency change [redacted] saw a bright flash of light.

The bright flash occurred at a two o'clock position below his altitude [redacted] estimated it as approximately 5,000 feet to 6,000 feet. The flash was a yellow ball moving outward. It appeared like bright coals being flung forward in a parabola. [redacted] had previously seen space junk burning up on reentry and initially thought he was seeing more of the same. This was occurring below him. He also thought it looked like fireworks or a flare. The bright ball separated into two distinct balls of light. It then looked like a shower of sparks and fire in two distinct clumps.

As the ball broke up into two balls in slow motion, it occurred to [redacted] that he was observing some object, explosion 265A-NY-259028-SUB C1

Investigation on 7/18/96 at East Haven, Connecticut

File # 265A-NY-259028-36

by SA Kenneth E Gray Jr : KEG/keg

Date dictated 7/18/96

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Continuation of FD-302 of [REDACTED]

, On 7/18/96 , Page 2

It fell quickly into the water. [REDACTED] estimated it took ten to fifteen seconds from the first appearance until it hit the water. [REDACTED] could not see the object splash down into the water.

After seeing the object explode and hit the water, [REDACTED] then called New York Air Traffic Control (ATC) and reported the flash. He advised ATC that he wanted to report an explosion at two o'clock at 4,000 to 5,000 feet. It seemed to explode and fall into the water. ATC asked him if it was leftover fireworks? Another aircraft out of Long Island was also on the frequency and asked if it might be a flare as he had seen it, too. [REDACTED] stated it was not a flare.

At the 193 degree radial of Madison VOR, [REDACTED] turned off V-139. At the turn, the smoke plume was still visible. The smoke plume passed two to three miles down the right side of Piedmont 3112. At the time of the turn, Piedmont 3112 had descended to 9,000 feet. The cloud had reached that altitude. As it was dusk, [REDACTED] could not give a color of the cloud. It had some definition against the sky.

[REDACTED] could see debris on the water. It was one rectangular patch of burning fuel. From 9,000 feet, it was the same size as an oil tanker or barge would appear. While [REDACTED] had seen two distinct balls of light descend, he could only see one patch of flames on the water. He could see reflections from the fire against the sea.

[REDACTED] was told that his Captain, [REDACTED] had described a slower descent of the balls of light. [REDACTED] said that following the initial flash, he had time to say what was that and to call ATC. By the time he called ATC, the light was already in the water.

ATC had reported no aircraft in the area. Nothing had caught [REDACTED] attention in his instrument scan prior to the flash. [REDACTED] did not believe that it took longer than twenty seconds from the flash until he called ATC. The fire was already on the water at the time of his turn at RICED intersection. He believed that he passed two to three miles away from this impact area.

[REDACTED] believed that something must have gotten to the fuelcells and ignited them to cause a fireball like that. He also thought a midair collision would explain the two distinct lights dropping away.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 22, 1996, [redacted] Date of Birth - [redacted] RAYMOND BUICK/CHEVROLET, 1356 Sunrise Highway, Bayshore, New York, telephone number [redacted] was advised of the official identities of the interviewing Agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was fishing off of a boat in the northern section of Moriches Inlet with [redacted] and [redacted]. Between 8:30 PM and 9:00 PM, [redacted] observed a flare ascending four to six miles east from his position. [redacted] described the flare as an orange ball that travelled at a 10:00 angle (from perpendicular) from his position and increasing in brightness. Approximately one minute following his flare observation, [redacted] saw two large sections descending towards the ocean with one section in flames and the other leaving a small trail.

[redacted] estimated that the flare reached an altitude of 15,000 to 20,000 feet and was travelling slowly. [redacted] did not observe any smoke trail coming from the flare or its point of origin.

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Investigation on 7/22/96 at Bayshore, New York

File # 265A-NY-259028

by SA DAVID SEBASTIANI  
SA JOHN D. FETHIERE (JDF:dp)

Date dictated 7/26/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

On July 22, 1996, [redacted] Brookhaven, New York,

by Special Agent KEVIN C. MATHIESON. After being advised of the identity of the interviewing Agent and that the nature of the interview was regarding the plane crash of TWA Flight 800 on July 17, 1996, [redacted] provided the following information:

[redacted] stated that [redacted] he was attending a club function at the Bellport Yacht Club, Bellport Lane, Bellport, New York, the evening of July 17, 1996. [redacted] advised that at 8:31PM, on July 17, 1996, he was standing outside on the south veranda of the Yacht Club looking at the sky in a southeasterly direction facing the bay when he observed what appeared to be a bright headlight of a plane. He stated that the bright light was facing a westerly direction and that it looked similar to a sparkler with a whitish-silvery glow. [redacted] now believes that the light was metal which was burning.

[redacted] stated that he observed the light explode into a fireball of solid mass the size of a basketball which began to fall and break into two fire masses described as a "curtain of flame dripping from the sky". [redacted] advised that the right mass was larger than the left mass and that through the left fireball, he saw what appeared to be a large section of the plane.

[redacted] stated that he did not see any smoke throughout his observance nor did he hear or feel anything unusual.

[redacted] advised that at the time he believed the incident had occurred over the Smith Point Park and that it was possibly a mid air collision between two airplanes. He telephoned Suffolk County Police at 911 within two minutes of the crash to notify them of same.

July 22 1996 Long Island, New York

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265A-NY-259028

SA KEVIN C. MATHIESON KCM:meg (KCM)

Date dictated

SEARCHED SERIALIZED 7/27/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

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

[redacted] was sitting on the deck of a neighbor's house on the lagoon. She was looking over the water and saw what looked like a match, she heard a noise and then saw an explosion.

[redacted] stated she saw a streak rising into the sky at an angle curving a little to the west. She saw it rise for about two seconds. It made a slight arc then she lost sight for about one second, then saw an explosion. The streak was the color of a match flame. She did not see any smoke. [redacted] stated the explosion sounded like a loud firework, almost as loud as an M-80 going off. [redacted] heard one boom sound. The explosion was a huge ball which dropped down to the horizon slowly.

[redacted] pointed out the Ranger house on Smith State Park, which is the direction she was looking. Just slightly to the left of the Ranger house is another house with a reddish roof, which has a cluster of trees to the left of it (this is a camp area with campers parked in the area). It was over this house which the object appeared to be when it rose into the sky. The sun was almost directly behind her at the time she was looking out over the water.

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Investigation on <u>7/23/96</u>	at <u>Long Island, New York</u>	SEARCHED <u>AB</u> INDEXED <u>AB</u>
File # <u>265A-NY-259028</u>		JAN 17 1997
by <u>SA JANE C. KELLY/axh</u> <u>SA NICK J. PINDULIC/axh</u>	Date dictated <u>7/23/96</u>	FEDERAL BUREAU OF INVESTIGATION NEW YORK

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/97

On 7/21/97, [REDACTED] was contacted at her residence Shirley, New York, [REDACTED] was advised of the identities of the interviewing agents and the nature of the interview. [REDACTED] then provided the following information:

On 7/17/96, [REDACTED] was sitting on the back deck of her neighbor, [REDACTED] (phonetic), house at [REDACTED] with her husband (then fiancé), [REDACTED] (last name unknown) and [REDACTED] two children, [REDACTED] and [REDACTED] and her fiancé arrived at [REDACTED] at approximately 7:30 p.m. The group sat at a table on a screened in deck of [REDACTED] house which overlooked the canal. The horizon to the south was the Smith Point Park trailer park. [REDACTED] could not see the ocean. [REDACTED] stated that the weather was clear and the visibility good.

[REDACTED] could not recall specifically the time but advised that at some time after dinner and before 9:00 p.m., she was looking out at the water in the direction of the trailer park when she observed a lighted object in the sky above the trailers. The object reminded [REDACTED] of a lighted match head, blue and orange in color. It was brighter at its head and faded towards its tail. It had no defined shape and there was no smoke accompanying it. The object was the relative size of a half dollar coin.

For approximately ten seconds, [REDACTED] observed the object traveling in an arc from her lower right to upper left. The object disappeared for approximately one second and then [REDACTED] observed a large explosion in the same area where the object had disappeared. The explosion was very bright but [REDACTED] could look directly at it. The explosion looked like fire and was colored orange, red and yellow. The explosion was a large round mass that expanded outward to approximately four times the size of the sun in the sky. The expansion was larger in width than in height.

After a few seconds, the explosion mass separated into two large "flame-like" pieces and a number of smaller pieces, and began to fall. Of the two larger pieces, the piece on the right

Investigation on 7/21/97 at Shirley, NY

File # 265A-NY-259028 CC1-618 Date dictated 7/23/97

by SA JENNIFER A. LEONARD  
SA BRADLEY S. MORRISON

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/21/97

, Page 2

was slightly larger than the piece on the left. The smaller pieces resembled the shape and motion of large raindrops. All of the pieces fell straight down at a constant speed and disappeared behind the trailer park at the same time. There was no smoke surrounding the pieces. The amount of time from the initial explosion to the objects disappearing behind the trailer park was approximately six to ten seconds.

[REDACTED] did not hear any sounds accompanying or following the event. She did not see anything unusual other than the event. At the time, [REDACTED] thought she had witnessed a propane tank in the trailer park explode. She heard about the Trans World Airlines Flight 800 crash later that evening. [REDACTED] does not wear or require prescription eyeglasses. She was not under the influence of any substance on July 17, 1996.

Following the interview, [REDACTED] was escorted by the interviewing agents to [REDACTED]. Standing on the top step of the deck where she had witnessed the event, [REDACTED] held a ruler given to her by the interviewing agents straight up and down at arms length, placed her thumb on the three inch mark and aligned it with the horizon. With the one inch mark closest to the ground, she advised the event started approximately at the four inch mark and reached its maximum altitude where it exploded, at the seven inch mark. The explosion covered more than half of the length of the trailer park visible from the deck.



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted], Floral Park, New York, [redacted], was contacted and advised of the identity of the interviewing agent, as well as the nature of the interview. [redacted] provided the following information:

On July 17, 1996 around dusk time, [redacted] was camping at Smith Point Park and witnessed what appeared to be a "flare" rise above the horizon over the water. This flare was "red-orange" in color and had initiated from the east in an upward diagonal trajectory. The flare disappeared and seconds later a "wide area" of the sky was filled with "something" descending on fire resembling a "white bright star."

[redacted] later learned from the news about the TWA crash. On July 25, 1996, [redacted] decided to contact the Federal Bureau of Investigation to report what she witnessed.

265A-NY-259028-SUB- [redacted]

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Investigation on 7/25/96 at Floral Park, New York (telephonically)

File # 265A-NY-259028

by SA LUIS OCTAVIO CABRERA Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted], Date of Birth - [redacted] was advised of the nature of this investigation and the identity of the interviewing Agent. She provided the following information:

On July 17, 1996, at about 8:35 - 8:40 PM, [redacted] and her three children were in the parking lot of PAISLEY'S RESTAURANT, 9 Oceanview Drive, Mastic Beach, New York, (516) 281-7453. [redacted] was looking for an ocean background for the family's Christmas card. This location looks out over the Great South Bay.

[redacted] then noticed what she thought were fireworks in the southeast sky, out beyond Fire Island over the Atlantic Ocean. It appeared to start halfway up in the sky. She said to her children "Hey guys look at the fireworks.!" A ball of flames burst above where she saw the rocket. A smaller ball of flames fell from the larger one and sparks and flames rained down toward the water. This all took about ten to twelve seconds. The ball of flames appeared to be suspended in the sky for a second or two then it fell. There was lots of blue smoke. She then said to her children "Only one firework. Oh, no more. Let's go."

She measured the height of the fireball in the sky by placing the edge of her hand on the horizon. She then placed her fingers one on top of the other until she reached the apparent spot in the sky where the fireball was. It was six fingers high in the sky. She knows the direction precisely. There is an island southeast of PAISLEY'S known as Beer Can Island. The rocket appeared to be directly over yet beyond that island.

[redacted] resides at [redacted], Mastic Beach, New York, [redacted]

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Investigation on 7/25/96 at Mastic Beach, New York

File # 265A-NY-259028

by SA KEVIN MATHIESON (M)  
SA JAMES MCCARTHY (JMJ:dp)

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Date dictated 7/29/96

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AUG 28 1996	
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

New York 11946, [REDACTED]

[REDACTED] voluntarily provided the following information:

[REDACTED] was at a party on the deck of DOCKERS RESTAURANT AND BAR on July 17, 1996. [REDACTED] was on a floating dock, facing the bay when she saw what appeared to be a "shooting star". The object was moving from West to East. The object was white in color and turned orange like a flare. The object then turned into a fountain type of firework. The object stayed illuminated and fell out of sight. She shortly after heard a boom and felt a shock wave.

265A-NY-259028

Investigation on 7/24/96 at Hampton Beach, New York

File # 265A-NY-259028

by SA TIMOTHY J. DELANEY/axh

Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/17/96 [redacted] of the New York Air National Guard (ANG), [redacted] stationed at [redacted] West Hampton Beach, NY, provided the attached interview summary to DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT.

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Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028

by DET. WAYNE T. PAROLA  
DET. KENNETH ENGELHARDT Date dictated 7/19/96

18 July 1996 INTERVIEW WITH [REDACTED] AND [REDACTED]  
 [REDACTED] CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]  
 FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] A MEMBER OF THE AIR <sup>490</sup>  
 NATIONAL GUARD, WHO WAS STANDING ON THE GROUND AT GABRESKI FIELD  
 NOTICED A RED OBJECT FALLING OUT OF THE SKY (THIS OBJECT WAS POSSIBLY ON  
 FIRE BUT FLAMES COULD NOT BE DISCERNED DUE TO HIGH ALTITUDE.) THE OBJECT  
 DESCENDED ON AN ESTIMATED 50 DEGREE TRAJECTORY MOVING WEST TO EAST. MR.  
 [REDACTED] WATCHED THE OBJECT FALL FOR ABOUT 5-8 SECONDS WHEN IT BURST INTO  
 A LARGE SWATCH OF FLAMES. THIS WAS A SUDDEN EVENT, NO SOUND OF AN  
 EXPLOSION WAS HEARD BY ME [REDACTED] WHEN THE OBJECT SUDDENLY BURST INTO  
 FLAMES IT WAS AT AN ANGLE OF APPROXIMATELY 40 DEGREES ABOVE THE HORIZON  
 WITH MR. [REDACTED] FACING SSW APPROXIMATELY 11NM FROM THE MAIN AREA OF  
 DEBRIS.

[REDACTED] <sup>657</sup> A HH60 FLIGHT ENGINEER AND [REDACTED] <sup>658</sup> A HH60 PILOT  
 WERE FLYING AT AN ALTITUDE OF APPROXIMATELY 300 FEET AT THE END OF  
 RUNWAY 24 AT GABRESKI AIRPORT. THEY WITNESSED WHAT APPEARED TO BE A  
 LARGE SECTION OF DEBRIS (POSSIBLY A SECTION OF WING BOX AND FUSELAGE)  
 ENGULFED IN FLAMES, FALLING VERTICALLY, SPIRALING WITH A CORKSCREW  
 SMOKE TRAIL ABOVE. AS IT DESCENDED A LARGE PIECE ALSO ENGULFED IN FLAMES  
 BROKE OFF. BOTH STRUCK THE WATER AND SANK. THE HELICOPTER WAS ABOUT 7NM  
 FROM THE IMPACT POINT AND IMMEDIATELY PROCEEDED TO THE AREA.  
 APPROXIMATELY 1NM FROM THE IMPACT POINT THEY NOTICED DEBRIS, SOME OF  
 WHICH WAS ON FIRE, STILL RAINING DOWN [REDACTED] ESTIMATES THAT THE  
 ALTITUDE OF THE LARGE PIECE OF FLAMING DEBRIS WAS FIRST SPOTTED BY THEM  
 AT APPROXIMATELY 4-5000 FEET.

THE MAIN PIECE OF DEBRIS APPARENTLY WAS BUBBLING UP FUEL WHICH IGNITED  
 ON THE SURFACE AND CAUSED A CIRCULAR AREA OF FLAMES APPROXIMATELY 200  
 FEET IN DIAMETER. THE FLAMES CONTINUED TO SPREAD AS MORE FUEL CAME TO  
 THE SURFACE. THERE WERE A FEW BODIES NOTICED IN THIS AREA. APPROXIMATELY  
 50 FEET FROM THE BURNING AREA, [REDACTED] NOTICED A SECTION OF AIRCRAFT  
 POSSIBLY BELONGING TO THE TAIL SECTION. IT WAS WHITE WITH SOME RED  
 COLOR. THIS SECTION SANK APPROXIMATELY 1-2 MINUTES LATER AND WAS NOT ON  
 FIRE AT THE TIME. THE CO-ORDINATES OF THIS POSSIBLE RUDDER OR STAB  
 SECTION SANK AT WAS N40.39.0, W07237.63. APPROXIMATELY 1/2 NM SOUTHWEST  
 OF THE FLAMING DEBRIS AREA AN ELONGATED AREA OF SMALL PIECES OF FLOATING  
 DEBRIS APPROXIMATELY 300 FEET IN LENGTH. THIS DEBRIS WAS NOT ON FIRE AND  
 CONSISTED OF STYROFOAM LIKE MATERIAL ALONG WITH A FUSELAGE WINDOW  
 SECTION. IN THE IMMEDIATE AREA SURROUNDING AND AMONG THIS DEBRIS WERE  
 ABOUT 20-30 BODIES. THESE BODIES SHOWED EVIDENCE OF HIGH IMPACT DAMAGE  
 WITH CLOTHING BLOWN OFF AND DISMEMBERMENT. NONE OF THE BODIES HAD LIFE  
 JACKETS ON. AT LEAST ONE AND POSSIBLY TWO AIRCRAFT SLIDE RAFTS WERE ALSO  
 NOTICED NEAR THIS AREA OF DEBRIS ONE WAS APPROXIMATELY HALF INFLATED AND  
 HAD ITS LIGHTS ACTIVATED.

ADDENDUM: I, [REDACTED] AT HOME APPROXIMATELY 15 NM FROM THE <sup>659</sup>  
 CRASH SITE. AT APPROXIMATE 2028 LOCAL I FELT AND HEARD A MUFFLED  
 EXPLOSION WHICH RATTLED THE WINDOW OF MY HOUSE AND WHICH I ASSUMED WAS A  
 SONIC BOOM

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

On July 20, 1996, [redacted] Date of Birth [redacted] Social Security Account Number: (SSAN) [redacted] (Manorville, New York (NY)), [redacted] was interviewed by Agents FANNING and HUERTAS of the Federal Bureau of Investigation (FBI). On July 26, 1996, [redacted] was contacted for a routine follow-up interview by Agent FANNING and New York Police Department Detective THOMAS CORRIGAN. [redacted] provided the following information:

[redacted] works as a full time Pararescue/EMT-I for the New York Air National Guard (NYANG), currently at the rank of [redacted]. On July 17, 1996, he was involved in routine training at the base. At approximately 8:05PM he executed a parachute jump from a HC-130 aircraft and landed at a drop zone north of the base. An HH60 helicopter was scheduled to pick him up for additional training. At approximately 8:35PM to 8:40PM he was facing south towards the ocean, when he saw an orange/red object descending rapidly out of the sky. The object was moving downward at a slight angle in an eastbound direction, away from [redacted]. He turned to [redacted] who was standing on the drop zone with him and asked, "Did you see that?" The object appeared like a perfect circle which did not change its shape or size. [redacted] advised the object moved like a meteor, falling from a height of eight thousand-nine thousand feet (8,000'-9,000'). [redacted] described it as screaming out of the sky. He watched it for five to six (5-6) seconds at which point it exploded into a massive fireball in the sideways direction. At that point he realized it was an airplane. The object never changed shape or speed until it exploded. The plane then fell out of his view and he observed black smoke rising. He did not hear any sound when the plane exploded.

The helicopter that was to pick up [redacted] and [redacted] headed directly towards the explosion. Approximately one half hour later the helicopter returned and [redacted] and [redacted] entered it and headed out to the crash site. Approximately forty (40) minutes later they found the wreckage and several bodies, which had drifted in a southwesterly direction from the area they were initially located. A fishing trawler could be seen picking up

265A-NY-259028

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

File # 265A-NY-259028

by SA JOSEPH P. FANNING  
SA KURT B. HUERTAS (KBH:amo)

Date dictated

SEARCHED [ ] INDEXED [ ]  
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AUG 1 1996  
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265A-NY-259028

Continuation of FD-302 of

[REDACTED]

. On 07/20/96 . Page 2

bodies at this point. As no survivors were observed, no rescue operations were undertaken.

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth: [redacted] was interviewed at his residence, [redacted] North Shirley, New York, telephone number [redacted], by Investigator MICHAEL P. KEARY, New York State Police, and Special Agent WILLIAM HANSEN of the Federal Bureau of Investigation. [redacted] was advised of the identities of the interviewers and that the interview concerned details he might have concerning TWA Flight 800 which crashed on July 17, 1996. [redacted] thereafter, provided the following:

JPC  
John

[redacted] advised that on July 17, 1996 at approximately 7:30 p.m., he and his two friends, [redacted] and [redacted] had arrived at the "fishing dock" which was located at the end of Union Avenue, Center Moriches, New York. This investigator notes that this pier is located in the vicinity of the Moriches Yacht Club. At about 8:30 p.m., he and his friends were fishing off the south side of the dock facing south, looking over Moriches Bay. He stated that all of a sudden he observed a red light moving up into the air. This flare traveled in the air for what he estimated was 30 seconds. He stated that this red flare was moving in an irregular type arc. He felt this red flare was trying to follow something. He did not note whether the flare left a smoke trail. The red flare then suddenly turned into a huge ball of flame and fell in two pieces. Upon providing [redacted] with a Hagstram Map, he indicated that the red flare emanated from approximately two miles to the southeast. It is noted that this area is within Moriches Bay, about two miles west of Moriches Inlet, in the vicinity of a small island just north of the barrier beach. He stated that he thought he saw a white boat in the vicinity of this area. He described this boat as being white in color, about 22 feet long, and had a long "nose" on it. The white boat subsequently left the area, traveling east until it was out of [redacted] line of sight. He stated that the flare traveled on a slightly southeasterly track until the fireball occurred. [redacted] estimated that the flare traveled 10 miles before it turned into a fireball. [redacted] stated that the fireball fell in two pieces and that after it hit the water he saw the flames.

Investigation on 7/20/96 at North Shirley, New YorkFile # 265A-NY-259028

JPC - CCI-565

Inv. JOHN P. KEARY, NYSP/  
by SA WILLIAM HANSEN, FBI/WH/emfDate dictated 7/20/96

0618



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED] date of birth [REDACTED]  
 [REDACTED] Center Moriches, New York, 11934, home  
 telephone number [REDACTED] worked telephone number [REDACTED]  
 [REDACTED] pager number [REDACTED] was advised of the identity of  
 the interviewing agent and the purpose of the interview. [REDACTED]  
 then furnished the following information:

On July 17, 1996, he was having dinner at JOHN SCOTT'S  
 Restaurant on Dune Road in West Hampton. He was having dinner  
 with his wife [REDACTED] and his friend [REDACTED]  
 [REDACTED] Center Moriches, work number [REDACTED] works  
 at [REDACTED]

The restaurant is located three or four miles east of  
 Moriches Inlet on Dune Road. They were sitting outside on a deck  
 on the bay side of Dune Road.

At approximately 8:15 P.M. he looked up and saw a  
 reddish orange glowing ball. It appeared to be directly  
 overhead. It looked like the ball from a Roman candle. He saw  
 no falling debris at this point. He did not think it was a  
 plane. He tracked it for 15-20 seconds. It then exploded and  
 burst into flames. It broke into several pieces. He ran from  
 the restaurant on the bay side, across Dune Road, to the beach on  
 the ocean side.

There was a haze over the ocean so he could not see the  
 impact when the plane hit the water. He did hear two explosions  
 and felt the concussion in his chest.

He did not see anything else in the sky. The glowing  
 ball did not appear to be dropping when he saw it before the  
 explosion. He saw nothing leave from the ground. He did not see  
 any flames or smoke emitting from the glowing ball.

He had drank two beers before seeing this. His friend  
 [REDACTED] and his wife [REDACTED] also saw this. He said it was not  
 like the Challenger explosion except for the trail of smoke after  
 the impact. He was facing due west when he was having dinner.

Investigation on 7/18/96 at (telephonically)

File # 265A-NY-259028 - CCI-508

by SA JOHN L. SHEEHAN:MAM

Date dictated 7/22/96

0681

000239

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

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/18/96 . Page 2

The bay was on his right and the ocean on his left. The glowing ball was travelling from his right to his left. It travelled from mainland Long Island, across Moriches Bay, towards the ocean. It travelled perpendicular to the coast, not parallel to it. The glowing ball bore no resemblance to a plane, it was just a red dot. It did not appear to be 8,000 or 13,000 feet high.

0682

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted] Petty Officer, United States Coast Guard (USCG), [redacted] provided the following information:

[redacted] said after being initially interviewed by Special Agent TIMOTHY LAUZON, [redacted] remembered more facts about the evening of July 17, 1996:

[redacted] said he was driving south on Rogers Road and saw a firework/rocket go up from his car.

[redacted] said the rocket was orange in color and had fire coming from its tail. He realized it was not a firework but a rocket.

[redacted] said the rocket was "two fists in the air" or 9-10,000 feet.

[redacted] said the rocket probably came from the land, not from the boat in the water.

He saw the plane explode but saw only one explosion. [redacted] did not hear the rocket or the plane explode.

Said rocket was due south of Village Beach, traveling in a southwest direction.

265A-NY-259028-SUB CC, -262

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Investigation on 7/26/96 at East Moriches, New York

File # 265A-NY-259028

by SAs FREDERICK R. SCHMIED/ [initials]  
LAUREN GRANAT/ATF/pan

Date dictated 7/26/96

1196

496  
534

**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

2282

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

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.

♦♦

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

## 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



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  
[REDACTED] 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  
[REDACTED] 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  
[REDACTED] 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  
[REDACTED] 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°.

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°.

[REDACTED] 619

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 [REDACTED] 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°.



527  
694

[REDACTED]

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°.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[redacted] East Moriches, New York, [redacted] was interviewed on July 19, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

Approximately 8:20 PM on July 17, 1996, [redacted] returned to her slip at ABBOTTS HARTS COVE MARINA after boating with her husband, [redacted] in Moriches Bay. Soon thereafter, while standing on the dock next to her boat and looking south of her position, she saw what appeared to be a flare rising through the sky. The "flare" was already in mid-air when she first saw it, she did not see it leave the ground. The flare had an orange tail and was traveling south to southwest. She watched the "flare" rise through the air and then come down a little before it exploded. [redacted] did not see a plane before she saw the explosion. The explosion occurred approximately ten seconds after [redacted] first saw the flare in the sky.

[redacted] first realized that a plane had exploded when she saw the plane break into two pieces as it fell straight to the ground. From the position she was in at the time she saw the explosion, she was able to point out in the sky the flare's course of travel, as well as the point of the eventual explosion.

[redacted] saw a large red barge named the [redacted] leaving the East Moriches Coast Guard Station at about 8:00 PM that night, heading in a southerly direction.

CC4-109

Investigation on 07/19/96 at East Moriches, NY

265A-NY-259028-SUB-2

File 265A-NY-259028

Date dictated 07/21/96

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FBI - NEW YORK	

by William Inzerillo

2325

265A-NY-259028  
WI:wi

The following investigation was conducted by Special Agent WILLIAM INZERILLO, Special Agent WILLIAM F. LYNCH, Suffolk County Marine Bureau Inspector DOUGLAS S. MATULEWICH, and Suffolk County Marine Bureau Inspector VINCENT TERMINE on July 21, 1996:

[REDACTED], East Moriches, New York, [REDACTED], showed MATULEWICH where in the sky she saw a "flare" and "explosion" at about 8:30 PM on July 17, 1996. MATULEWICH then used this information to generate longitudinal and latitudinal coordinates for what she saw that night.

496

MATULEWICH also took from SA INZERILLO a chart prepared by [REDACTED] East Moriches, New York, [REDACTED]. At approximately 8:30 PM on July 17, 1996, [REDACTED] claims to have seen a plane explode in the air. That night, [REDACTED] made a chart showing the coordinates of what he saw in the sky. MATULEWICH took this chart so that he could plot these coordinates on a chart he was generating.

337

183

265A-NY-259028-SUB-C

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FBI - NY	

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/29/97

On June 19, 1997, [REDACTED]

[REDACTED] was contacted at [REDACTED] East Moriches, 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, [REDACTED] and her husband [REDACTED] docked their boat in their slip at ABBOTTS HARTS COVE MARINA, 29 Maple Avenue, East Moriches, NY, at approximately 8:00 p.m. The [REDACTED] were returning from a forty minute boat ride in Moriches Bay. After they docked their boat, [REDACTED] husband began washing it. [REDACTED] stood on the dock, facing south, talking to another boater. [REDACTED] advised that it was a clear evening and that the sun was setting but that it was still light out when they arrived back in the marina. Facing south, [REDACTED] advised that she did not have a direct view of the ocean due to a tree line.

Approximately 10 or 15 minutes after arriving back at the marina, while standing on the dock facing south, [REDACTED] observed what she thought was a flare ascending in the sky. When [REDACTED] first observed the object it was already in the sky above the tree line. She did not see it leave the ground. [REDACTED] advised that the object was orange, slightly more brilliant at its top. The object traveled from her left to right in a straight line at a steep angle, which [REDACTED] described as more vertical than horizontal. The object did not leave a trail.

[REDACTED] observed the object traveling for approximately 10 - 15 seconds when a large explosion occurred just above and to the right of the object. [REDACTED] does not remember if the object stopped or disappeared before the explosion but stated that she lost sight of it due to the explosion. [REDACTED] stated that the explosion was intense orange and red colors that expanded in a ball shaped mass. [REDACTED] advised that if she compared the size of the flare-like object to the width of a pencil, then the explosion would be like the size of an apple comparatively.

[REDACTED] stated that the "ball" of orange and red broke into two objects, and the two objects fell outward and down. [REDACTED] advised that she had the impression that one piece was

Investigation on 6/19/97 at East Moriches, NY

File # 265A-NY-259028 CCI-620 Date dictated 6/29/97  
 by Jennifer A. Leonard  
Bradley Morrison

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Continuation of FD-302 of [REDACTED]

, On 6/19/97

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larger than the other, which she estimated to be a 40% and 60% split of the original fire ball object, but she could not recall which sized piece was on the left and which was on the right. [REDACTED] advised that the two objects remained red and orange but lost their brilliance as they fell. [REDACTED] stated that it took less time for the objects to fall than it did for the flare-like object to go up and reach its maximum altitude.

Approximately five seconds after the objects disappeared from [REDACTED] view behind the tree line, she heard a loud boom which she described as sounding similar to an intensely loud thunder rumble. [REDACTED] advised that she did not feel any vibration accompanying the noise and that the noise seemed to originate from the area where the objects disappeared.

Following the interview, the interviewing agents escorted [REDACTED] to the ABBOTTS HARTS COVE MARINA. [REDACTED] identified the area where she was standing when she witnessed the event as being the slip row farthest east in the marina and the second slip in from the marina house. Standing in this location, facing south, [REDACTED] identified a series of pilings located in the water at the end of the slip row. [REDACTED] advised that the entire event occurred in the sky above the pilings. Holding a twelve inch ruler given to her by the interviewing agents straight up and down at an arm's length away, the one inch mark closest to the ground, she placed her thumb on the three inch mark and aligned it with the horizon. CORRAO estimated that the flare-like object first appeared at the six inch mark and the explosion occurred approximately at the eight inch mark.

[REDACTED] stated that she does not wear or require prescription eyeglasses. She advised that she was not under the influence of any substance when she witnessed the event. [REDACTED] advised that at no time while she was witnessing the event did she identify the object as an aircraft.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 21, 1996, [redacted]

[redacted] East Moriches, New York was advised of the identity of the interviewing agents and the purpose of the interview. [redacted] furnished the following information:

On July 17, 1996, at 8:00 PM, [redacted] drove to LILLY'S FISHING STATION, Adelaide Avenue, East Moriches, New York, and parked in the parking lot to wait for a friend. During this time, [redacted] was facing south watching the boats and jet skis in the water. At approximately 8:40 PM, [redacted] observed what appeared to be a red flare begin its ascent above the horizon line (half way between the water and the point of explosion). The direction of the flare-like object (FLO) was due south from [redacted] at a distance of seven-eight (7-8) miles. The FLO's path was straight up for approximately three (3) seconds and at a high rate of speed and terminated in a bright white explosion at an undetermined altitude and followed by a boom. After the explosion, [redacted] described a sheet of flames that fell towards the water which turned to thick black smoke that also descended from the point of explosion and to his left (easterly). After [redacted] lost sight of the flames below the horizon, he heard four (4) booms.

[redacted] advised that he thought the flames landed in the vicinity of Dune Road to his south although his estimate of its distance from him was 7-8 miles. [redacted] stated that several small boats (not commercial) and jet ski's were in the water to his front but he said that there was nothing unusual or peculiar. [redacted] reiterated that he did not see a point of origin of the FLO in the water and that it appeared to have originated at a distance halfway to the point of explosion. [redacted] stated that the FLO was red in color but he was unable to describe any smoke trail.

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

File # 265A-NY-259028

by SA JOHN D. FETHIERE  
SA NATALE PARISI/hrg

Date dictated

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07/21/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/20/97

On June 18, 1997, [redacted] was interviewed at his residence, [redacted] East Moriches, New York, [redacted]. After being advised of the identities of the interviewing agents and of the purpose of the interview, [redacted] then provided the following information:

On July 17, 1996, [redacted] parked his vehicle at the end of Adelaide Avenue facing Moriches Bay on the west side of SILLY LILLY'S FISHING STATION. [redacted] could not recall at what time he parked his vehicle but estimated that he arrived some time between 6:00 and 7:00 p.m. He remained seated in the driver's seat of the vehicle, writing a letter until some time after 9:00 p.m. [redacted] could not recall where he had been prior to arriving at Moriches Bay but advised that he had drank one or two beers. [redacted] advised that he does not wear or require prescription eye glasses.

[redacted] stated that it was a clear evening and that he could see Dune Road across the bay, stretching from his left (east) to directly in front of him (south) and another land mass jutting out into the water on his right (west). The Coast Guard Station was visible to his left (east). The sun was not in [redacted] line of sight and [redacted] advised that he thought it was setting behind him. [redacted] stated that there were a number of small boats and jet skis in the bay. He did not see any unusual boat traffic in the water or any unusual vehicles in the vicinity.

[redacted] stated that he did not remember exactly at what time, but approximated that he had been sitting in his vehicle for an hour when he looked out towards the bay. While staring out at the bay, [redacted] advised that he observed what he thought was a red flare appear and ascend in the sky. [redacted] advised that his sight was fixed on the horizon when the object appeared and that the object did not originate from the water line. [redacted] stated that the red flare-like object appeared to be moving straight up at a steady, high rate of speed. He estimated that the object was approximately two miles away from him. [redacted] stated that the object was round in shape and was glowing red. The object was not trailed by smoke or any other matter. [redacted]

Investigation on 6/18/97 at East Moriches, NY

File # 265A-NY-259028-CC1-622

Date dictated 6/20/97

by SA Jennifer A. Leonard  
SA Bradley S. Morrison

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Continuation of FD-302 of [REDACTED]

, On 6/18/97

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advised that the object's shape, color and speed remained constant for approximately four to five seconds.

At this time, the object disappeared in an intense, bright white explosion. [REDACTED] advised that the explosion showered bright white sparkles, which he stated reminded him of fireworks, moving in an umbrella pattern from a central point outward in all directions and falling downwards. The sparkles were all the same bright white color and no smoke accompanied them. [REDACTED] estimated that the white sparkle shower lasted for one to two seconds. Then for approximately one second [REDACTED] did not see anything until, starting in the same location as the bottom of the sparkle shower, sheets of orange and yellow flames, in a triangular shape, began to fall in a diagonal direction from [REDACTED] right to left. The falling flames lasted for approximately six seconds and faded.

At the same time as and from the same location where the flames disappeared, [REDACTED] stated that he saw a black object, approximately the same size as the flare-like object but non-descript in shape, begin to fall diagonally from right to left. The black object fell for approximately six seconds before it disappeared from [REDACTED] view behind the land line of Dune Road on the horizon. When the object was approximately one-sixth of the distance from where it initiated to where it disappeared from [REDACTED] view behind the horizon, [REDACTED] advised that he had the impression that a small piece of the object separated from the right of the original object and traveled beside the larger, original object.

The black object was trailed by dark black swirling smoke which [REDACTED] stated was dense and could not be seen through. The smoke trail width was slightly larger in dimension than the black object. After the black object disappeared from [REDACTED] view, the smoke lingered above the horizon line for approximately ten seconds and faded from the top to the bottom of its mass.

Approximately two seconds after the black object disappeared from [REDACTED] view, he heard a loud boom which he described as a hollow echo sound, similar to an M-80 explosion or a shotgun firing at a 100 foot distance. [REDACTED] advised that the sound originated from the direction of the water where the black object had disappeared and while the black smoke was still



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Continuation of FD-302 of [REDACTED]

, On 6/18/97

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lingering above the horizon. Two seconds after the first boom, [REDACTED] heard a second, similar in sound and direction to the first, and then approximately one second after the second boom, [REDACTED] heard a third boom, identical to the first and second booms. [REDACTED] stated that he did not feel any vibrations accompanying the booms and that he thought the noise was very loud but not close to his location.

Following the interview, the interviewing agents escorted [REDACTED] to the location where he was parked on Adelaide Avenue when he witnessed the event. [REDACTED] identified a "Dead End" sign located at the end of Adelaide Avenue, north of Moriches Bay. [REDACTED] stated that from his location in his vehicle, the event occurred in his line of sight approximately three feet higher than the top right hand corner of the sign. [REDACTED] identified a series of buoys that are stationed at intervals from the end of Adelaide Avenue and positioned out into the bay. [REDACTED] advised that the event occurred straight above the buoy second closest to Adelaide Avenue.

Holding a ruler given to him by the interviewing agents, [REDACTED] stood in the approximate location where his vehicle was when he witnessed the event. [REDACTED] held the twelve inch ruler straight up and down an arm's length away, the one inch mark pointed closest to the ground. He placed his thumb on the two and a half inch mark and aligned it with the horizon. [REDACTED] advised that the highest point of the event occurred approximately at the end of the ruler or the twelve inch mark.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

[redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

[redacted] resides at [redacted] Hampton Bays, New York 11946. [redacted] is employed at S. H. BRICK AND TILE, 1540 North Highway, South Hampton, NY, [redacted].

[redacted] was at a political fundraising event on the night of July 17, 1996, being held at DOCKER'S RESTAURANT, Hampton Bays, NY. [redacted] and his wife had left the fundraiser and were walking on a small dock next to the restaurant when [redacted] wife told her husband to look at a shooting star in the sky to the southwest of the restaurant. [redacted] saw a small orange ball that looked like a boat flare. The orange ball grew much larger and became an oblong ball of flames that fell from the sky. The orange ball of flames was much brighter than the orange ball had been. After the flames fell below the dune-line. [redacted] heard two bangs that sounded like fireworks in the distance.

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Investigation on 7/25/96 at Hampton Bays, New York

File # 265A-NY-259028

by SA GREGORY A. COLEMAN/axh

Date dictated 7/25/96 24 1996

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[REDACTED] Date of Birth [REDACTED], work address [REDACTED], New York, New York, [REDACTED], was interviewed at his place of employment by Special Agent (SA) NATALE PARISI of the Federal Bureau of Investigation (FBI). [REDACTED] was advised of the identities of the interviewing agent and provided the following information:

On Wednesday, July 17, 1996, at approximately 8:30 PM, [REDACTED] was fishing on his 17 foot boat in the Moriches inlet. While fishing [REDACTED] observed a grey and white flare in the sky, arching from south to north. [REDACTED] was facing south east at the time. He then noticed the flare turn into a shower of yellow fire. [REDACTED] advised that the flare lasted about 10 seconds. The yellow fire then fell to the ocean. [REDACTED] then heard a low rumbling coming from the direction of the fire.

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Investigation on 7/22/96 at New York, New York2196  
File # 265A-NY-259028by SA NATALE PARISI/MAMDate dictated 7/22/96

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [REDACTED] Seaman's Apprentice/Officer Candidate, temporarily assigned to the U.S. Coast Guard Cutter [REDACTED] permanently assigned to Battery Park MIO, SSN: [REDACTED] Home address: [REDACTED] New York, New York, Telephone: [REDACTED] was interviewed by Special Agent CHRISTOPHER M. PIEHOTA and Investigator ED KARASEWICZ who identified themselves and the purpose of the interview.

During the interview, [REDACTED] provided the following information:

[REDACTED] stated that he was on the starboard side bridge of the [REDACTED] when he alerted the Captain and the X-0 to a flame in the air. At first [REDACTED] thought the flame might have been from a National Guard flare exercise that was being conducted in the area. After first spotting the flames, [REDACTED] followed them from the sky to the water. [REDACTED] stated that the [REDACTED] was approximately 20 miles from the crash site.

[REDACTED] stated that the [REDACTED] had stopped approximately 4 to 5 boats while it was out to sea. Most of the boats in the area were fishing boats.

[REDACTED] stated that, when the [REDACTED] finally arrived at the crash site, fishing boats in the area had already begun to set off flares. [REDACTED] viewed what he believed to be the escape chute from the downed airplane. [REDACTED] stated that the [REDACTED] traveled at approximately 30 knots and took approximately 30 minutes to reach the crash site.

[REDACTED] could not recall any other details or provide any further information regarding this matter.

Investigation on 07/24/1996 at Sandy Hook, New Jersey

File # 2126 265A-NY-259028 548013

by SA Christopher M. Piehota  
Inv. Ed Karasiewicz

Date dictated 07/27/1996

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