

DOCKET NO. SA-516

APPENDIX H

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 600-699
(445 pages)**

602

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 20, 1996, [redacted] Date of Birth (DOB) [redacted] was interviewed at his home, [redacted] Center Moriches, New York, telephone number [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [redacted] was on his boat, with his wife, docked at the [redacted] Center [redacted], New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a ball of orange fire arcing upward with a white smoke tail. [redacted] said the object looked like a "roman candle" firework. Approximately ten seconds later, he saw a large reddish-orange fireball where the firework-type object disappeared. [redacted] further stated that the fireball fell at a sixty degree down angle and appeared to knife-edge shortly before he lost sight of it near the horizon.

265A-NY-259028-SUB C

Investigation on 07/20/96 at Center Moriches, New York

File # 265A-NY-259028

by SA SAMUEL G. KRAMER
SA BARTHOLOMEW AVERSANO, ATF (SGK:hrg)

Date dictated

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
07/23/96 - NEW YORK	

1868

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On Monday, July 22, 1996, the reporting detective and Detective JOSEPH BRITTELLI, number 918, while assigned to the Disaster Task Force, interviewed [redacted] Date of Birth (DOB) [redacted] of [redacted] Center Moriches. During the interview, [redacted] related the following:

That he was at Great Gun Beach, Fire Island, at the time of occurrence on the bay side (). That he was looking out on the ocean in a southeast direction. That he saw what he thought was a distress flare, orange in color, that burst. That it began to drift downwards, slowly. That there was a larger, secondary burst a little darker in color. That it fell to the ocean. That it took about ten-fifteen (10-15) seconds.

After realizing it was a plane, base on his () he is an Aerobatics Judge. He feels that the plane was on a knife edge starting downward. If the body was facing away, it was if the initial "flare" was on the right wing and the flames traveled downward across the fuselage to the left wing when the second explosion took place.

He further stated two (2) French Canadians, (one white/male and one white/female) witnessed same, seemed unconcerned, left on boat "MARIE ANTOINE" from Montreal. Case active with this report.

Investigation on 07/22/96 at Center Moriches, New York
File # 265A-NY-259028 CC-557
by Detective GRANT
Detective JOSEPH BRITTELLI (JB:hrg) Date dictated 07/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/7/97

On July 1, 1997, at approximately 3:30 p.m., Special Agents (SA's) RICHARD S. KARNIEWICZ and M. L. LIEBER of the Federal Bureau of Investigation (FBI) conducted an interview of [REDACTED] at the National Aviation and Transportation Center located at Idle Hour Boulevard, Oakdale, New York 11796, telephone (516) 244-1300. [REDACTED] was advised of the identity of the interviewing agents and nature of the contact. The following is information provided by [REDACTED].

[REDACTED] advised that on the evening of July 17, 1996, he, his wife and the [REDACTED] were on his boat. [REDACTED] boat was docked at the Senix Marina located at 50 Senix Avenue, Center Moriches, New York, telephone (516) 874-2092. [REDACTED] wasn't certain of the exact time frame but recalled that it was around dusk. He advised that he was looking south towards the Atlantic Ocean when he observed an object that he described as being a parachute flare approximately fifteen (15) degrees southeast (SE) of his position at a distance of approximately thirteen (13) miles away. The object, as described by [REDACTED] emanated an orange glow and appeared to travel for approximately seven (7) seconds (direction unknown) and exploded. The explosion occurred at one (1) end of the object and as a result, the object broke into two columns that billowed into flames as they descended into a free fall state. The two columns, which were positioned next to each other, were initially orange in color and turned into a wispy black color. The columns fell at a forty-five (45) degree angle (from vertical) with the flames running in an east (E) to West (W) direction. [REDACTED] advised that the entire event that he witnessed took approximately ten (10) seconds to unfold.

He did not observe any object(s) rise/ascend from the surface nor did he hear any sounds associated with what he observed.

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

Investigation on 7/1/97 at Oakdale, New York

File # 265A-NY-259028 CC1-642
 by SA RICHARD S. KARNIEWICZ and
M. L. LIEBER/RSK:pg

Date dictated 7/2/97

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

On July 18, 1996, [REDACTED] [REDACTED] address [REDACTED] Gabreski Airport, Suffolk County, New York, home [REDACTED] Birth [REDACTED], Manorville, New York [REDACTED], Date of [REDACTED] Agent (SA) PAUL D. VALENTINE. [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] was on duty at Gabreski Airport, as an [REDACTED] in the Tower. [REDACTED] was working with [REDACTED] at the time. [REDACTED] was performing his normal duties in the tower working the local airport traffic. [REDACTED] stated he saw a flare or fireworks towards the south. [REDACTED] described it as very odd looking. This object was a spiralling flame as it fell toward the ground. He also said it was getting bigger as it fell. He did not hear anything.

[REDACTED] recalled that [REDACTED] (Air National Guard Helicopter) was in the pattern. They were immediately sent to investigate what they saw. [REDACTED] reported that when the Aircrew [REDACTED] reported back to the tower they sounded very somber. The aircrew reported that it may be a possible mid air collision.

265A-NY-259028-SUB CC3-344

NOV 12 1996

Investigation on 7/18/96 at Suffolk County, New York (telephonically)
 File # 2016 265A-NY-259028

by SA PAUL D. VALENTINE/MAMDate dictated 7/18/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 28, 1996, [REDACTED], Date of Birth [REDACTED] of [REDACTED] East Patchogue, New York, telephone number [REDACTED] Social Security Account Number [REDACTED] was advised of the identities of the interviewing Agents and the purpose of the interview. [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] was out on a boat fishing with his son, [REDACTED], and son-in-law, [REDACTED] in Moriches Inlet (on open water side). [REDACTED] was unfamiliar with his exact location as this was his first time out fishing. At approximately 8:30 pm, [REDACTED] observed a fiery mushroom/ball in the sky (eastern direction) with a sparklers affect coming off all around it. Almost simultaneously the fire turned into a trail of fiery blaze and the flames fell down vertically. [REDACTED] observed the flames touch the water and saw fire on top of the water. [REDACTED] was approximately six to seven nautical miles away from this fiery blaze. [REDACTED] did not hear or observe any explosion or the point of origin of the flames. [REDACTED] observed a speedboat speeding away from where he observed the flames. This speedboat was heading west but [REDACTED] was unable to provide any further description other than the boat was larger than 22 feet. [REDACTED] did observe two White males with dark hair on this boat (no further descriptions).

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FBI - NEW YORK	

Investigation on 7/28/96 at East Patchogue, New York (telephonically)2017
File # 265A-NY-259028by SAs KIMBERLY S. QUESINBERRY/WSK
JAMES DiMARIA/BATF/KSQ/panDate dictated 7/28/96

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 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 [REDACTED]

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] 607 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] 409 location, and it was moving from east to west 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] 409 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 York

File # 265A-NY-259028-011-655 Date dictated 8/20/97

by 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

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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.⁴⁰⁹ [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,⁴⁰⁹ [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 ^{9/607} [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.

After the event, ⁴⁰⁹ [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}

After returning home, [REDACTED]⁴⁰⁹ 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

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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

⁴⁰⁹ [REDACTED] stated that he could also see flames on the water through the haze.

⁴⁰⁹ 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]

[REDACTED]

The following is descriptive information for [REDACTED]

[REDACTED]

[REDACTED]

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

[REDACTED]

[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] West Islip, New York, telephone [redacted] Date of Birth [redacted] was advised of the identity of the interviewing agent and the nature of the interview, and thereafter provided the following information:

[redacted] advised she was in the Smith Point camping ground, Spot 76, on Wednesday night July 17, 1996, sitting around a fire when her nine-year-old grandson, [redacted] Date of Birth [redacted] said "look Grandma, fireworks," and pointed southeast over the ocean. She stated she saw fireworks going up with orange spots and sparkles. She stated she did not see any big fire or anything else falling from the sky. She concluded she did not pay much attention to the fireworks because she was talking to her sister [redacted] about her son-in-law [redacted], who was involved in a motorcycle accident.

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Investigation on 7/20/96 at Shirley, New York

File # 265A-NY-259028

by SA ANDREW DE CICCOCAM (AD)

Date dictated 7/23/96

0743

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

[redacted] 106 Air National Guard, Mount Sinai, New York, telephone number [redacted] beeper number [redacted] was contacted at his residence. He was advised of the identities of the interviewing agents and that the purpose of the interview was to gather information regarding the crash of Trans World Airline (TWA) Flight 800. He then provided the following information:

On July 17, 1996, at approximately 8:35 PM, [redacted] noticed a silver-colored line descending through the sky. A fireball then appeared approximately one (1) mile high. The fireball rotated from right to left as it fell through the night sky. At one point, a "blow torch" like flame shot out horizontally from the descending fireball, lasting only a few seconds. No smoke, sound or any other unusual activity was observed before the fireball.

[redacted] was fishing with a friend off the Blue Point dock facing east. The sun was going down, and the daylight turning to dusk.

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Investigation on 07/23/96 at Mount Sinai, New York

File # 265A-NY-259028

ESK

by SA ROBERT STEVEN KRUPA; SA VINCENT L. GERARDI, Jr.;

SA MIKE GALGANO, (ATF) (RSK:hrg)

Date dictated 07/27/96

0583

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] was interviewed by the undersigned at his place of employment, [redacted] Coliseum Mall, Hampton, Virginia. After being advised as to the identity of the interviewing Agent, and to the purpose of the interview, that being his boating activities on, or about July 17, 1996, [redacted] provided the following information:

[redacted] advised that he was employed by [redacted], and presently worked in the electronics department of the Coliseum Mall store, business telephone [redacted] ext. 399. KISSAM resides at [redacted] Norfolk, Virginia, home telephone [redacted]. [redacted] stated that his date of birth was [redacted] and his Social Security Account Number (SSAN) was [redacted]. [redacted] is a white male.

[redacted] related that on Wednesday, July 17, 1996, he and a colleague, [redacted] were sailing the yacht [redacted] approximately ten (10) miles off the coast of Long Island, New York, enroute to Cape May, New Jersey, when the following transpired:

[redacted] was below deck at approximately 8:30 p.m., when he heard a noise that sounded like an explosion. [redacted] went topside and looked seaward, but observed nothing unusual. [redacted] described the sound further as sounding like two (2) "bang" sounds occurring one immediately after the other. [redacted] indicated that the sound was not close to his yacht, but rather off in the distance.

[redacted] indicated that after the noise, they stayed alert, and monitored the yacht's radar. Approximately one hour after the noise, [redacted] observed a boat sailing between their yacht and the coast, slightly to their stern. [redacted]s attention was drawn to this boat because of it's unusual light array. The boat had four (4) red lights which were periodically turned off. Due to fog, [redacted] was unable to describe the boat further.

[redacted] related that there was one other boat visible on radar shortly after this. Poor visibility again, prevented [redacted] from describing it further.

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Investigation on 7/25/95 at Hampton, Virginia

File # 265A-NY-259028

by SA MILTON D. CHALKLEY

Date dictated _____

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] East Patchogue, New York 11772, [redacted], after being advised of the nature of the interview and identity of the Special Agents (SAs) and Suffolk County Police Detective (SCPD), provided the following information:

On July 17, 1996, approximately 8:30 p.m., [redacted] stated that he saw what seemed to be a shooting star from the ground up, from his vantage point of behind his house looking towards Fire Island. He stated that the shooting star's color was white and it was arcing in a south-eastern direction. [redacted] stated he did not see or hear an explosion because of the sand dunes obstructing his view. He provided no further information:

Additional information on [redacted] is as follows:

- 1. Worked for POCKSIDE 500, 90 Colonial Drive, Patchogue, New York 11772, [redacted] for the past 20 years.
- 2. License plate on his recreational vehicle: NY [redacted]

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

File # 265A-NY-259028

by SA HUI [redacted] SA KELLEHER (ATF) and SCPD PITTS (P:amo) Date dictated 07201996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] A, Date of Birth, [redacted] of [redacted], Deer Park, New York, 11729, telephone number [redacted] and [redacted], Orlando, Florida, 32824, telephone number [redacted], was contacted. After being advised of the identities of the interviewing Agents and the nature of the interview, he furnished the following information:

[redacted] and his father [redacted], were anchored in a boat, 75 feet west of the ROBERT MOSES Bridge on Wednesday evening July 17, 1996. They were on the southwest side of the bridge, approximately 100 yards from the United States Coast Guard Station, and two to three miles from the Kismet Lighthouse.

He heard his father say, "Look at the fireworks going up." [redacted] looked back and saw a fireball in the sky, orange in color. It then "dissipated" down. He saw the fireball to the southeast, to the right of the Kismet Lighthouse from his viewpoint. He estimated it was ten miles offshore, more south than east. He heard no sound and did not know what it was.

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Investigation on 7/22/96 at Deer Park, New York
File # 2119 265A-NY-259028-SUB CC 3
by SAs JASON RANDAZZO/STEPHEN J. SHINER/JR/rdo Date dictated 7/23/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

Shirley, New York, [redacted]

[redacted] was advised of the identity of the interviewing agents and the purpose of the interview. He then provided the following information:

On July 17, 1996, at dusk, between approximately 8:30 and 8:45 PM, [redacted] was in a fishing boat in the west cut of Moriches Inlet. Also in the boat were [redacted] address unknown, and [redacted] the owner of the boat. [redacted] can be reached at [redacted] Mastic, New York, [redacted]

At that time, [redacted] and his companions decided to return to the dock and the boat was headed back to SENIX MARINA. While standing in the boat, they turned their bodies toward the horizon and pulled the anchor into the boat. As they did this, they were facing in a south-southeast direction over the corner of the west cut of Moriches Inlet. [redacted] looked up and saw a cloud-like object already suspended in the air. The object was dark gray on the bottom and whitish on top. The object looked something like a tornado, narrow at the bottom and white on top. The object had fanned outward like a mushroom. [redacted] did not hear any noises. The stereo was playing in the boat while he observed the object. [redacted] had not consumed any alcohol that evening.

[redacted] had never heard of or seen a boat named [redacted]

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

File # 265A-NY-259028

by SA JOHN S. HUI, FBI
SA KEVIN KELLEHER, BATE (USH:hrq)

Date dictated 07/21/96

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WCJ:hrq

WJ

On July 19, 1996, Special Agent (SA) WILLIAM C. JOHNSON of the Federal Bureau of Investigation (FBI) telephonically contacted [REDACTED], Westhampton, New York, [REDACTED], and she advised that she had heard an explosion and observed what appeared to be a fire on the water. On July 17, 1996, [REDACTED] advised she did not observe any other details.

265A-NY-259028-SUB cc-273

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 24, 1996, Special Agent (SA) William F. Lynch, Federal Bureau of Investigation (FBI), while doing random interviews of persons at Smith Point Park, Town of Brookhaven, New York, interviewed [REDACTED]

[REDACTED] Shirley, New York, [REDACTED] was interviewed regarding his observations he had made on the night of Wednesday, July 17, 1996, just before the crash of TWA Flight #800. He advised that on the evening he did observe something strange, and taking SA LYNCH to the spot where he observed it, he provided the following information.

OBSERVATIONS OF [REDACTED]

On the evening of July 17, 1996, [REDACTED] and his family were at Smith Point Park, Town of Brookhaven, and he and his cousin [REDACTED], were body surfing in the ocean. When [REDACTED] who suffers from back cramps, experienced one, he left the water to stretch it out. He estimated that the time was 8:10 to 8:15, but stated that he was not wearing a watch, and that the above times are his best estimate.

[REDACTED] walked out of the water, and stood on the sand to stretch. He was at the water's edge, and was standing directly in front of the last (western-most) steps of the boardwalk at Smith Point Park Beach.

As he leaned back to stretch, his eye caught a jet plane in the sky, off to his left, and moving eastward. At the same time, he saw, off to his right, a "green flash" rising up, and going toward the plane. The "flash" was far out in the ocean, was rising from the west, was also travelling east, and was behind the plane.

While standing at the exact same spot, and asked by SA Lynch to demonstrate with his arms, the positions of both the plane and the "flash", [REDACTED] did so, and SA Lynch, noted that [REDACTED] to two positions basically described a 90 degree angle with [REDACTED] position at the shoreline. This sketch was shown to

Investigation on 7/24/96 at Smith Point Park, New York 265A-NY-259028

File # 265A-NY-259028 TW 7241

by SA WILLIAM F. LYNCH [Signature] Date dictated 7/25/96

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, On 7/24/96

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[REDACTED], who stated that it was a reasonable representation of the positions of both the plane and the "flash" when he saw them.

[REDACTED] stated that he did not follow the progress of either the plane or the "flash", and seemed to recall that the plane went through some clouds. He returned to the water and, shortly after this, departed the beach with his family. He did not see any explosion or later "glow", on the plane, heard no concession, and saw nothing falling from the sky. He stated that at the time, he did not attach any significance to his observation, and did not until later that night, when he heard about the crash of TWA flight #800.

He stated that later, he had discussed this with his mother, [REDACTED] and that after she had been interviewed by Lynch at the beach, she had come home to being him back for this interview. He stated that his cousin [REDACTED] had also seen both the plane and the "green flash".

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996 at about 6:20 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present at [redacted] Center Moriches, Long Island. One [redacted] white male [redacted] Date of Birth [redacted] and one [redacted] white male 17, Date of Birth [redacted] were interviewed in connection with the July 17, 1996 downing of TWA flight 800.

[redacted] resides at [redacted] Long Island,

[redacted] resides at [redacted] Center Moriches, Long Island,

[redacted] and [redacted] were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing.

[redacted] and [redacted] began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon.

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

File # 265A-NY-259028

by Detective NICHOLAS GARCIA
Sergeant FRED DELUCA (FD:mxh) 72 TW-430 Date dictated 7/19/96

AUG 1 1996
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] and [redacted] are telephonically interviewed pertaining to the night of July 17, 1996. [redacted] and FLYNN contacted the New York Office of the FBI relative to what they saw while boating on July 17, 1996. According to [redacted] and [redacted] they were with three other individuals at approximately 8 o'clock on Wednesday evening, July 17, 1996. They were surfing by Great Gun beach in Moriches Bay west of the Moriches inlet. At approximately 8:30 [redacted] and [redacted] stated that the visibility was pretty good and it was just about dusk. They saw what appeared to be a flare being fired from a boat in the bay. They stated that the flare did not appear to be an ordinary flare, and it could have been something like a fireworks, but the burst at the end of the flare seemed pretty unusual. It was not a normal boat flare that they are used to. They said the flare disappeared into black smoke behind a dune and it burst pretty low over the horizon. The boat that these individuals thought that the flare came from was a Pro-line center console occupied by two males white, thirty years of age. This boat was approximately two hundred yards away from [redacted] and [redacted] while they were surfing, but they could not tell how far away it was from them when they saw the flare being fired. They said these males did not appear to be fishing and seemed to just be sitting in the boat.

Both [redacted] and [redacted] stated that another unusual incident occurred approximately 8 o'clock that night, when a small single engine plane (perhaps yellow in color) flew west approximately fifty feet over the water and then disappeared. Approximately twenty minutes later at about 8:20 p.m. the plane came back from the other direction again very low over the water.

Both [redacted] and [redacted] stated that when the flare (or what appeared to be a flare) burst they did not hear or see any other explosion or burst of light. It wasn't until they got home that they heard about the TWA disaster. [redacted] and [redacted] stated that when they saw this flare go up they were pulling away from the dock on the bay side of the barrier beach. All the passengers in the boat were sitting facing south and the boat was

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

File # 265A-NY-259028 CC3-6

by SA ROBERT BENDETSON/evs

Date dictated 7/20/96

0964

265A-NY-259028

Continuation of FD-302 of B. [REDACTED], On 7/20/96, Page 2

headed in a northerly direction. The flare appeared on the left side of the boat while they were pulling away from the dock.

[REDACTED] s, [REDACTED] date of birth [REDACTED]
[REDACTED] resides at [REDACTED] Center [REDACTED]
Moriches, New York, telephone number [REDACTED]
[REDACTED], date of birth [REDACTED] resides at [REDACTED]
[REDACTED] Moriches, New York, telephone number [REDACTED]
[REDACTED] Also on the boat were [REDACTED] telephone number [REDACTED]
[REDACTED] telephone number [REDACTED] and
[REDACTED] ALSO of center Moriches, telephone number unknown.

000141

41

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

[Redacted] Date/Place of Birth (D/POB) [Redacted] City, [Redacted] Center

Moriches, NY, was recontacted to obtain azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 and/or "a flare" which were reported in previous interview by New York Police Department (NYPD) officers Nick Garcia and Fred DeLuca. [Redacted] was taken to the location of those observations at Great Gun Beach, NY, Brookhaven Township, NY, where he provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; SCMB Sergeant Charlie Gerlach; New York Police Department (NYPD) - Detective Nick Garcia and Detective Fred DeLuca; Defense Intelligence Agency (DIA) - Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

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

Investigation on 7/20/1996 at Great Gun Beach, New York
File # 265A-NY-259028
by SAs WILLIAM F. LYNCH, PETER C. CASAZZA, PAUL SHEA (PS:iaw) Date dictated 7/20/1996

265A-NY-259028-SUB CC1 -
SEARCHED _____ INDEXED _____
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AUG 1 1996
FBI - NEW YORK
7/20/1996 TC

1879

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/25/96

On July 20, 1996, Special Agent (SA) WILLIAM F. LYNCH, Federal Bureau of Investigation (FBI), interviewed [redacted] a white male, who resides at [redacted] Center Moriches, New York. [redacted] was interviewed regarding the sightings of a "flare" he observed rising from the ocean, in the vicinity of Smith Point Outer Beach, at approximately 8:30 PM on July 17, 1996. He advised as follows:

[redacted] and his friend [redacted] were surfing from approximately 7:00 pm to 8:15 pm, at the above beach, on the evening of July 17, 1996, and were approximately 100 feet off shore. While surfing, they noticed a white "PRO LINE" type fiberglass boat, which appeared to be 19 - 20 feet in length. This boat was approximately 300 feet further out in the water, making it approximately 400 feet from shore. The boat was occupied by two dark haired white males, who were not fishing, and [redacted] noted the boat was not anchored.

At approximately 8:15 pm, [redacted] and his friend [redacted] stopped surfing, departed the beach, and began to make their way to "Great Gun Beach" marina, which was directly north of where they had been surfing, and in the general vicinity of where the aforementioned boat had been.

The "flare" was rising just to the left of the flag pole on Great Gun Beach, as one views that flag pole, looking toward the ocean, while standing on the marina dock.

The "flare" went straight up, and [redacted] seeing black smoke, assumed it had burned out.

[redacted] stated that he has been "around the water," all his life, and has seen many flares. He described this flare as larger than usual, and noted that it also climbed more steeply than usual.

[redacted] also recalled that at approximately 8:00 pm, just before he and [redacted] stopped surfing, he noted a ^{yellow} and white plane flying west, along the beach, at approximately [redacted]

Investigation on 7/20/96 at Smith Point Park, New York
File # 265A-NY-259028
by SA WILLIAM F. LYNCH:cam TW-7047 Date dictated 7/20/96

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AUG 1 1996
FBI - NEW YORK

265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 7/20/96 , Page 2

feet over the water. At 8:05 PM, he recalled that same plane returning, now flying easterly, along the beach.

Finally, [REDACTED] also recalled that a woman named First Name Unknown (FNU) [REDACTED] who resides on [REDACTED] Center Moriches, New York, had also seen the above-described "flare" at the same time he had. He recalled that [REDACTED] had phoned her information in to Channel 7 TV News.

[REDACTED] 527
[REDACTED] 694

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

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

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

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

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

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/18/96

[Redacted] Date of Birth [Redacted] Social Security Account Number (SSAN) [Redacted] [Redacted] Westhampton Beach, New York [Redacted] [Redacted]

[Redacted] was contacted at his residence by Special Agents Peter C. Casazza and William F. Lynch of the Federal Bureau of Investigation (FBI) regarding his observations of an explosion he witnessed over the Atlantic Ocean on the evening of July 17, 1996.

[Redacted] Observations:

Mr. [Redacted] related that he was sitting next to his sliding glass door which overlooks his deck, the beach, and ocean. The time was approximately 8:30PM, and the weather conditions were clear and calm.

His daughter-in-law, [Redacted] was heading out the sliding glass door when she let out a scream.

He turned and followed her out the door. He observed what he described as a large red flamed object or fireball which separated into two (2) objects and the two (2) red flamed objects or fireballs fell into the ocean. He stated the entire event took only a few seconds. he then heard three (3) or four (4) loud noises coming over the water from the direction of the explosion.

[Redacted] also observed white smoke over the water where the red-flamed objects or fireball hit the water.

Later, boats and helicopters approached the scene.

Background:

Name: [Redacted]
Date of Birth: [Redacted]
SSAN: [Redacted]
Address: [Redacted]

Investigation on 07/18/96 at Westhampton Beach, NY

File # 265A-NY-259028

by SA Peter C. Casazza
SA William F. Lynch

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Date dictated

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7/22/96

FBI

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/18/96 . Page 2

Telephone: [REDACTED]

Address: [REDACTED]

Telephone: [REDACTED]

646
647

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21, 1996

[REDACTED] and [REDACTED] West Hampton Beach, New York (NY), was recontacted at their residence to obtain azimuth directions for their observations on July 17, 1996, of Trans World Airlines (TWA) flight 800 which were reported in previous July 18, 1996 interviews by Federal Bureau of Investigation (FBI) Special Agent (SA) Peter C. Casazza. The Shermans were taken to the location of those observations at the back porch of their residence where they separately provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were FBI SAs Paul Shea and Peter C. Casazza.

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

265A-NY-259028-SUB CC

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Investigation on 7/20/1996 at West Hampton Beach, New York

File # 265A-NY-259028

by SAs PETER C. CASAZZA
PAUL SHEA (PS:iaw)

Date dictated 7/20/1996 FBI - NEW YORK

TC

1889

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

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

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

PURPOSE:

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

GENERAL WITNESS INFORMATION:

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

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

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

WITNESS NAMES AND LOCATIONS:

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

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED]

645

[REDACTED]

East jetty, Moriches inlet.

643 129

[REDACTED]

[REDACTED] Westhampton, L.I.

644
646
647

[REDACTED]

Deck of Rogers Beach,
Westhampton, L.i.

363

[REDACTED]

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

641
642

[REDACTED]

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

640

[REDACTED]

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

648

METHOD-EQUIPMENT USED:

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

0695

265 A NY 259028

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

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

RESULTS:

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

618

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 21, 1996, SAS WILLIAM F. LYNCH, and PAUL SHEA, FBI, together with Senior investigator JOHN F. CASSINO, N.Y. State Police Dept., and various U.S. Coast Guard personnel, took [redacted] a white male, Date of Birth (DOB) [redacted] in a U.S. Coast guard vessel approx. 1 to 5 miles out into the ocean, directly south of Moriches inlet, East Moriches, N.Y., in order to duplicate the positions Mr. [redacted] occupied on the evening of July 17, 1996, when he and two of his friends observed TWA flight # 800 explode, and crash into the sea, approx. 11 miles from the aforementioned inlet.

Also present on board the vessel were Deputy Inspector DOUGLAS MATULEWICH, and police officer VINCENT TERMINE, both of the Suffolk County Police Dept. (SCPD)-Marine Bureau, as well as Messrs ROBERT DOHERTY and TOM LeBLANC, of the Defense Intelligence Agency (DIA).

[redacted] directed the vessel to the position he himself [redacted] had occupied when he and his friends observed TWA flight # 800 explode and crash.

Upon reaching that initial location, officer MATULEWICH using a naval compass, shot an azimuth, and further processed that information with a Garmin brand Global Positioning System (GPS-45) instrument.

This information was to be used/compared with that of other witness observations, and used in a calculation/rendering, to be completed by officer MATULEWICH.

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Transcribed on 7/21/96 at East Moriches, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH

SA PAUL SHEA

Date dictated

7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 21, 1996, [REDACTED], Date of Birth (DOB) - [REDACTED], of [REDACTED], Shirley, New York, home telephone number [REDACTED], was interviewed by Special Agent (SA) KEVIN C. MATHIESON. [REDACTED] was advised of the identity of the interviewing Agent and the nature of the interview was regarding the July 17, 1996 plane crash of TWA Flight 800. [REDACTED] provided the following information:

[REDACTED] stated that at the time of the plane crash he was fishing on his 24 foot Center Counsel Proline boat, [REDACTED] off Great Gun approximately 1.5 miles out from the shoreline and approximately seven miles from the crash site.

[REDACTED] advised that at approximately 8:20 PM, he looked up at the sky and observed a faint yellow star-type object which he kept continuously in his sights. He advised that the star-type object began to produce a strong glow which he believed to be a possible meteor. [REDACTED] stated that the glow was moving in a east to westerly direction when it banked and turned downward toward the water. He stated that the glow became progressively more intense until producing a mushroom of white smoke and a rushing roar-type sound. At that instant, he observed a plane which separated into two flaming parts of the fuselage and the wing and then crashed into the water. Approximately 30 seconds after [REDACTED] observed the plane crash into the water he felt a strong water concussion which shook his boat. He then called "May Day" into the Coast Guard regarding the plane crash. He stated that at the time of the crash there were no other boats nor aircraft in sight. [REDACTED] advised that after the crash, he observed a C-130 plane circling over the area of the crash.

[REDACTED] stated that he attempted to travel by boat to the crash site but decided to stop and turn around after traveling about three miles due to a shortage of fuel. 265A-NY-259028-SUB CC3-

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Investigation on 7/21/96 at Long Island, New YorkFile # 265A-NY-259028by SA KEVIN C. MATHIESON/dp *KCM*Date dictated 7/23/96

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418

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, Special Agent (SA) WILLIAM F. LYNCH Federal Bureau of Investigation (FBI), interviewed Mr. [redacted] a white male, Date of Birth (DOB) [redacted] Social Security Account Number (SSAN) [redacted]. Mr. [redacted] resides at [redacted], Shirley, New York, [redacted], and is employed by [redacted], Patchogue, New York, [redacted], extension 116. Mr. [redacted] was interviewed regarding his observations concerning the crash of Trans World Airline (TWA) Flight 800, on July 17, 1996. He advised as follows:

OBSERVATIONS OF ALFRED LINKE:

On July 17, 1996, at approximately 8:25 p.m., Mr. [redacted] and two friends were fishing for striped bass, approximately one mile off shore, from Great Gun Beach, Town of Brookhaven, Long Island, New York. He described his boat as a twenty-four (24) foot PROLINE center console type and named his friends as [redacted] of Patchogue, New York, and [redacted], of Patchogue, New York.

The night was clear and while it was dusk, there was considerable daylight left. Visibility was excellent, and the sea was calm.

Mr. [redacted] stated after departing his marina in Shirley, New York, he and his two friends fished in several positions in the vicinity of Moriches Inlet, East Moriches, New York.

By 8:25 p.m., Mr. [redacted]'s boat the "[redacted]" was positioned, unanchored and drifting, approximately one mile off shore from Great Gun Beach, Town of Brookhaven.

[redacted] continued that at approximately 8:25 p.m., he first sighted what he thought might be a shooting star, moving in a downward, forty-five (45) degree sloping arc, and added that it was taking a northward turn, and appeared to be heading toward his boat. He described this light as yellow in color, and noted that it got progressively brighter and larger. He also noted that it was moving very fast, and he began to be concerned that it was heading toward him. 265A-NY-259028-SUB C3-28

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

File # 265A-NY-259028

by SA WILLIAM F. LYNCH:hrg PW-7076

Date dictated 07/22/96

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Continuation of FD-302 of [REDACTED]

On 07/21/96, Page 2

As soon as he noted it, he exclaimed to his two friends, "Look at this," or words to that effect. At this same moment, he realized this object was an airplane, although he had no idea what type or size.

Mr. [REDACTED] continued that almost at the same instant that he identified the object as an airplane, he noted that it had rolled over onto its left side, and seemed to be hooking northward and downward.

Immediately, the entire right wing separated from the fuselage, and peeled back, alongside the fuselage. Mr. [REDACTED] emphasized that the entire wing was intact as it separated, and stated that he did not see any engine pods on it. He added, however, that this may have been because he was viewing only the top of the right wing.

A FIRE STARTS:

[REDACTED] stated that at the instant the wing separated, a large "fire trail" erupted, which he described as a roaring, rushing sound, and added that he immediately felt a concussion on his chest when this happened. The separated wing disappeared into this fire trail.

The plane now dropping sharply, separated into two parts, being the right wing and the rest of the plane, dropped about one mile, and then hit the water as two separate pieces. As the two pieces hit the water a large curtain of water arose and Mr. [REDACTED] then saw black smoke coming from the impact area. At this point, Mr. [REDACTED] still had no idea of the type or size of the plane, and never did see any markings on it.

Mr. [REDACTED] stated that he became very excited and used his boat's radio to exclaim "MAYDAY" several times to the United States Coast Guard (USCG), and then transmitted "This is the [REDACTED]...I want to report an aerial burst and whatever it is crashed into the ocean."

Mr. [REDACTED] then drove his boat toward the fire and got about five (5) miles from the surface fire, having travelled approximately four (4) nautical miles. At this point, he could see surface ablaze, and while he considered going further toward it, decided against this, because he was low on fuel. He did, however, call the USCG again, to report that the "Water was on fire!" before returning to Moriches Inlet.

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 07/21/96, Page 3

Upon entering the inlet, [REDACTED] heard radio traffic from other responding boats, which mentioned "many bodies" in the water.

The next day, July 18, 1996, Mr. [REDACTED] again phoned the Coast Guard to identify himself as the "MAYDAY" caller from the night before. He recalled that the Coast Guardsman he reached was, in fact, the same man to whom he had made his "MAYDAY" call, and added that the man remembered him, and took his ([REDACTED]s) name and phone number.

During this interview, Senior Investigator JOHN F. CASSINO, New York State Police, and the Queens District Attorney's Office was also present.

Detective STANLEY PAWLOSKI, Suffolk County Police Department (SCPD) a Police Artist, also reviewed Mr. [REDACTED]s observations with him, and based upon them, rendered a sketch of what Mr. [REDACTED] saw. That sketch is attached.

000221

1ST SIGHTING
GLOW

25 SECONDS

CLOUDS
BEGIN TO
LIGHTEN UP

10 MILE CLOUD

LOOKS LIKE HEADING
DIRECTLY TOWARD KORT

BLACK SMOKE

APPEARS TO BE
1 TO
1 1/2 MILE HIGH FROM AL'S LOCATION OFF HORIZON

AT THIS POINT
NO ENGINES
1 1/2 SEC. LATER WIND
BEGINS OFF &
INCREASING FUEL FIRE
THAT - NO SMOKE
EVIDENT

FROM THIS LOCATION APPROX. 4 MI. FROM SITE AL SEES LITTLE OF FLAME &
SMOKE DRIFTS WEST



1/4 MILE

9 MILES
FEEL ZONE IS GHOST FROM IDENTIFICATION
WHICH WAS REPORTED ABOUT 5 MILES

952-6095

APPROX. 4700

2441

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted] was re-interviewed this date regarding TWA Flight 800 disaster. [redacted] furnished the following information:

[redacted] advised on July 17, 1996, he was on his boat along with [redacted] and [redacted], the night was clear, and there was considerable daylight remaining. The ocean was extremely calm, similar to a lake and there was an absence of wind.

[redacted] advised he began fishing about 300 feet off the beach, but there were several surfers in the area. In order to avoid the surfers, [redacted] moved his boat to a new position. [redacted] advised his new position was now approximately one mile off Great Gun Beach, directly in front of the white lifeguard chairs, and approximately one half mile from the Sea Buoy. [redacted] advised that at approximately 8:25 P.M., this date, he noticed what appeared to be a star. [redacted] stated he found this peculiar, since it was still daylight, and the star was approximately ten miles away, moving through the clouds.

[redacted] advised he initially did not inform the others in his boat regarding the star. [redacted] stated the color of the star was a bright yellow, with orange coloring with the major field of yellow. There was no tail, or smoke emitting from the star. The star had a steady glow and was not flickering. [redacted] advised he now realized it was not a star or a meteor, but was a plane.

[redacted] advised he now observed the plane banking and descending, at a 45 degree angle. The plane was now becoming brighter and brighter, and was now banking in the beach direction and still continuing its descent. [redacted] stated he now believed the plane was heading towards his boat, and he and his friends now became concerned, that they might be in danger. The plane transversed through a white cloud, and he [redacted] was now able to see the plane's fuselage, and the right wing of the aircraft. At the same time, the glow which had encompassed the entire aircraft stopped, making it possible for [redacted] to observe the before mentioned aircraft structures.

Investigation on 7/28/96 at Shirley, New York

File # 265A-NY-259028-CC3-520
AR

by SA DONALD W. MC CORMICK/MAM

Date dictated 7/29/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/28/96 , Page 2

[REDACTED] stated as he was observing the aircraft, the wing of the aircraft hinged off, and separated from the aircraft. The aircraft which was in the previously mentioned bank and, downward descent, was travelling at high rate of speed. [REDACTED] advised once the wing and the fuselage separation took place, a large white cloud appeared. As the wing and fuselage separate, the white cloud appeared, and a plume of fire appeared. [REDACTED] advised the plume of fire started at the elevation the aircraft was in, and followed its plumage downward for approximately a one mile waterfall of fire, and dropping to the ocean. [REDACTED] advised the white cloud which had form, did not ignite and remained intact at the elevation where the aircraft was situated prior to its separation.

[REDACTED] stated the aircraft fell to the ocean in two visible separate pieces, both pieces totally engulfed in flames. [REDACTED] advised the fuselage was falling on his right side and the wing on his left. [REDACTED] stated as the pieces fell to the ocean, a residual black cloud of smoke joined the white cloud, creating a mushroom cloud similar to a atomic bomb cloud. The white cloud was the top portion, with the black could forming the stem of the cloud.

[REDACTED] advised he believed the aircraft pieces fell approximately 8-10 miles off the coast. [REDACTED] attempted to reach the area, but because of the inferno with flames reaching approximately 200 feet in the area, and the tremendous area of the ocean on fire, he could not safely reach the area. [REDACTED] stated he had previously contacted the Coast Guard, and upon seeing rescue operations commencing, left the area. [REDACTED] stated his craft was running short of fuel and he had to return to port.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

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

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

PURPOSE:

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

GENERAL WITNESS INFORMATION:

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

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

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

WITNESS NAMES AND LOCATIONS:

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

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED] 645

[REDACTED]

East jetty, Moriches inlet. 643 129

[REDACTED]

[REDACTED] Westhampton, L.I. 644

646
647

[REDACTED]

Deck of Rogers Beach, Westhampton, L.i. 363

[REDACTED]

Dock on marina at Great Gun Beach, Smith Point Park Beach, Town of Brookhaven, L.I. 641
642

[REDACTED]

Smith Point Park Beach,..directly in front of western-most steps on boardwalk. 640

[REDACTED]

From his boat, approx. 1 mile off shore from Moriches inlet, East Moriches, N.Y. 648

METHOD-EQUIPMENT USED:

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

265 A NY 259028

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

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

RESULTS:

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

dup

619

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Westhampton Beach, New York, telephone number [redacted] Date of Birth - [redacted] was contacted regarding the sighting he observed near Westhampton Beach High School (WBHS). After being advised he provided the following information:

[redacted] was standing in the WBHS parking lot and looking toward the beach. At approximately 8:15 PM, he saw over the tree line at Mill Road what he described as a projectile ascend in the sky. [redacted] described the projectile as red or pink with a trail of whitish smoke. The projectile moved in a squiggly manner in a southwest direction. The projectile was airborne for six-seven seconds and then met with a shiny object that produced white smoke. The white smoke disappeared and then a red ball began to form. The red ball fell in an easterly position and at a much quicker pace than the projectile was ascending.

[redacted] point of reference on the Mill Road tree line was a telephone pole next to the yellow fire hydrant. This is the point from where he originally sighted the projectile.

265A-NY-259028-SUB *cc 1-*

UPLOADED
WITH TEXT
WITH [redacted]
BY [redacted] 7/10/97

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FBI - NEW YORK	

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(K)

Investigation on 7/18/96 at Westhampton Beach, New York

File # 265A-NY-259028

by SAs JAMES P. MIKALIE
RICHARD MCCARTHY (RM:dp)

Date dictated 7/21/96

0568

649

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[REDACTED] Westhampton, New York, [REDACTED], and was advised of the identity of the undersigned Agents. Also present during the interview was his wife, [REDACTED] provided the following information:

On the evening of July 17, 1996, [REDACTED] explained that he had just finished exercising for approximately 23 minutes on the track located at the Westhampton High School. At approximately 8:15 PM or 8:25 PM, [REDACTED] began to walk in a south westerly direction to his vehicle parked in the school parking area. [REDACTED] stated while he was walking back to his vehicle, he observed just above his line of vision, and the tree line directly in front of him, an object (object number one) ascending from behind the trees. [REDACTED] stated that the object originated from the south beyond Mill Road in Westhampton, New York. [REDACTED] explained that the sun was directly behind him, above his shoulders, and there were no clouds in the direction he was facing.

[REDACTED] stated object number one appeared to be bright white light with a reddish pink aura surrounding it. [REDACTED] said the object continued to maintain that appearance throughout his observation, except for, the last second, when he believed the object impacted with another object. [REDACTED] compared the moving object to a "fire work."

Initially, object one ascended almost vertically beyond the tree line with no apparent direction and at moderate speed. Object one evolved into a "squiggly" pattern going up vertically and increasing in velocity and then arced off to the right in a south westerly direction. [REDACTED] stated that the object continued to stay just above his line of vision, and he never had to pick up his head up to observe the events.

[REDACTED] stated that he observed a second stationary object (object number two) that appeared to glitter in the sky. Object number one was heading toward object number two, which [REDACTED] said he would not have seen if it was not for object

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

File # 265A-NY-259028 - CCI-304

by SA WILLIAM JOHNSON
SA ROBERT DEBERRY (WD:dp)

Date dictated: 7/19/96

2403

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/19/96, Page 2

number one drawing his attention to it. However, object number one appeared like it was initially going to slightly miss object number two unless it made a dramatic correction at the last moment. In less than a second, [REDACTED] believed object number one impacted with object number two; however, [REDACTED] explained that it occurred when he must have blinked because he did not actually see the point of impact. [REDACTED] then observed a white "puff" (white flash) approximately the size of a small ball in the sky, however, he heard no noise. Out of the puff came two objects that arched upward from the initial impact trailing smoke. [REDACTED] said the objects then appeared to turn into large rectangular balls of fire descending at an angle down past the horizon of the trees. [REDACTED] stated that the rectangular fire balls were the equivalent in size to a quarter (1/4) of a piece of paper (8"X11") from his vantage.

Initially, [REDACTED] said the explosion appeared to be approximately 1.5 - 2.5 miles from where he observed the event, and he recalled he was concerned that the burning object might have landed on Dune Road or the outlying beach area.

After the burning object fell beyond the horizon of the trees he did not observe or hear anything else.

[REDACTED] believed, after some retrospect, the entire chain of events took approximately seven (7) seconds from the time he first sees object number one and when the explosion occurred.

[REDACTED] further described object number one as an elongated object that had an oval "head" with an extremely bright white center that had a reddish pink "aura" about the object. The tail was the size of his pinkie nail which seemed to become smaller as it ascended in the air. The tail, grey in color, moved in a "squiggly" pattern which provided a sense of direction.

After the explosion, [REDACTED] got into his vehicle with the windows down and the radio off and drove in the direction of this occurrence. [REDACTED] drove to Dune Road, Westhampton, where he met his wife. [REDACTED] believed he had witnessed some type of explosion over the beach area; however, he did not know actually what he had observed. Later that day, [REDACTED] learned of the plane crash and realized that he had observed the entire occurrence.

2404 At the conclusion of the interview, [REDACTED] brought the undersigned Agents to the exact location where he made his above

000243

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

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/19/96 . Page 3

described observations and he reenacted the events prior, during and immediately following the event. In addition, a rough draft drawing was created. [REDACTED] point of reference was a telephone pole next to a yellow fire hydrant located on Mill Road.

2405

000244

1A-1617

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

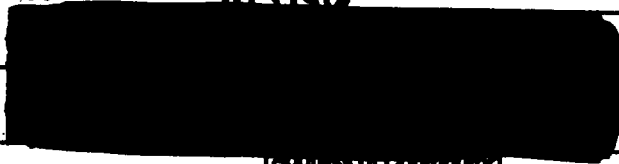
Universal Case File Number 265A-NY-259028-302

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 7/19/96

From _____



(Address of Contributor)

Westhampton NY

(City and State)

By S. Williams C. Johnson

(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

Title:

see CCI-304

Reference: see Ser 2859
(Communication Enclosing Material)

Description: Original notes re interview of



7/19/96

2406

196

7-19-96.

[REDACTED]

W. Hampton, NY

- sd he was exercising on the W. Hampton beach track on the evening of the explosion.
- ~ 23 min of exercise
- walking back to his car - stretching - walking SW to car.
- in line of vision look straight ahead observed something behind trees (coming up from) (S) of High School beyond Mill Road.
- observed what was described as bright-colored object that changed colors from a reddish-pink - bright white w/ pink aura. object stayed bright white w/ pink aura (firework).
- object initially came up above tree line vertically (sd. appeared vertical) and evolved into a squiggly pattern going up.
- slightly above his line of sight w/o having to move head up much.
- Observed something glittering, but not original moving object (Object #2). Very short time (split second) object #1, the moving object, hits the glitter spot.
- Observed a white "puff" not large possibly size of a small ball w/ no sound
- heard no sounds during event.
- Out of the "Puff" two objects arced upward - from the puff. Both objects trailing off w/ smoke.

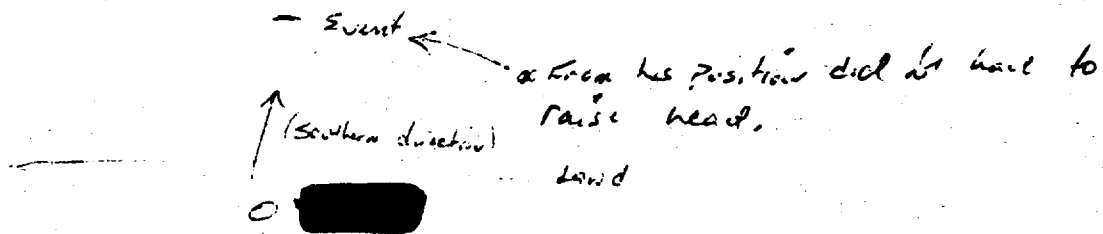
Specimen
 testimony
 compared to
 1.
 2407

(i.e. space shuttle explosion).

- sd didn't see any metal pieces of debris falling
- next observation, a big ball of fire descending, appeared to be "expanding rectangular" in shape, descending in the distance behind the horizon of the tree line. Falling object descended @ a distinct angle and not straight to the ground.

① 12: object appeared to be approx. $\frac{1}{4}$ of a 8" x 11" sheet of paper.

- Initial Impression, object did not seem to be that far in the distance (\approx 1.5-2.5 miles), i.e. DUNE Rd + Beach.
- Recalled being concerned for family @ beach.



- sd the object was approx. 1 digit or a finger over the tree line where he stood.

- after the object disappeared into horizon of trees did not observe anything or hear anything

Chronology of Events

- Initially, believed took a 20-25 secs, after counting believed it took approx. 7 secs.

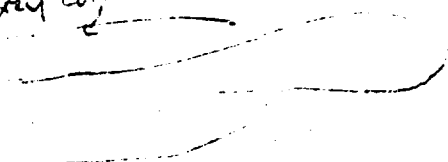
2408 - thinks when he blinked, he missed 2 objects actually hitting each other before separating.

#3
Smoke Trail - oval "head" w/ extremely bright w/ white center and reddish pink "aura" and a tail size of a pinhead and seemed to get smaller as it ascended. Sd the fall provided the direction and a squiggly motion.

(Sd w/o a second the #1 object + #2 object turn into one object - seemed to be in less than it takes to blink.)

The object #1, appeared to be going in the general direction of object #2, however not directly and seemed as though it would have missed the object object #2 unless it corrected itself at the last second.

Grey color



Bright white - appeared as a flash ahead of smoke trail. Appeared to have oval head and a reddish pink aura.

- Sd the sun was above his shoulders directly behind him, and time was approx. 8¹⁵ - 8²⁵ p - The sky had no clouds in the direction of the object or event.

2409 Initially noticed a spot above tree lined moving definitely in upward direction. Object became faster once it began to squiggle. Initially having vertical direction to the ground and after it began to "squiggle" it angled off to the

- against - sd., "Squiggly" does not initially appear to be heading toward the very small pt. (object #2) but then all of a sudden the two objects connect (Blat of an eye).

- sd he would have never seen object #2 if it was not for the squiggly that went in that general direction.

sd he didn't know that object #2 was a plane until he found out later that a plane had gone down.

- he explained that he only saw the white dot "lead" most of the way to the object #2, however, the last second it disappeared.

- sd he can't attest to smoke trail below object #1, the moving squiggly - only that it appeared gray.

sd he got in his car w/ windows rolled down and radio off to check on his family's safety. Met wife @ beach on Dune Rd.

sd, also present @ interview, sd. she believed she observed plane go overhead @ approx 800-810 when she was on way to Cupogue Beach (county beach) @ the W. Hampton Dunes. (1)

- While driving on Dune Rd - heading SW, on (R) side she noticed an aircraft appeared 'low', Large Aircraft.
- Didn't observe flames or hear explosion.
- by time she arrived at beach, PD helicopter arrived @ flew over head direction of Center Maiches.
- Set up w/ [redacted] @ 8³⁵-8⁴⁵ p.m.

[redacted] Cont. . . .

- Said he drove in direction of the event toward the Westhampton Main Beach - thinking it was related to the ~~movie~~ movie company shooting near the beach.
- thought something exploded by mistake..
- [redacted] believes that from his observation - squiggly missed the object #2 and then must have really turned toward the object to have hit it, but he did not actually see the actual contact.
- saw "glowing" stationary spot & then a puff and a "bang bang" →
- puff was a white cloud.

000250

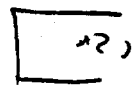
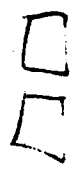
(From memory) x = approx 1.5 miles to beach

License

Sun position

West Hampton N.S.

Trash bins



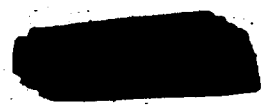
Work
Lamp post
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lim
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no wind



x

x

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

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

The three (3) locations visited were:

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

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

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

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

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

File # 265A-NY-259028

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

Date dictated 7/20/1996 NEW YORK

TC

1890

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/14/97

On May 8, 1997, [REDACTED] Eastern Suffolk Board of Cooperative Educational Services, Oakdale, New York, [REDACTED] [REDACTED] was interviewed at Westhampton Beach High School parking lot regarding his observations on the evening of July 17, 1996. Present at the interview was [REDACTED] [REDACTED] Naval Air Warfare Center, China Lake, California. [REDACTED] was introduced to [REDACTED] as a member of the Department of Defense. [REDACTED] was advised of the identity of the interviewing agents and the nature of the interview. During the course of the interview, [REDACTED] first drew a picture of what he saw on the night of July 17, 1996, on a piece of paper on which had already been drawn a tree line and ground line approximating his view of these frames of reference and the sky while facing south (this drawing was labeled #1). The tree line was visually estimated to extend approximately two (2) degrees maximum above the ground line. At the conclusion of the interview, after [REDACTED] had drawn his own sketch of his observations, [REDACTED] was given a drawing taken from a slide presentation of the Central Intelligence Agency's Office of Weapon's Technology and Proliferation (a copy of this drawing was labeled as drawing #2a). This drawing was the C.I.A. office's probable trajectory of TWA Flight 800 after the last transponder reading when viewed by a hypothetical witness perpendicular to the flight path of the aircraft. [REDACTED] was informed that this drawing was done by another observer so as not to taint his observations as conflicting with a government agency's analysis. [REDACTED] was also informed the orange 'bursts' on the drawing indicated probable points of explosions. [REDACTED] drew his modifications on this drawing (drawing #2b). During the interview [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] had just finished exercising at the track at Westhampton Beach High School and walked in an approximate direction of southeast toward his car in the parking lot of the school. He stopped in the parking lot to stretch facing south, shoulders square to the Southern boundary of the parking lot. [REDACTED] was located a foot or two east of a speed bump which ran towards the shore and was located just west of the second row of parking north of the softball fields of the high

Investigation on 5/8/1997 at Westhampton Beach, NYFile # 265A-NY-259028 - CC 15610 Date dictated 5/14/1997by SA Bradley S. Morrison
SA Steven A. Bongardt (SAB:sab)

0072

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 5/8/1997

Page 2

school. [REDACTED] leaned all the way forward bending at the hips while straddling his legs for a few short moments and then leaned back, rotated up and looked at the sky. [REDACTED] stated that the sky was clear at this point. A very short time later [REDACTED] stated words to the effect of "I could have missed it if I had not been looking"), [REDACTED] observed an object, like "a firework", rise straight-up, neither angling to the right or left, ascend in the sky close to a telephone pole (near a fire hydrant). This telephone pole was near the tree line on his horizon. The object ascended "fairly quick" and [REDACTED] impression was that it had risen from somewhere behind and below the tree line as there was no space between the tree line and where he had first observed it. He could not recall seeing an actual physical object but did recall seeing a small flame or plume. At some small vertical distance above the tree line, this "firework" (object) angled to the right (west) and appeared to "slow" and "wiggle" while doing so, still ascending upward. After this change in direction, the object appeared to "speed up" and then [REDACTED] lost sight of it. [REDACTED] did not know why he lost sight of the object and mentioned that he "might have blinked". At the point he lost it, the object was still moving up and to the right (west).

The next two observations [REDACTED] recalled making almost simultaneously. First, in the direction the object was traveling, but at a higher point in the sky, [REDACTED] saw a second object. [REDACTED] stated that he saw this second object because he was looking in the direction of the first object and the second object appeared to "glimmer". [REDACTED] stated the "glimmering" object appeared to be reflecting light as opposed to emitting light. Second, almost immediately after [REDACTED] noted the second object, and "microseconds" or "seconds" after he had "lost" the first object, [REDACTED] saw a "red dot" at the "glimmering" object followed by a "puff". Very quickly after that first "puff", [REDACTED] saw a second "puff" up and to the left (east) of the first "puff". [REDACTED] stated he then observed the "red dot" a little to the right of the second "puff". The second "puff" turned into a "fire box" about the size of a finger nail as it descended from right to left (west to east) in an increasingly downward sloping arc. [REDACTED] stated that the "red dot" was more magenta colored at this point and that both it and the "fire box" descended at the same rate of speed - approximately half the speed of the object or "firework" he had observed ascend. [REDACTED] could not recall the "fire box" changing in any way as he

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 5/8/1997

, Page 3

lost sight of it below the tree line. The "fire box" came down in the same location on the tree line as [REDACTED] had seen the first object, or "firework", ascend.

While [REDACTED] explained what he saw he used his hands to simulate the movement of the objects he had observed - up and to the right at an angle above the horizon for the "firework" object and down and to the left (left half of an upside down "U" shape) for the "fire box" and dot descending down to his visual horizon (the tree line). [REDACTED] recalled the duration that he saw the ascending "firework" object as five (5) seconds and the total duration of his entire observations as twenty (20) seconds. He estimated the time that it took the second "puff" to descend to the horizon was approximately ten (10) seconds. [REDACTED] was given a nautical plotting tool, a Weems and Plath Parallel Plotter, which consisted of a clear plastic rectangle on a small roller. The clear plastic rectangle had various measurement scales on it, one of which was nautical miles for a chart of scale 1:80,000. [REDACTED] estimated the height of the first "puff" and "glimmering" object to have been at approximately six (6) Nautical Mile Units above the ground line while he held the plotter at an arm's length. This equated to 5.6 inches. While [REDACTED] repeated his observations, [REDACTED] again estimated the first "puff" (and where he saw the "glimmering" object) to have been at a relative height of just greater than the combined height of two school buses relative to a standard school bus that he observed approximately thirty (30) yards away. [REDACTED] further estimated that the first "puff" (and "glimmering" object was horizontally observed somewhere between the small building located immediately in front of him (just south of the parking lot and immediately west of the softball field) and the larger building to the right of the smaller building (located just east of the intersection of Depot Road and Mill Road).

[REDACTED] initially thought he had observed a firework and decided to attempt to watch more of them down at the beach (in the direction his observations occurred) where he was to meet his girlfriend. He stated that when he went down to the beach he was asked by another man if he had come to the beach to watch the fireworks. [REDACTED] replied in the affirmative and the man informed him that he did not think there was a fireworks display occurring. When [REDACTED] heard reports of an airplane crash while returning home, he started to wonder whether or not he had seen

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 5/8/1997

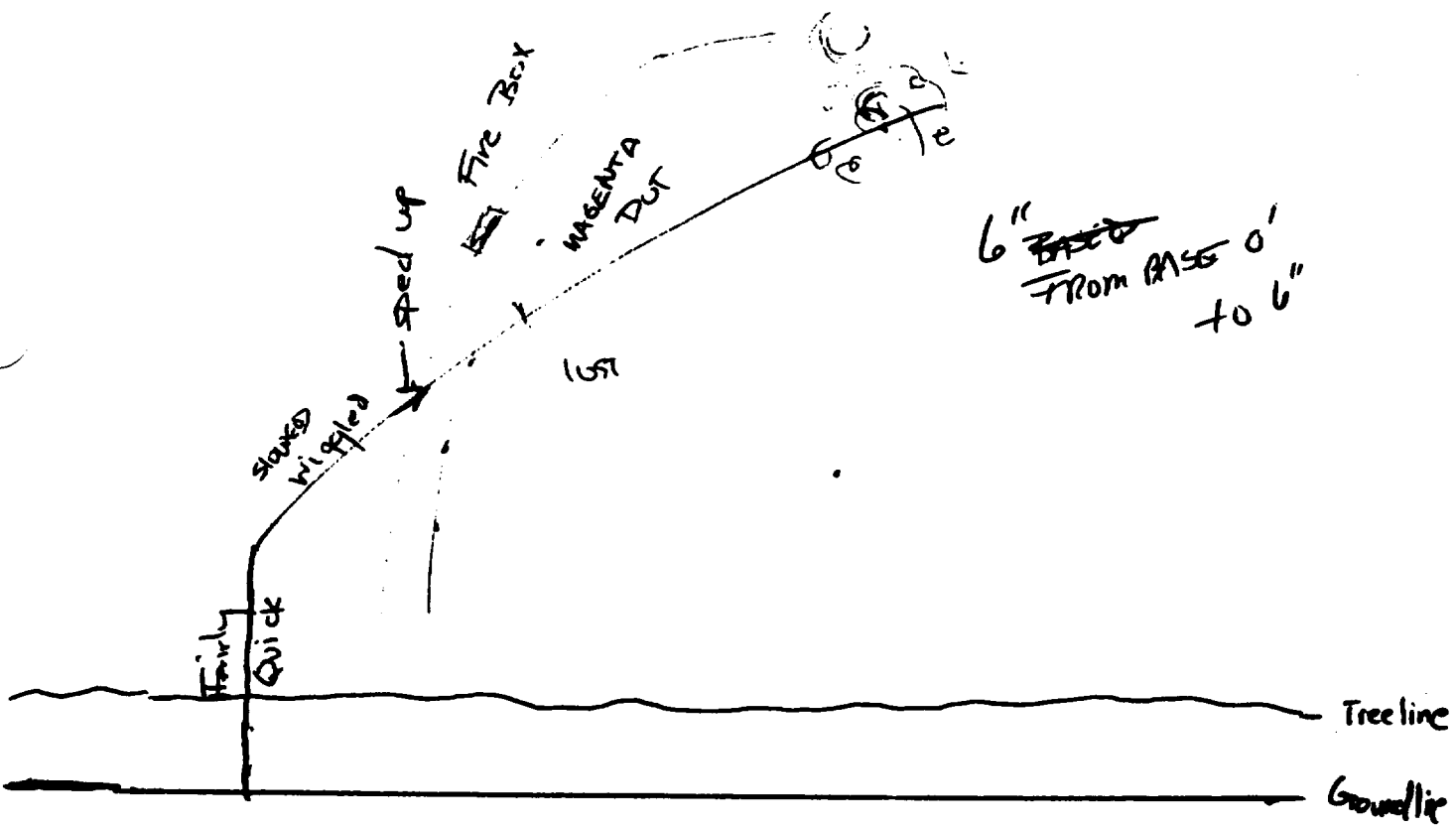
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something accidentally hit an aircraft. When he learned it was a Boeing 747 he felt that only a missile could have hit an aircraft at that height. In the last several months, [REDACTED] started to question his recollection of what he had observed because he had not heard of any determination as to the cause of the crash being do to a missile. Although his recollection of his observations had faded somewhat, [REDACTED] stated that what he felt he remembered was accurate and consistent with what he recalled of the incident immediately after it occurred. [REDACTED] further stated his observations were not altered by his ideas about what he thought he had observed as he learned more about what actually happened.

[REDACTED] drew a sketch of what he remembered on a sheet of paper that he was given which included an approximate tree line and ground line (Drawing #1). When given Drawing #2a, [REDACTED] felt it was pretty accurate except that it was "missing the entire first part" and sketched that part of his observations into the drawing (Drawing #2b). He also added the two separate lines of objects descending to the primary thicker black line already in the drawing.



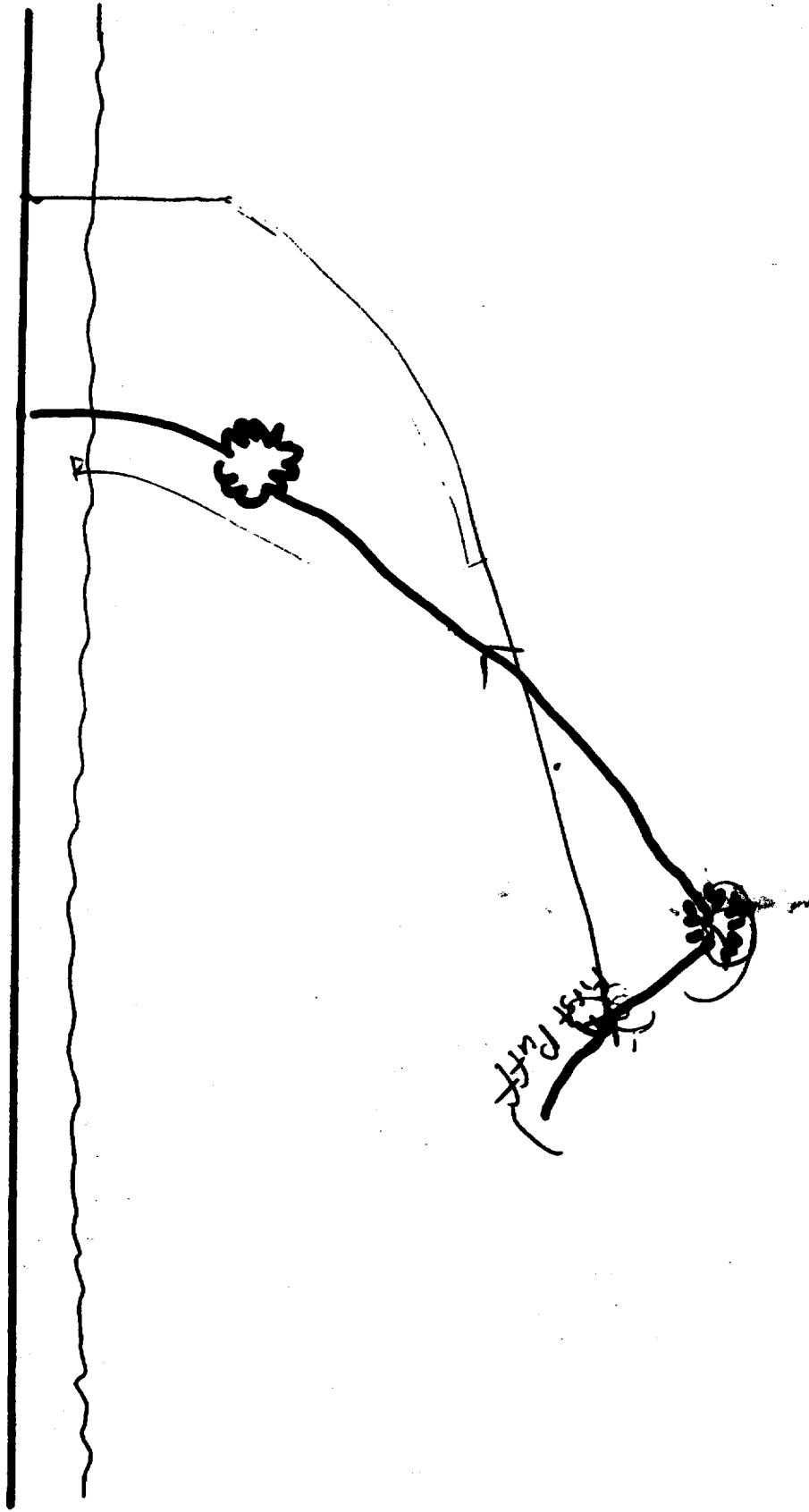
on 5/8/97
at WHB High School

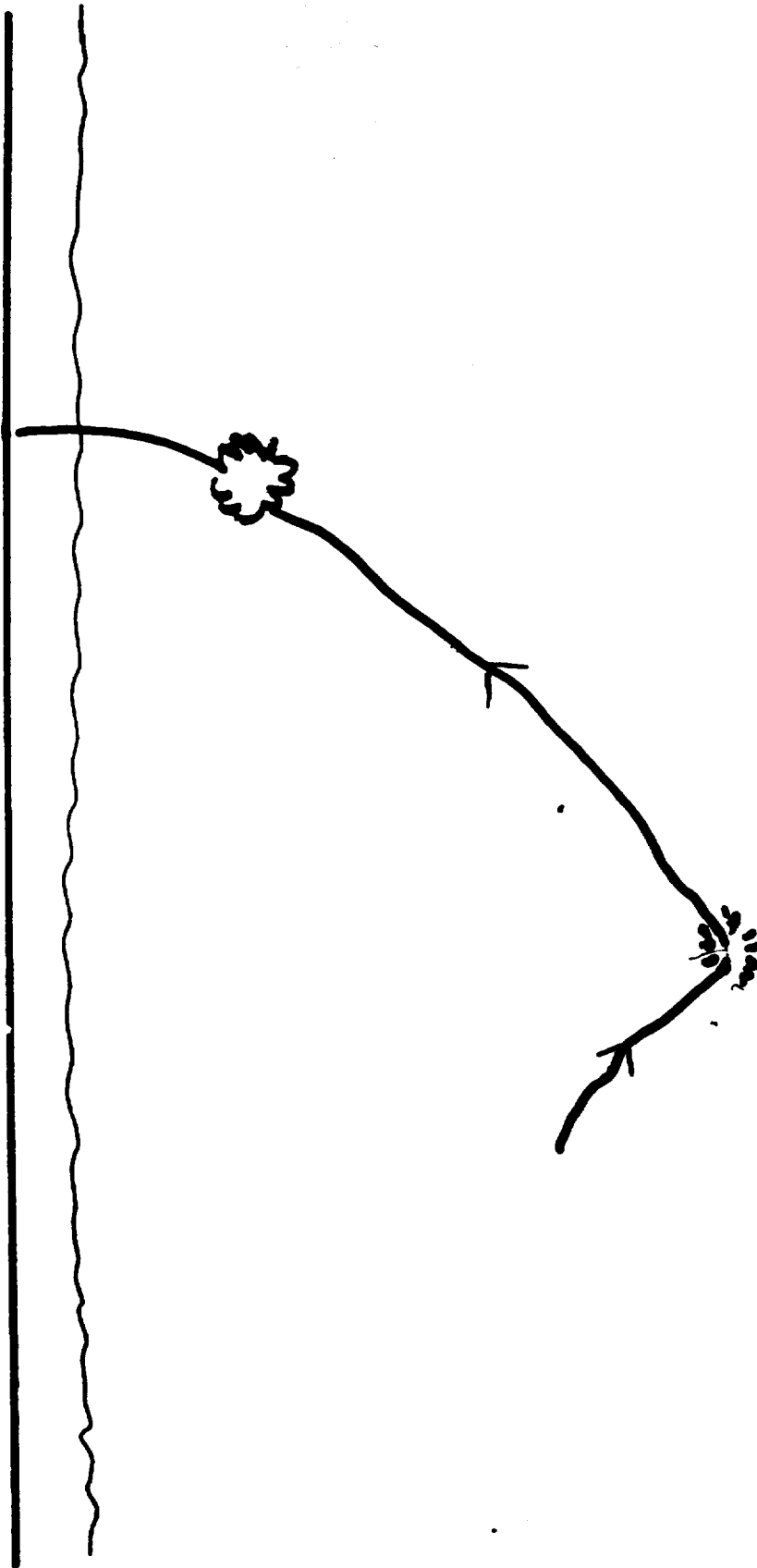


000257



on 5/8/97
@ WHB Hwy. 4





619

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 Chart number 12353 in degrees magnetic.

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

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

265 NY 259028-CC1

256

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

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

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

♦♦

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

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

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

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

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

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

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

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

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

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

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

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] 627

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
[REDACTED] 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 [REDACTED] 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] 649

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

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [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 7/25/96

[Redacted]
[Redacted] Westhampton, New York,
[Redacted]

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

At approximately 8:20 PM on July 17, 1996, [Redacted] was walking on the beach at Rogers Pavillion on Dune Road, Westhampton Beach, New York. [Redacted] was with her three nieces. While she was looking at the sky, she observed a white colored object that appeared to be fireworks travel up into the sky. The object traveled fast and left a trail. The object appeared to come from the water. Seconds later, [Redacted] observed a big, reddish/orange fireball. Two fireballs fell from the sky. Up to this point, [Redacted] did not hear any sounds. The second fireball was smaller than the first. After the second fireball fell, [Redacted] heard a thunderous noise for about five seconds. [Redacted] advised that approximately seven other people were on the beach at the time of this incident.

2/2/97

Investigation on 7/19/96 at Westhampton Beach, New York (telephonically) 265A-NY-25902

File # 265A-NY-259028

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by SA CHARLES J. RUSSELL:mxh *[Signature]* Date dictated 7/19/96 **OCT 31**

1086

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

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

The three (3) locations visited were:

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

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

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

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

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

File # 265A-NY-259028

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

Date dictated 7/20/1996
FBI - NEW YORK

TC

1890

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/1996

[redacted] Date of Birth [redacted]
 residence [redacted] West Hampton Beach, New York (NY),
 was recontacted for the purpose of obtaining azimuth directions
 for her observations on July 17, 1996 of Trans World Airlines
 (TWA) flight 800 and/or "a rocket" which was reported in previous
 July 19, 1996 interview by Federal Bureau of Investigation (FBI)
 Special Agent (SA) Angela DiBella. [redacted] was taken to the
 location of those observations at Rogers Beach, West Hampton
 Beach, NY, where she provided information to Suffolk County
 Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich, who
 plotted readings using a GPS 45 Personal Navigator and a hand
 bearing magnetic compass. Also present during this contact were
 the following individuals: FBI: SA Paul Shea, SA Peter Casazza;
 Defense Intelligence Agency (DIA) Senior Intelligence Officer
 Robert A. Doherty, and Surface to Air Missile Armaments Analyst
 Thomas F. LeBlanc.

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

265A-NY-259028-SUB CC - 8

Investigation on	<u>7/22/1996</u>	at	<u>West Hampton Beach, New York</u>	SEARCHED	INDEXED
File #	<u>265A-NY-259028</u>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> X </div>			
by	<u>SA PETER C. CASAZZA SA PAUL SHEA (PS:iaw)</u>				
				AUG 1 1996 7/23/1996 YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

of Birth: [redacted] Date of Birth: [redacted] Place
 [redacted] was interviewed at his residence,
 Shirley, New York, telephone: [redacted]
 by Special Agent WILLIAM HANSEN of the Federal Bureau of
 Investigation, New York Office; and Investigator JOHN P. KEARY of
 the New York State Police, Troop L. [redacted] was advised of the
 identity of the interviewers and that the purpose of the
 interview concerned TWA Flight 800. [redacted] thereafter, provided
 the following information:

[redacted] advised on July 17, 1996, from 7:30-10:00 p.m.,
 he was fishing with his two friends, [redacted] and [redacted]
 on the pier at the end of Union Street, Center Moriches, New
 York. The pier is a U-shape projection into the bay. [redacted]
 indicated they were fishing from the middle of the U, facing
 south, and [redacted] was to his left.

[redacted] advised a little pink/red dot appeared in the
 sky for 30 seconds to a minute which he initially thought was a
 distress flare. [redacted] noted a dot arced upward, and then there
 was a massive explosion. An oval mass of flames descended
 downward. [redacted] noted he did not hear any sounds relating to
 the explosion.

[redacted] indicated the pink/red dot went from his right
 to his left heading southeast.

265A-NY-259028-SUB ⁵⁵⁵ _{CI}

Investigation on 7/20/96 at Shirley, New York LEONARD

File # 265A-NY-259028
 Inv. JOHN P. KEARY NYSP/
 by SA WILLIAM HANSEN FBI/WH/emf Date dictated 7/20/96

0629

663

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[redacted] telephone [redacted] Post Office Box [redacted] Remsenburg, New York, Beach Yacht Squadron (WBYS). After being advised of the identity of the interviewing agent [redacted] provided the following regarding what he witnessed on July 17, 1996.

[redacted] said at approximately 8:30 P.M. he was on the deck of the WBYS. His attention was called to what he described as an orange or red flare ascending over the Atlantic Ocean. [redacted] thought the flair or projectile, which was already airborne, went straight up into the sky beyond the Barrier Island. [redacted] advised that the WBYS is on Moriches Bay and is about 1/2 mile from the Barrier Island of Westhampton Beach, New York.

[redacted] thought the projectile was in the air for about 30 seconds. [redacted] said the flair at some point disappeared and the next thing he saw was a red ball that ultimately fell into the ocean.

265A-NY-259028

Investigation on 7/18/96 at Westhampton Beach, New York
File # 265A-NY-259028
by SA JAMES P. MIKALIC/MAM
Date dictated 7/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
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654

265A-NY-259028
PTP:dp

On July 19, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation:

[redacted] and [redacted] were interviewed independently at their residence, [redacted] Rensselaer, New York. The [redacted] were dining at the WESTHAMPTON YACHT SQUADRON seated on the deck overlooking the ocean. Each [redacted] observed a stick-like flare, orange/yellow in color, at a given point in the sky. No movement of the flare or sound was associated with this observation. In addition, [redacted] observed the flare separate into two distinct fireballs. As the fireball descended, it was accompanied by a trail of black smoke.

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265A-NY-259028

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

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

[redacted] works for [redacted] as a Captain. [redacted] was with [redacted] and a single passenger whose name he does not know. The ferry was heading south and was less than a mile from the turn buoy when to the east, he saw a red and white dot.

[redacted] described the dot as moving as if it were a ball thrown into the air and at its highest point it slows and arcs over the top. [redacted] said he only saw the red and white dot as it arced a little and then he saw a huge red explosion. The explosion appeared to be a starburst that was a brilliant red.

[redacted] thought it was very close to their boat because of the brightness of it and was shocked to find that it was so far away.

CC 3-2916
265A-NY-259028-SUB-C

Investigation on 07/20/96 at East Islip, New York (telephonically)

File # 265A-NY-259028

SEP 19 1996

by SA ERICK J. LAUBER/hrg

Date dictated 07/20/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] Sayville, New York (NY) 11782, [redacted] 0810, was interviewed at his place of employment.

[redacted] advised that he is a captain as designated by the United States Coast Guard (USCG), and has been employed as a deckhand and/or captain for the last thirteen (13) years.

On July 17, 1996, [redacted] stated he was on the ferry boat [redacted] heading southbound, heading out towards Fire Island, about a mile from the Pine Turn buoy. [redacted] was acting as a deckhand for [redacted] who was in command of the boat. [redacted] was in the wheelhouse by the port side door. [redacted] stated he saw a reddish/whitish dot of light at the top of an arc and starting to descend. At some point below the initial sighting, [redacted] advised he saw a "brilliant" red flare descend with no definable shape. [redacted] estimated the approximate time period between seeing the dot of light and seeing the red flare at two (2) to three (3) seconds.

The weather conditions were described as very clear, wind blowing between five (5) and ten (10) miles. After seeing the flash, [redacted] stated [redacted] called the USCG and informed them that a distress flare had been seen on the Great South Bay. [redacted] initially called the USCG on Channel 16, and switched to Channel 22, the emergency line.

Upon returning to Sayville, [redacted] filled out the

Information on [redacted]

Date of Birth:
Social Security
Account Number:
Address:

Employment:

Telephone:



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

File # 265A-NY-259028 7023-591 22
by SA Timothy Lauzon, SA Richard Buggy/ATF
SGT. LARRY BOYLE/SCPD

Date dictated 07/20/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Date of Birth (DOB) [redacted]
[redacted] telephone [redacted] Medford, New York,
[redacted] was interviewed at his residence.
[redacted] provided the following information:

On the evening of July 17, 1996, [redacted] observed what appeared to be a roman candle shoot up over the ocean from land. This occurred at approximately 8:25 p.m. This device shot off a large quantity of red and yellow sparks. However, there was an explosion at the end of its flight. [redacted] was standing at the end of the dock at the CENTER YACHT CLUB in Center Moriches facing southeast when he observed this.

[redacted] date, [redacted] (Last Name Unknown) (LNU) telephone [redacted] also observed this after [redacted] pointed it out. [redacted] pointed

[redacted] place of employment is [redacted] Bellport, New York, telephone [redacted]

265A-NY-259028-SUB CC1 -

587

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FBI - NEW YORK	
[signature]	

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

File # 265A-NY-259028

by SA KEVIN P. MORRISEY
SA MICHAEL BROOKS (MB:hrg)

Date dictated 07/19/96

0584

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

by DET. KENNETH ENGELHARDT

Date dictated 7/19/96

18 July 1996 INTERVIEW WITH [REDACTED] 490 [REDACTED] 657 AND [REDACTED] 658
 CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
 PSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR 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] 657 A HH60 FLIGHT ENGINEER AND [REDACTED] 658 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] 658 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 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] 659 AT HOME APPROXIMATELY 15 NM FROM THE 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

[REDACTED] New York Air National Guard (NYANG) was interviewed at the headquarters of the NYANG by Special Agents Joseph P. Fanning and Kurt B. Huertas, who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI), on July 20, 1996, [REDACTED] was re-interviewed by Special Agent Fanning and New York City Police Department (NYCPD) Detective Thomas Corrigan on a routine follow-up interview. [REDACTED] then supplied the following information:

[REDACTED] Woodbury, New York (NY). [REDACTED] usually does two weekday a week shifts at the NYANG and an occasional weekend.

On Wednesday evening, July 17, 1996, [REDACTED] was involved in a routine training flight at the Westhampton NYANG base where he is assigned. He was the engineer on an HH60 helicopter. The HH6 was being flown at the time by co-pilot [REDACTED] who was sitting in the left seat. [REDACTED] was making the second pass at a drop sight when he heard [REDACTED] over the radio say, [REDACTED] is that a pyro?" [REDACTED] explained that pyro is a term for a flare. They were going to be working that night with a HC-130, but no mention had been made of flares being dropped in the initial briefing. [REDACTED] was also in the cockpit with [REDACTED]

[REDACTED] then looked up and saw a fire erupting and spreading out in the sky to the south and dropping down. The helicopter then informed the tower, who had also seen the fire, that they were proceeding towards it. [REDACTED] reported it took about eight (8) seconds for the major part of the fire to hit the water.

Richardson's initial thought was that two small planes had collided at the beach. When the helicopter got to the beach, the fire was still out to sea about five (5) miles. During the flight out to the site, [REDACTED] was still in the back of the helicopter getting ready for a rescue.

Investigation on _____ at Westhampton, New York

File # 265A-NY-259028 ^{ees} ~~215~~ 15
 by SA Kurt B. Huertas; NYCPD Detective Thomas Corrigan
 SA Joseph P. Fanning (JPF:amo) ^{JPF}

Date dictated 07/20/96

265A-NY-259028

Continuation of FD-302 of [redacted], On _____, Page 2

When the helicopter arrived at the scene, debris was still falling down and it was [redacted] job to keep an eye out for falling debris. After the debris had finished falling, the C-130, which also had been in the air, flew over the scene and dropped a marker flare. After reviewing the debris, which included a tail section and window panel, the helicopter notified the NYANG tower that an airplane was down. The tower radioed back that Kennedy Tower had lost a 747.

[redacted] saw a large group of bodies and an oval debris field 100 by 300 feet in the water. The helicopter then flew back to the base to pick up [redacted] Pararescue EMT. After picking up [redacted] the helicopter returned to the crash scene. In the ten (10) minutes it took to go back to get [redacted] and return, the group of bodies had already drifted about four (4) miles to the south/southwest.

[redacted] reported they overflow the area for awhile, attempting to assist the Coast Guard. No survivors were observed so they attempted no rescue operations.

The explosion went from west to east. [redacted] knew at the time it was a fuel fire. The smoke trail from the dropping debris' was black and it cork screwed downward.

The HC-130 that was up in the air at the time did not deploy any flares prior to the explosion. It did deploy over eighty flares after the explosion at the request of the Coast Guard.

The following descriptive data for [redacted] was obtained by interview and observation:

Date of Birth:
Social Security
Account Number:
Address:

Home telephone:
Height:
Weight:
Hair:
Eyes:



000298

490
657-659

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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] 490 [REDACTED] 657 AND [REDACTED] 658
 CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
 FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR 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 MR. [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.

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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 - 658 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 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.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[REDACTED] New York Air National Guard (NYANG) was interviewed at the headquarters of the NYANG by agents Joseph F. Fanning and Kurt B. Huertas, who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI). Baur then supplied the following information:

[REDACTED] is employed as a pilot for the United States Customs Service, and is assigned to [REDACTED] operating out of MacArthur Airport, Ronkonkoma, New York (NY), telephone number [REDACTED]

[REDACTED] for the NYANG and is assigned to the 106th Squadron, located at Westhampton, NY. At approximately 8:30PM, [REDACTED] was piloting an HH60 helicopter on a routine training flight at an altitude of approximately 300 feet, over Runway 24, at Gabreski Airport, Westhampton, NY. Also on board was [REDACTED] the pilot, and flight engineer [REDACTED]

[REDACTED] first noticed what he thought was a flare and said into the helicopter's radio, "Is that a pyro?" [REDACTED] explained pyro is a term for a flare. There was then a succession of multiple explosions which bled into a fiery monolith. [REDACTED] first thought was that two things had flown into each other. The explosions spread into a huge fireball. He witnessed what appeared by shape to be like a boomerang, engulfed in flame, falling vertically and spiraling with a corkscrew smoketrail above. As it descended, he saw large pieces break off that were also engulfed in flames. These pieces struck the water in about eight (8) seconds.

The helicopter was about seven (7) nautical miles from the impact point and he immediately flew it towards the area. Approximately one (1) nautical mile from the impact point they noticed debris, some of which was on fire, still coming down. Baur estimated the large piece of flaming debris that corkscrewed into the ocean was at about four thousand to five thousand feet (4000'-5000') when it was first observed by them.

Investigation on 7/20/96 at Westhampton, New York

File # 265A-NY-259028-CC3/EST6

by SA Kurt B. Huertas; NYCPD Detective Thomas Corrigan;
SA Joseph P. Fanning (JPF:amo)

Date dictated 7/20/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/20/96, Page 2

When they arrived at the scene, he observed a large section of water with jet fuel floating on the surface which was on fire. Nearby he saw two (2) large sections of debris, one which was red and one which was white. [REDACTED] believes these were the rudder and elevator. At about this time, his flight control at the base radioed him that the Federal Aviation Administration (FAA) had just reported that they had lost contact with a Trans World Airlines (TWA) 747. [REDACTED] immediately knew that he was looking at the debris of that plane. Not far from this debris was a semi-inflated liferaft or escape chute. Approximately one-half (1/2) mile to the southwest of the fire was a contained oval body of debris which had a lot of bodies on each side of it. [REDACTED] saw two (2) other bodies closer to the fuel fire on the water. A fuselage window section was also floating near the escape chute.

A lot of the bodies in the water showed evidence of high impact damage with most of their clothing off. A number of bodies were headless.

In recalling the events of that night, [REDACTED] believes that he might have observed something in the air prior to the initial explosion that led him to believe that two (2) objects had collided in the air.

[REDACTED] and his flight crew had estimated that they had observed approximately eighty (80) dead bodies in the water.

The helicopter's GPS fixed the coordinates of the rudder and elevator at N40.39.0 and W07237.63.

[REDACTED] advised he never saw a missile smoke trail and stated that since he had been a military aviator he had seen many of these and believes he would recognize one.

The following descriptive information is available for [REDACTED]

Date of Birth:
Social Security
Account Number:
Address:

Telephone:

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

⁶⁹² [redacted] and [redacted] were re-interviewed at Mill Pond Lane, East Moriches, New York. They provided the following information:

On July 20, 1996, ⁶⁹² [redacted] had told previous interviewing Agents that he was with [redacted] and others aboard a helicopter on July 17, 1996. ⁶⁹² [redacted] stated that something was } ⁶⁵⁸ bothering him, in that he felt he knew more than what he could recall. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that he wanted to be hypnotized.

⁶⁵⁸ [redacted] contacted ⁶⁹² [redacted] on below date and advised that he was hypnotized last night by ⁶⁵⁸ [redacted], a Major and trained in hypnosis, who is in ⁶⁹² [redacted] Air National Guard Unit. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the session was audio taped. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that ⁶⁹² [redacted] the tape will demonstrate that the explosion was as a result of a missile.

⁶⁹² [redacted] and ⁶⁵⁸ [redacted] discussed on this date what was revealed under hypnosis. ⁶⁵⁸ [redacted] recalled something coming from east to west that had a ⁶⁹² [redacted] multiple explosion sound. At that point in the conversation, ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] to stop talking and stated, "Let me interject something - snap, crackle, pop." ⁶⁵⁸ [redacted] face lit up and he said, "Give me a high five," apparently because he had heard the same thing. ⁶⁵⁸ [redacted] initially saw a white streak just prior to the explosion, which appeared to be horizontal, not ascending. ⁶⁹² [redacted] saw an orange, red streak of light, also not ascending, but vertical, along with wisps of smoke. He speculated that at sunset, white smoke could appear an orange/red color.

⁶⁹² [redacted] also saw bodies descending straight down and passing debris that was travelling at a slower rate. He felt it did not make sense that the bodies would not have fallen quicker until he thought of a possible explanation. ⁶⁹² [redacted] stated that the thrust of an explosion could have carried the victims initially in an upward motion.

⁶⁹² [redacted] stated that he and the others are willing to also be hypnotized.

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7 25 96 East Moriches, New York 265A-NY-259028-SUB

SA JERRY S. TURNER
SA JERRY S. TURNER
AUG 28 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[REDACTED] United States Customs pilot, was interviewed at his place of employment at Islip MacArthur Airport, Ronkonkoma, New York. [REDACTED] was advised of the identity of the interviewers. [REDACTED] was further advised that the purpose of the interview was to conduct a routine follow-up interview of his observation on the evening of July 17, 1996. [REDACTED] was shown a copy of a draft FD-302 of his initial interview which he read thoroughly. [REDACTED] then supplied the following information:

[REDACTED] were on a routine night training aerial refueling mission in an HH-60 helicopter for the 106th National Aerospace Rescue Squadron of which they are all members. The 106th is based in Westhampton. [REDACTED] Also during this mission [REDACTED] were to make training approaches to a drop zone. In addition, [REDACTED] needed to make a parachute jump from a HC-130.

[REDACTED] had already completed his practice approach in the pilot's right seat. [REDACTED] had taken over piloting the aircraft in his left seat and had begun his approach.

It was at this time that [REDACTED] observed a flare like object he described as appearing like a white beam with the head of the beam appearing to be red and crackily. This flare type object appeared to come from left to right and then exploded. A series, or group, of explosions then worked their way back from the initial explosion. The flames from the explosion were a brilliant red. Whatever the flare type object hit had no trajectory after the explosion. It appeared to stop and go straight down in flames. The major piece of debris that fell appeared to have almost a boomerang shape and was completely engulfed in flames. The explosions were red and the series of explosions were on a plane or straight line.

The smoke plume that followed the boomerang type debris that fell in flames was bronze in color.

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

File # 265A-NY-259028 cc3-108
 SA JOSEPH P. FANNING/JPF
 by Det. THOMAS CORRIGAN/NYCPD/JPF/pan

Date dictated 7/26/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/25/96 , Page 2

[REDACTED] had the impression that something had struck the front of the airplane. [REDACTED] immediately flew the HH-60 toward the area of the explosion. When he reached the area, debris' were still falling from the sky. [REDACTED] observed a large patch of fire on the surface. Nearby this fire [REDACTED] observed two airplane parts, one being red and the other white, floating on the surface of the ocean. Not far from this wreckage he observed two bodies and an airplane escape chute floating on the surface.

Approximately one-half mile south, southwest of the fire [REDACTED] observed a large oval shaped debris field that had multiple bodies floating on both sides.

[REDACTED] then flew the HH-60 back to the Westhampton base of the 106th to pick up a couple of parachute rescue specialists. The HH-60 then returned to the area in an attempt to assist with any needed rescues. Unfortunately no survivors were observed and the helicopter and its crew eventually returned to base.

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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] 490 [REDACTED] 657 [REDACTED] 658 AND [REDACTED]
 CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
 FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR 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] 657 A HH60 FLIGHT ENGINEER AND [REDACTED] 658 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 - 658 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] 659 AT HOME APPROXIMATELY 15 NM FROM THE CRASH SITE AT APPROXIMATE 2028 LOCAL I FELT AND HEARD A MUFFLED EXPLOSION WHICH RATTLED THE WINDOWS OF MY HOUSE AND WHICH I ASSUMED WAS A SONIC BOOM

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[REDACTED] Date of Birth [REDACTED] was interviewed at his residence, [REDACTED] Lake Ronkonkoma, New York, telephone [REDACTED] by Special Agent WILLIAM HANSEN of the Federal Bureau of Investigation, New York Office; and Investigator JOHN P. KEARY, New York State Police, Troop L. [REDACTED] was advised of the identity of the interviewing personnel and that the purpose of the interview concerned TWA flight 800. [REDACTED] thereafter provided the following:

[REDACTED] advised on July 17, 1996 at 8:30 PM, he was on his boat with his brother, [REDACTED] and his son, [REDACTED] fishing on the bay just east of the Moriches Inlet. [REDACTED] indicated the boat was drifting, motor off, and the stern of the boat was facing south. [REDACTED] indicated he was fishing off the stern of the boat facing due south. [REDACTED] noted a bright, orange/red ball ascending slightly, arcing, and then descending prior to the development of two distinct ribbons of fire, which fell toward the ground. [REDACTED] did not hear any sounds that would indicate an explosion took place.

[REDACTED] indicated he had to look in a southeasterly direction to see the flare, which crossed the Cupsogue Beach County Park on the horizon. The flare also appeared to be traveling in a southeast direction away from him.

[REDACTED] then drove his boat through Moriches Inlet.

265A-NY-259028-SUB CC98 559

Investigation on 7/20/96 at Lake Ronkonkoma, New York
 File # 265A-NY-259028
 by SA WILLIAM HANSEN (FBI)
Investigator JOHN P. KEARY (NYSP) Date dictated 7/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

York, [redacted] Hampton Bays, New
Jefferson, New York, at 2:30 PM. She was advised of the
identities of the interviewing agent, Special Agent STEWART J.
ISMAN; and Detective DANNY CALEMINA, and the nature of the
interview, she provided the following information:

While traveling westbound on Montauk Highway at
approximately 8:20-8:30 PM, just east of the Route 104
intersection when she saw a grey object in the sky. It was
southwest of her location. She was heading to Quogue. After
spotting the grey object, she looked away and then looked back
and saw a round orange fireball, for about five seconds, and then
saw the fire wall in a tear drop shape go straight down to the
ocean. She did not see smoke initially, but then grey smoke
after the fire fell.

[redacted] also stated that she had heard a small
airplane circling Hampton Bays at around 8:00 PM. The plane
headed north.

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265A-NY-259028

Investigation on 7/22/96 at Port Jefferson, New York

File # 265A-NY-259028

by SA STEWART J. ISMAN: ruxb

Date dictated 7/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth [redacted] was advised of the nature of this investigation and the identities of the investigating agent and detective. He provided the following information:

On July 17, 1996 at approximately 8:30 PM, he and his wife [redacted] were walking on the beach at Smith Point Campground. They were walking east when [redacted] was notified by his wife of a flare-type object in the southeast sky at about 30 degrees off the horizon. All [redacted] could see at that point was a large fireball falling straight down from the sky and a trailing thick black smoke line. He stated to his wife that it was not a flare because of the black smoke. He then stated that the fireball disappeared into the horizon. That is all that [redacted] saw and could recollect.

[redacted] resides at [redacted], North Shirley, New York, telephone [redacted]. He is employed as a Federal Aviation Administration inspector of aircraft antennas by [redacted] of [redacted], New York, telephone [redacted].

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265A-NY-259028

Investigation on 7/20/96 at North Shirley, New York

File # 265A-NY-259028

by Det. SCOTT BLANSFIELD (SCPD) 5B SA JAMES MCCARTHY (FBI) (JM:mx)

Date dictated 7/26/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/97

On July 15, 1997

[redacted] North Shirley, New York, [redacted] was interviewed by the below listed Special Agents at Smith Point State Park, Fire Island, New York. After [redacted] was advised of the identities of the interviewing agents and the nature of the interview, she then provided the following information:

On the evening of July 17, 1996 [redacted] was standing on the shoreline of Smith Point Park Beach with her Husband, [redacted] in front of camp site number 29. She was looking in an easterly direction when she drew her husband's attention to what she saw as a bright orange streak in the sky moving very fast which changed quickly (approximately 2 seconds) into a ball on the horizon line. She heard no sound. Initially, she thought it was a firework curving and arcing slightly west to east. [redacted] saw a small flash occurring to the right of the bigger flash then it dropped straight down to the horizon. [redacted] noted that the sky was clear and the surf was rough that evening. A few minutes afterwards she saw a Park Ranger race toward the direction of the event.

Holding a ruler on the horizon [redacted] estimated that the orange streak started at the 2 and half inch mark, the small flash was approximately 4 inches and the big flash measured 5 inches tall. [redacted] arm length is 23 inches.

[redacted] husband [redacted] saw the very last stages of the event and thought it was a mid-air collision.

265A-NY-259028-SUB C 1

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Investigation on 7/14/97 at Smith Point Park, New York

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

by SAs Pamela A. Culos and Theodore Otto

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[REDACTED], Shirley, New York, telephone number [REDACTED], was interviewed on July 19, 1996 at [REDACTED], East Moriches, New York, 11940, telephone number [REDACTED]. After being advised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

At approximately 8:00 PM on July 17, 1996, [REDACTED] began cleaning his boat while it was docked in his slip at ABBOTTS HARTS COVE MARINA. While cleaning his boat, he was talking to two people, who were also cleaning their boat, in a boat two slips away from his boat. [REDACTED] does not know their names.

[REDACTED] was standing on the dock next to his boat and looking south of the Moriches Inlet, when he saw a "flare" rising in the sky. He immediately thought someone in Moriches Bay was having trouble. He yelled to the people on the other boat, "I think someone in the bay is having trouble. He sent up a may-day flare." The "flare" traveled straight up into the sky on a southerly course, and then hooked southwest. Then, he saw a large red/orange explosion at the end of the flare's course of travel.

[REDACTED] saw what appeared to be "wreckage" from a plane falling from the site of the fireball. The "wreckage" took approximately ten seconds to come down to earth, and fell in one large fireball, and many other smaller fireballs.

[REDACTED] did not see a plane prior to him seeing the explosion. However, he believes that the explosion was caused by the "flare" hitting a plane.

[REDACTED] said that there was an ultralight aircraft flying in the area of East Moriches at the time of the explosion.

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

265A-NY-259028-SUB-^{CC3}

File 265A-NY-259028

Date dictated 07/21/96

by William Inzerillo

SEP 19 1996

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254A-NY-259028

RH:axh

The following investigation was conducted by Detective RICHARD HIGGINS and Detective GENE GROSS #438 Command 3120:

Interview was at [redacted] Shirley, New York (NY) on July 23, 1996 at 5:30 PM. Interviewed were [redacted] of [redacted] Shirley, NY, [redacted] and [redacted] Shirley, NY, [redacted] b66 b65

Both subjects stated that on Wednesday evening, July 17, 1996, sometime during dusk, they were standing on a floating dock located at [redacted], East Moriches, NY, [redacted]. They stated they had just come off [redacted] boat.

RH: [redacted] b66 stated he only saw the object ascending for a split second when he observed an orange or light colored object ascending from the southwest direction. He stated it ascended for approximately five seconds, and just prior to what appeared to be it's maximum height, it hooked to the right and then exploded. [redacted] stated as it was ascending it was leaving a light colored smoke trail. He stated the smoke trail went all the way to the point of impact. [redacted] states that he was approximately ten miles away from the ascending object. He stated that the leading edge of the smoke trail had an orange glow. b65 b66

265A-NY-259028-SUB-CC [redacted] 309

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

The following investigation was conducted by SA Nikki Allen on 7/19/96 via telephone with [REDACTED] Valley Stream, Long Island, [REDACTED] stated that he was traveling West on Highway 27 on the evening of 7/17/96 when on his left he saw a orange and red "shooting star" coming from the West. The object was slowly dropping at a downward angle. The object had an orange tail. [REDACTED] stated that he saw the object burst into flames and saw an outline of a plane, specifically a wing. Then he saw the debris and flames rapidly fall towards the ground. [REDACTED] stated that the outline of the plane resembled a small Sesna. He stated that the whole incident occurred within approximately 15 seconds.

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Investigation on 7/19/96 at NEW YORK, NEW YORK (telephonic)

File #

by SA NIKKI ALLEN

Date dictated 7/19/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[REDACTED]

Valley Stream, New York, 11581

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

[REDACTED] stated he was traveling in his vehicle on Highway 27 (Sunrise Highway), on July 17, 1996. He was traveling in a westbound direction. [REDACTED] stated at approximately 8:30 p.m., he was approximately one mile north of the shore at East Moriches, New York, and looked southward. He noticed something that looked like a shooting star in the sky traveling east to west and downward in a slightly steeper than forth-five (45) degree angle. It was small, orange-red in color, and appeared to twinkle. It left a trail like a comet, but smaller than a comet. He described the trail as a streak that disappeared very quickly. The orange-red streak was consistent in color. It traveled slowly, in a direct path, with no curve, for approximately ten seconds. He did not observe smoke following the streak, but stated that he was observing the streak and not looking at what, if anything, was following it. This streak then exploded in the air. He described this explosion as a dash of fire and then large flames. He observed an airplane wing and debris falling down through the flames. He believed this event occurred close to the shore. He observed smoke at this point. He thought the airplane was small, like a Cessna. He did not think that the shooting star streak image and the explosion image were two objects coming together, but rather something that was on fire and the fire got larger. He heard no explosion sounds, but attributed this to having his car radio at a high volume. He was driving approximately sixty (60) miles per hour (mph) with his windows down.

[REDACTED] stated the sun was down but the sky was not dark yet.

Investigation on 7/20/96 at Sag Harbor, New York

File # 265A-NY-259028

by SA STACY R. DIAMOND
SA PAUL T. PALUMBO (PTP:hrq)

M Date dictated 7/20/96
a/16/96

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On July 22, 1996, Doctor [redacted] [redacted] Ocean Beach, New York, [redacted] advised that she observed an orange flare on July 17, 1996. She stated the orange flare came up from the east and disappeared. The flare looked like a comet. [redacted] stated that she was looking to the west when the flare appeared.

[redacted] volunteered this information to Special Agent (SA) JOHNSON and Detective JOSEPH BRITELLE, Suffolk County Police Department (SCPD), while checking records at the Ocean Beach Police Department.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

On July 22, 1996, Special Agent GORDON JOHNSON, Federal Bureau of Investigation (FBI) and Detective JOSEPH BRITTELLI, Suffolk County Police Department, interviewed [redacted]

[redacted] Beach, New York.

[redacted] New York, New York, [redacted] concerning the incident on July 17, 1996. After being advised of the identities of the investigators, Dr. [redacted] advised as follows:

[redacted] stated that while sitting on the bay side at Ocean Beach, across from [redacted] at dusk into night, she observed what she described as a "comet". [redacted] stated that it started from ground level between East Island and the Main Land, went skyward and traveled from the west to the east. [redacted] stated that the duration of the event lasted from eight to ten seconds. The comet had an orange tail and it maintained its tail while skyward. [redacted] does not know if she turned away from the object or it burnt itself out. [redacted] direction of view from Ocean Beach was northwest.

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Investigation on 7/22/96 at Long Island, New York

File # 265A-NY-259028

by SAs GORDON JOHNSON/
Detective JOSEPH BRITTELLI/SCPD/GJ/dxa Date dictated 8/5/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/28/96

[Redacted] Ronkonkoma, New York, was telephonically contacted. [Redacted] After being advised of the identity of the interviewing agent and the purpose of the interview, [Redacted] provided the following information:

On July 17, 1996, between approximately 6:30 pm and 7:00 pm, [Redacted] and her husband, [Redacted] arrived at Smith Point County Park in their Ford Bronco. Behind the Bronco they towed a 24-foot travel trailer. They found a spot on the beach and set up a campsite. [Redacted] and her husband have camped at Smith Point many times, and they are familiar with the beach. The beach was nearly empty that night, except for a few people whom [Redacted] observed driving past her trailer in pickup trucks carrying fishing poles. [Redacted] did not see any suspicious vehicles, boats or individuals on the beach. [Redacted] trailer was parked near an orange marker on the beach. [Redacted] advised that she could locate this marker if necessary.

At dusk, between approximately 8:30 pm and 8:45 pm, [Redacted] husband said, "Come here, look at this." [Redacted] went to a large picture window in her trailer and her husband pointed to an object in the sky. The window was facing south, toward the ocean. The sky was clear, not very dark, and stars were beginning to be visible, as she looked south and a little toward the east. [Redacted] saw a red object going up into the sky over the ocean which looked like a flare or a bottle-rocket type of firework. As the object went up, she saw a whitish-colored piece of the object fall off the left side of it and travel downward in an "arch" shape. The flare-like object then traveled straight down. [Redacted] then saw black smoke in the sky in a spiral shape where the object had been. The whole incident lasted a few seconds. [Redacted] did not hear any loud noises or witness any explosions.

[Redacted] then saw helicopters fly out toward the ocean and park rangers driving on the beach. Later that evening, she heard on the radio that a plane had crashed into the ocean 10 miles south of East Moriches.

Investigation on 7/24/96 at East Moriches, New York

File # 265A-259028

by SA PETER M. BRADY:cam

Date dictated 7/24/96

265A-NY-259028

SEARCHED INDEXED SERIALIZED FILED SEP 25 1996 FBI-NEW YORK

265A-NY-259028

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

The undersigned reporter accompanied by Detective CALVIN POWELL, number 835, also of the 6th Squad Detectives, interviewed [redacted] Lake Ronkonkoma, New York 11779.

The interview took place at the witnesses residence on July 20, 1996, at approximately 1130 hours. [redacted] stated that he and his wife were camping on Smiths Point Beach, one-fourth mile east of the camping marker east of Smiths Point Park. They were in their camper at about dusk when [redacted] looked out his window and observed an orange glow in the sky and thought it was a distress flare, he observed no smoke at that time.

[redacted] observed an explosion and two objects drop into the ocean with smoke trailing. He could not determine how far away the incident occurred from his location. Incident was south to south east from his location.

Witness observed a tan light aircraft flying low over beach, wheels down just prior to incident.

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265A-NY-259028-SUB CC.

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[REDACTED] was contacted aboard the fishing vessel [REDACTED] at the State Pier, Fall River, Massachusetts (MA). He was advised of the official identity of the interviewing Agent and he thereafter provided the following information:

He resides at [REDACTED] Dighton, MA, and has home telephone number [REDACTED]. He has one semester remaining to obtain his college degree from WENTWORTH INSTITUTE, Boston, MA, and he joins fishing crews to obtain salary as needed.

He was First Mate on the [REDACTED] on July 17, 1996, and was "running the watch" in the wheelhouse after relieving Captain [REDACTED]. They had left an area called TOWER RUINS, and were fishing the 26-500 line. They then moved to the 43-700 line, and were roughly following the 700 in an easterly direction off Moriches, Long Island. To his left, at "about 10 o'clock" in sky position he saw what appeared to be a flare. He immediately called to Captain [REDACTED] "Hey [REDACTED] check out the flare". [REDACTED] had just left the wheelhouse, but returned at once. The "flare" then erupted into a huge fireball, which broke into two fireballs, and fell into the sea. [REDACTED] believes that the [REDACTED] was within six miles of the impact area because it was within the six mile sweep of TROPICO's radar. There were two vessels much closer to the scene, and a UNITED STATES COAST GUARD cutter, which passed the [REDACTED], had requested those two vessels to respond to the scene. The [REDACTED] did not respond to the impact area. There was a lot of smoke, fuel smell, and honey comb pieces of debris. [REDACTED] advised that upon hearing the first vessel radio transmissions about an airplane explosion, he and [REDACTED] thought it might have been a small "Piper Cub" type airplane which had been flying around their area a short time earlier. [REDACTED] was asked to focus on "the flare", and he stated that his initial observation was of a flare-like ascending light that preceded the large explosion. He stated that it was possible that "the flare" was TWA Flight 800 in an ascending climb rather than an "earth to sky" type flare launch. His attention was drawn to a bright ascending light which almost

Investigation on 8/12/96 at Fall River, Massachusetts 265A-NY-259028-SUB CC

File # 265A-NY-259028

by SA LAWRENCE S. FERREIRA/jeb

Date dictated 8/12/96 AUG 28 1996

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

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 8/12/96, Page 2

immediately exploded, broke in two burning pieces, and fell to the sea. [REDACTED] is the only crew member who saw the "flare".

[REDACTED] is available for recontact.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] a ninety six foot commercial fishing vessel officially home ported out of Montauk, Long Island, New York was interviewed on the [redacted], berthed at the piers at Galilee/Point Judith regarding the crash of TWA Flight 800 off Long Island on July 17, 1996.

[redacted] a commercial fisherman for eight and one half years, has been working on the [redacted] for three months. He explained that even though the boat is officially home ported at Montauk, the vessel works primarily out of Point Judith for convenience. The [redacted] has been working off the East Moriches Inlet off Long Island for one and one half months and [redacted] is familiar with the area.

The [redacted] departed Point Judith for the fishing grounds off East Moriches the evening of July 16th., arriving there at approximately 4:30-5:00 a.m. July 17th. They immediately set the nets for squid and dragged for approximately four hours, hauled, then reset the nets. It was good visibility all day. [redacted] noticed no other vessels except draggers that day. He spent the day topside on the stern "picking" and hauling.

The [redacted] stopped fishing at 6:30-7:00 p.m. because fishing was bad, turned easterly and started hauling the nets. They hauled the nets halfway, continuing to drag them behind the boat for the purpose of cleaning them. [redacted] and [redacted] remained on the stern cleaning up, the net still in the water.

At approximately 8:45 p.m., [redacted] looking directly over the stern, saw two bright yellow-orange fireballs due west at approximately 5,000-6,000 feet, 65-70 degrees high in the sky falling very fast slightly from right to left/southerly. These fireballs were one hundred to five hundred yards apart and very large, about the size of a hand held at arm's length. The first/lower fireball was a bit larger than the second. Streaking smoke was trailing behind both balls. [redacted] saw no aircraft. The balls were falling very fast at the same rate of speed. This lasted for ten to fifteen seconds, maybe twenty seconds, when

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Investigation on 7/22/96 at NARRAGANSETT, RHODE ISLAND

File # 265A-NY-259028
by SA THOMAS J. CARSON JR./dmi
SA CHRISTOPHER NEUGUTH

Date dictated 7/22/96 FBI-NEW YORK

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Continuation of FD-302 of [REDACTED]

, On 7/22/96 , Page 2

they disappeared at the horizon. No explosion on impact was noted. He did not hear anything during this incident, but it was very noisy on the deck because of machinery. [REDACTED] noted he had never seen anything this bright in the sky at night at sea.

[REDACTED] initially estimated the fireballs at eight miles but the debris turned out to be fourteen to fifteen miles away. The weather was clear but hazy and it was approaching dusk, not completely dark. The boat was five miles off the beach and about two to three miles east of SHINNECOCK INLET at this time.

[REDACTED] then confirmed what he saw with [REDACTED] and ran to the wheelhouse to report same to [REDACTED] the Captain. [REDACTED] questioned that it might have been flares, to which [REDACTED] advised that he was sure it was something big and not flares. [REDACTED] then ordered the net be brought in, turned the boat westerly and proceeded to the site.

In the meantime, the Captain had notified the COAST GUARD of the sighting and that the [REDACTED] was en route.

[REDACTED] after retrieving the net, began to clear the deck because they had heard over the radio that a 747 had crashed. [REDACTED] saw nothing until the boat was three to five miles away, at approximately 9:15 p.m. Upon arrival two COAST GUARD helicopters and one "110" cutter were on the scene. The [REDACTED] was the first civilian boat there.

The COAST GUARD requested the [REDACTED] assistance and assigned them an area to search south of the wreck. There were flames twenty - thirty feet high about the size of two football fields, floating human bodies and debris consisting of plane parts, insulation and seats. The initial objective was to locate survivors. [REDACTED] advised that another Point Judith fishing boat, the GREEN ARROW, was also at the scene.

The [REDACTED] assisted with the recovery of bodies until approximately 4:30 a.m. July 18th. Because of the [REDACTED] high freeboard, recovery operations from that boat were not feasible, so [REDACTED] primary mission was to locate bodies for pick up by the smaller sport fishing craft that had arrived. The [REDACTED] did recover one body, a female in her twenties, nude and partially burned. The body was transferred to a NASSAU COUNTY POLICE DEPARTMENT boat.

265A-NY-259028

[REDACTED]

7/22/96

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Continuation of FD-302 of _____, On _____, Page _____

The [REDACTED] arrived in the vicinity of Point Judith the morning of July 19th but was diverted to fish an area south of MARTHA'S VINEYARD. The boat returned to Point Judith Saturday evening, July 20th.

[REDACTED] could not recall any unusual boats, lights, or aircraft anytime either before or after the incident.

Personal background on [REDACTED] is as follows:

DATE OF BIRTH: [REDACTED]

PLACE OF BIRTH: [REDACTED]

RESIDENCE: [REDACTED]

HOME PHONE: [REDACTED]

SOCIAL SECURITY ACCOUNT NUMBER: [REDACTED]

WORK PHONE (CALLI): [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

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

On the night of TWA Flight 800's crash, [REDACTED] and a group of friends were at a waterhole located off Old Country Road, Speonk, New York, in the vicinity of the Suffolk County Police Department's Firearms Range. [REDACTED] was on the west bank of the waterhole approximately four (4) feet in the water when he noticed an orange flare ascending from the south traveling in a west-northwest direction trailing white or light gray smoke. He then observed the flare strike what looked like an eastbound Cessna airplane on the port side. [REDACTED] saw a small burst of flame erupt from the port side wing near the fuselage. Approximately two (2) seconds later he saw the plane go into a spiral and explode. The fireball descended and [REDACTED] lost sight of it below the tree line. Within five (5) seconds he heard what sounded like thunder and felt the ground shake.

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

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR. /man Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/20/97

On June 20, 1997, [redacted]

[redacted] Riverhead, New York 11901, [redacted], was re-interviewed at a private water hole located just south of Old Country Road and approximately one quarter of a (statute) mile east of the intersection of Old Country Road and Speonk Riverhead Road in Speonk, New York. [redacted] was advised of the identities of the interviewing agents and the nature of the interview. During the course of the interview [redacted] was given a standard ruler from which he made various measurements at an arm's length. The top of the tree line from approximately eye-level was measured to be one (1) inch. [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] was with four friends at a water hole located on private property which was owned by a relative of one of [redacted] friends present that evening, [redacted]. The other three friends present were [redacted] and [redacted]. [redacted] was wading in the water approximately four (4) feet from the bank and was located on the western side of the water hole facing in an approximate southeastern direction. His four friends were located behind him on the bank of the water hole.

[redacted] was looking in a direction he believed to be southeast at a clear sky when he observed the following series of events:

An "orange flare" flew up into the air from the direction of southeast immediately above the tree line from a direction of left to (a direction of) right. The spot on the tree line from which this occurred was above and between two fence posts that had a horizontal pole joining them which was located behind two bushes on the other side of the water hole. The "orange flare" ascended to, and appeared to impact with, a "speck" in the air above and at a higher altitude from where the "orange flare" was first observed. Because of the small size of the "speck", it was believed that the "speck" was a Cessna. The "speck" was light grey in color. A piece of the aircraft, believed to be a wing, came straight down in a near vertical path to the tree line from the "speck". The rest of the "speck",

Investigation on 6/13/1997 at Speonk, New York
File # 265A-NY-259028 CC1-653 Date dictated N/A
by Christina Gust
Steven A. Bongardt (sab)

0983

6/20/97

On June 20, 1997

[REDACTED] Riverhead, New York 11901, [REDACTED] was re-interviewed at a private water hole located just south of Old Country Road and approximately one quarter of a (statute) mile east of the intersection of Old Country Road and Speonk Riverhead Road in Speonk, New York. [REDACTED] was advised of the identities of the interviewing agents and the nature of the interview. During the course of the interview [REDACTED] was given a standard ruler from which he made various measurements at an arm's length. The top of the tree line from approximately eye-level was measured to be one (1) inch. TOOKER provided the following information:

On the evening of July 17, 1996, [REDACTED] was with four friends at a water hole located on private property which was owned by a relative of one of [REDACTED] friends present that evening, [REDACTED]. The other three friends present were [REDACTED] and [REDACTED] was wading in the water approximately four (4) feet from the bank and was located on the western side of the water hole facing in an approximate southeastern direction. His four friends were located behind him on the bank of the water hole.

[REDACTED] was looking in a direction he believed to be southeast at a clear sky when he observed the following series of events:

An "orange flare" flew up into the air from the direction of southeast immediately above the tree line from a direction of left to (a direction of) right. The spot on the tree line from which this occurred was above and between two fence posts that had a horizontal pole joining them which was located behind two bushes on the other side of the water hole. The "orange flare" ascended to, and appeared to impact with, a "speck" in the air above and at a higher altitude from where the "orange flare" was first observed. Because of the small size of the "speck", it was believed that the "speck" was a Cessna. The "speck" was light grey in color. A piece of the aircraft, believed to be a wing, came straight down in a near vertical path to the tree line from the "speck". The rest of the "speck", believed to be the rest of an aircraft, descended at a slight angle from a direction of right to (a direction of) left. Approximately three (3) to five (5) seconds after the remainder of the "speck" descended behind the tree line, an "earthquake rumble" was heard and felt [REDACTED] later stated the time elapsed between these two observations as approximately two and a half (2.5) to three (3) seconds).

[REDACTED] initially, also called the "orange flare", a "missile". He stated he saw no actual object but did see an

Case ID : 265A-NY-259028-302
265A-NY-259028-CC1

Serial : 3598
653

orange light with a "spotted" contrail that seemed to be "propelled by something". The contrail was approximately one and a quarter (1.25) inch in length. [REDACTED] recalled observing the "orange flare" travel the entire the way up to the "speck". He heard nothing associated with the observations of the "orange flare". The path of the "orange flare" was further described as ascending vertically and arching to the right, the final angle of its path being approximately fifteen (15) degrees to the right of a vertical line from the tree line. [REDACTED] was certain of the left to right direction but recalled that the amount of movement across the horizon in a horizontal direction was very small. The "orange flare" was consistent in its speed which was described as "very quick". Based on his recollections of observing aircraft, [REDACTED] estimated this ascending object traveled at approximately twice the speed of a normal aircraft and took approximately three and one half (3.5) seconds to reach the grey "speck".

The "orange flare" ascended to the exact same point in the sky as the grey "speck" and exploded - increasing from the "size of a penny to the size of a quarter" and from a ripe peach color to a lighter "orange-orange" color. The point of this explosion was approximately one and five eighths (1.625) inches above the tree line. Immediately, as the explosion occurred, the piece that [REDACTED] thought was a wing came off and fell almost straight vertically downward - fifteen (15) degrees left of a vertical line drawn to the tree line - in about one half (.5) seconds. It came down approximately one quarter (.25) of an inch to the left (east) of the position of the explosion. This piece appeared to rotate.

The bigger (remaining) piece of the aircraft consisted of an orange light - a ball of flames which left a trail of black smoke. This piece descended at an approximate forty-five (45) degree angle (from a horizontal line with the point of the explosion) until it went behind the tree line. This bigger piece came down approximately one (1) inch to the left (east) of the position of the explosion. The flames were approximately three quarters as long as the length of the ball which did not appear to rotate. The smaller piece was one quarter the size of this bigger fireball.

[REDACTED] recalled that he had the impression that all three objects, the "orange flare", the smaller piece, and the large fireball, were coming toward him as opposed to away from or at a constant distance from him. [REDACTED] estimated that the entire event, from the time he first observed the ascending object, to the time the bigger fireball went behind the tree line, took approximately five and a half seconds.

[REDACTED] started to observe the sequence of events just after [REDACTED] started to witness them. After the fireball went behind the tree line, [REDACTED] and his friends left the water hole. [REDACTED] went home and told his mother what he had observed.

[REDACTED] contacted the Federal Bureau of Investigation three to four days later to report what he had seen. [REDACTED]

stated he had waited until that time because he had felt that a lot of people would probably have witnessed what had occurred and that his statement would not have been needed. After a few days, when he had not heard anything conclusive about the cause of the crash on the news, he decided to contact the Federal Bureau of Investigation because he thought that he might be able to help.

██████████ disliked the media and had not contacted nor been contacted by them. He had no plans to do so.

██████████ had no flight experience but was building a "gyrocopter" with his girlfriend's father. He had 20/20 vision and was not color blind.

██████████ stated that, since the explosion, he has looked up surface-to air missiles in a book belonging to his uncle. TOOKER further stated that what he saw did not look like the pictures he had seen in the book, in that the pictures in the book were taken closer distance than from where he had made his observations.

At the conclusion of the interview, ██████████ was asked to replay the sequence of events he witnessed that evening with respect to the "orange flare" and ensuing fireball in his mind or aloud - whichever he preferred. His silent recollection of these events took approximately twenty seconds.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, [redacted] was interviewed by Special Agent (SA) DONALD W. McCORMICK, Federal Bureau of Investigation (FBI), and SA JAMES DiMARIA, Alcohol Tobacco and Firearms (ATF), at his residence.

[redacted] advised that on July 17, 1996, he and [redacted] were walking on the beach at Smith Point State Park. [redacted] advised he looked up into the sky, and viewed the area over the ocean. [redacted] stated he noted a small orange glow in the sky. [redacted] advised he was unable to determine whether the glow was an aircraft, or not.

[redacted] stated he initially thought the orange glow might have been a flare from a boat. [redacted] advised he did not actually see a flare projected from a boat. [redacted] advised he took his eye off the glow for a second or two looking for a boat. Not noting any boat, [redacted] returned his glance to the glow still in the sky.

[redacted] stated he returned his vision to the orange glow, which he viewed for an additional second or two. [redacted] advised he now noted a flash developed from the area of the glow. The flash then became a more noticeable fire or explosion. Two distinct separate pieces of fiery material began dropping to the ocean. [redacted] advised, he initially believed there was a mid-air collision between two aircraft because of the two separate fiery materials. [redacted] advised he continued to view the two fiery pieces until it fell into the ocean.

[redacted] advised a few minutes after the pieces fell into the water, a plume of smoke drifted over the beach. 265A-NY-259028-SUB cc1 - 585
there after, rescue operations began.

SEARCHED	INDEXED
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FBI - NEW YORK	

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

File # 265A-NY-259028

by SA DONALD W. McCORMICK
SA JAMES DiMARIA (ATF)

Date dictated 07/21/96

0586

265A-NY-259028

JPM/tfr

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The printout of 1996 Connecticut Fishing Licenses identified a [REDACTED] East Haven, Connecticut 06512, [REDACTED] Directory Assistance for New Haven advised on 7/31/96 that there was no listing for such a person in East Haven, Connecticut.

On August 15, 1996, [REDACTED] West Haven, Connecticut, [REDACTED] was contacted telephonically at her residence. [REDACTED] advised that her husband, [REDACTED] possessed a Connecticut fishing license, and is the owner of [REDACTED]. However, neither [REDACTED] nor her husband were out on their boat on the dates in question, and saw nothing significant relating to this matter.

On August 20, 1996, [REDACTED] Gullford, Connecticut, [REDACTED] was contacted telephonically at his residence. [REDACTED] said that he had been out on his boat, [REDACTED] on the evening of July 17, 1996, and that he believed he saw what appeared to be a flare travelling from the water toward the sky, and then a bright flash afterwards. [REDACTED] boat was somewhere south of Faulkner's Island when he witnessed this, and he estimated he was 12 to 15 miles from this sight. It was only when he turned on a television set 15 minutes to a half hour later, and saw news reports indicating that TWA Flight 800 had exploded over the water, that Gozzi realized what it was that he had witnessed. [REDACTED] advised that he had been visited by a male FBI agent several weeks ago to discuss this matter, but could not recall the agent's name. 678

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

683 Major [REDACTED] - Pilot; [REDACTED]
 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
 685 Capt. [REDACTED] - Navigator; [REDACTED]
 686 TSgt. [REDACTED] - Engineer; [REDACTED]
 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

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

File # 265A-NY-259028 SUBS E - 39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[REDACTED] W, FRANCIS S. GABRESKI AIRPORT (ANG), 150 Old Riverhead Road, Westhampton Beach, New York 11978-1201, telephone number [REDACTED] facsimile number [REDACTED] was advised of the identity of Special Agent ROBERT C. ALDRICH of the Federal Bureau of Investigation and the nature of the interview:

[REDACTED] stated he was the Co-Pilot on ANG C-130 Aircraft Number [REDACTED] during a routine training flight in and around the local area on July 16, 1996. Take off time from the base was 8:00 PM EST and flying altitude was a 1500'. The training mission planned was to execute an in-flight refueling maneuver with an ANG HH-60 helicopter that was also flying in the local training area.

[REDACTED] stated at approximately 8:35 PM EST, he observed a comet-like fireball descending from an altitude of about 4000'. The fireball disappeared into the sea. The aircraft headed in the direction where the fireball entered the water. The aircraft remained in the area and communicated with the United States Coast Guard inasmuch as it had been determined a passenger aircraft (TWA Flight 800) had crashed in the water off Center Moriches, Long Island, New York.

[REDACTED] stated that about 10:35 PM EST the United States Coast Guard requested the drop of parachute illuminating flares from the ANG C-130. [REDACTED] stated the ANG aircraft routinely carries a load of parachute flares for search and rescue operations.

[REDACTED] stated that two sorties were flown in support of the United States Coast Guard's rescue mission and a total of 84 flares were dispensed. The aircraft returned to the base after its second sortie at approximately 3:15 AM July 17, 1996.

Investigation on 2179 7/18/96 at Westhampton Beach, New York

File # 265A-NY-259028-540 CC 3

by SA ROBERT C. ALDRICH /dp

Date dictated 7/22/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

07/24/96

[REDACTED]

[REDACTED] interviewed at the United States Coast Guard Station, East Moriches, New York. [REDACTED] was advised as to the identities of the interviewing agents and the nature of the inquiry, wherein he provided the following information:

[REDACTED] advised he is a Helicopter Pilot with the New York Air National Guard. [REDACTED] holds the rank of Major. [REDACTED] Shinnecock Hills, New York, [REDACTED]

On the evening of July 17, 1996 (Wednesday), [REDACTED] was the Pilot of an H-60 Helicopter, flying a night refueling mission. [REDACTED] advised the co-pilot was [REDACTED] and the Crew Chief was [REDACTED]. [REDACTED] advised the helicopter took off from Gabreski Airport at approximately 8:00 to 8:05 p.m. Sunset was scheduled for approximately 8:19 p.m. [REDACTED] said he flew some approaches during what remained of the daylight hours. [REDACTED] described approaches as flying out over the water and then returning back to the airport.

[REDACTED] stated that at approximately 8:25-8:30 p.m., the helicopter was in a hover over runway 24 at Gabreski Airport. [REDACTED] was flying the aircraft. The helicopter was facing southwest. [REDACTED] noted he was sitting in the right seat, [REDACTED] was behind in the left gunner's seat, and [REDACTED] as Co-Pilot was in the left seat. [REDACTED] said he saw a streak of red light moving very fast from his right to his left, or from west to east. [REDACTED] described the streak of light as having the trajectory and image of a shooting star. The streak moved from a higher elevation to a lower elevation in a gently descending curve. The streak was almost horizontal. [REDACTED] observed the streak for one to two seconds after which he saw an explosion. [REDACTED] noted he did not hear anything. He was wearing a helmet and earphones for voice communication with the helicopter crew. [REDACTED] described the explosion as a red burst with smoke. Approximately one to two seconds later there was a second explosion which engulfed the first. The second explosion was

Investigation on 07/19/96 at East Moriches, New York

File # 265A-NY-259028-Sub LL-16a

SA DAVID S. EDWARD

by SA ANTHONY JACKSON (DSE:hrg)

Date dictated 07/20/96

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tremendous and continued to expand. [REDACTED] described the fire ball as being four times the size of the setting sun. The fireball descended slowly with thick, black, opaque smoke. [REDACTED] said it took approximately eight to ten seconds for the fireball to impact the ocean. A huge column of black smoke emanated from the fireball. The fireball impacted the ocean to [REDACTED] left. [REDACTED] observed debris falling.

[REDACTED] noted [REDACTED] was still flying the aircraft. They were flying toward the impact site. The flames from the fire were very high, approximately sixty feet. [REDACTED] noted as they approached the impact site the helicopter made left turns as there were two sets of eyes, [REDACTED] and [REDACTED] on the left side of the aircraft. This maximized their observation capability. [REDACTED] said the altitude of the aircraft was at one hundred feet. [REDACTED] advised he wanted to stay high enough so the rotor wash would not affect the surface of the ocean. [REDACTED] said he observed four bodies at the northwest edge of the fire. [REDACTED] said [REDACTED] advised him there was no sign of life in any of these bodies.

[REDACTED] advised he saw an air foil shape in the water which he further described as a piece of an aircraft wing or a section of the tail. [REDACTED] also observed red and white markings on the air foil objects. [REDACTED] noted the size of the fire and his observation of interior window liners led him to believe this was a large aircraft, potentially a commercial airline. [REDACTED] recalled [REDACTED] reported seeing many bodies in the water. [REDACTED] also observed what appeared to be a raft or aircraft chute with a strobe light. [REDACTED] said they continued to fly around the impact area and debris path in an effort to locate survivors.

[REDACTED] stated he was reporting these events to the Air National Guard and was marking the location of the bodies with dye packs. [REDACTED] advised he returned to Gabreski to pick up Major [REDACTED]. [REDACTED] said the flight time from the crash site to Gabreski was approximately five minutes. [REDACTED] said approximately thirty minutes had past since the time he first saw the explosion to the time he initiated his return to Gabreski.

[REDACTED] said upon returning to Gabreski, [REDACTED] replaced him in the right seat as Aircraft Commander. [REDACTED] remained in the left gunner's seat. Additionally, two rescue swimmers [REDACTED] and [REDACTED] joined the crew. [REDACTED] said they returned to the crash site. At this time they were using night vision gear to enhance their ability to see in the low light conditions. [REDACTED] noted this is the reason [REDACTED] replaced him as Aircraft Commander.

205A-NY-259025

Continuation of FD-302 of [REDACTED]

On 07/19/96 Page 3

By the time they returned to the scene there were Coast Guard vessels and other surface aircraft dropping illumination flares. [REDACTED] said the bright illumination from the flares and from the lights of the surface vessels interfered with the night vision equipment. [REDACTED] said after flying around the crash site for a while longer they returned to Gabreski where they landed at approximately 11:45 p.m.

[REDACTED] noted the observations of the red streak and explosions were during day light, without the use of the night vision equipment. [REDACTED] estimated the explosion occurred at an altitude of 8,000 - 10,000 feet, plus or minus 5,000 feet. The explosion occurred eight to ten miles off shore.

The following is a diagram illustrating [REDACTED] view of the incident:

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

⁶⁹²
[redacted] and [redacted] were re-interviewed at Mill Pond Lane, East Moriches, New York. They provided the following information:

On July 20, 1996, ⁶⁹² [redacted] had told previous interviewing Agents that he was with [redacted] and others aboard a helicopter on July 17, 1996. [redacted] stated that something was } ⁶⁵⁸ bothering him, in that he felt he knew more than what he could recall. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that he wanted to be hypnotized.

⁶⁵⁸ [redacted] contacted ⁶⁹² [redacted] on below date and advised that he was hypnotized last night by ⁶⁵⁸ [redacted], a Major and trained in hypnosis, who is in ⁶⁹² [redacted] All National Guard Unit. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the session was audio taped. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the tape will demonstrate that the explosion was as a result of a missile.

⁶⁹² [redacted] and ⁶⁵⁸ [redacted] discussed on this date what was revealed under hypnosis. ⁶⁵⁸ [redacted] recalled something coming from east to west that had ⁶⁹² [redacted] multiple explosion sound. At that point in the conversation, ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] to stop talking and stated, "Let me interject something - snap, crackle, pop." ⁶⁵⁸ [redacted] face lit up and he said, "Give me a high five," apparently because he had heard the same thing. ⁶⁹² [redacted] initially saw a white streak just prior to the explosion, which appeared to be horizontal, not ascending. ⁶⁵⁸ [redacted] saw an orange, red streak of light, also not ascending, but vertical, along with wisps of smoke. He speculated that at sunset, white smoke could appear an orange/red color.

⁶⁹² [redacted] also saw bodies descending straight down and passing debris that was travelling at a slower rate. He felt it did not make sense that the bodies would not have fallen quicker until he thought of a possible explanation. ⁶⁹² [redacted] stated that the thrust of an explosion could have carried the victims initially in an upward motion.

⁶⁹² [redacted] stated that he and the others are willing to also be hypnotized.

CC3
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7 23 96 East Moriches, New York

265A-NY-259028-SUB

SA NY-259028
SHEERAN CS:reg
S. TURNER

7 24 96 AUG 28 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED] Date of Birth [REDACTED]
 [REDACTED] Hampton Bays, New York, telephone [REDACTED], was
 advised of the identities of the interviewing agents and the
 purpose of the interview. [REDACTED] provided the following
 information at 12:00 PM.

[REDACTED] was on a boat traveling north toward the
 Shinnecock Inlet, approximately 100 feet from the inlet. [REDACTED]
 was facing south when he saw a red flash in the distance. He
 advised that the flash appeared to be 200 to 300 feet over the
 water. The flash traveled upward with a very slight arc to the
 right. The flash was to the right of his position. One eighth
 of the upward distance, a portion of the flash broke off and
 descended to the left. [REDACTED] advised that the main portion of
 the flash continued to travel upward. When the flash reached its
 highest point, it turned into a blackish gray smoke cloud. The
 cloud remained stationary, then eventually vanished. [REDACTED] did
 not hear or feel anything.

After the incident, [REDACTED] vaguely recalled observing a
 red sailboat approximately one mile south. Shortly before the
 explosion, a brown 18-foot speedboat and a 16-foot black
 speedboat were racing southwest. About a half hour before the
 explosion, [REDACTED] observed a white, cigarette type speedboat that
 was approximately 35 feet long. The boat was speeding along the
 shore from east to west toward the Shinnecock Inlet. [REDACTED]
 advised that the boat was traveling much too fast for the area.

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265A-NY-259028-SUB-CC3Investigation on 7/20/96 at Westhampton, New York2047
File # 265A-NY-259028by SA CHARLES J. RUSSELL
SA STEVEN A. BONGARDT/CJR: [REDACTED]Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] Date of Birth [redacted], residence, [redacted] Hampton Bay, New York, telephone number [redacted], was recontacted for the purpose of obtaining azimuth directions for his observations on July 17, 1996 of TRANS WORLD AIRLINES (TWA) Flight 800 and/or a rocket which was reported in previous July 20, 1996 interview by a Special Agent (SA) of the Federal Bureau of Investigation (FBI) (name unrecalled by [redacted] [redacted] traveled in his brothers boat to the spot at Shinnecock Inlet where he was located when he made his previously reported observations made on July 17, 1996. From that information Suffolk County Marine Bureau (SCMB) Deputy Inspector [redacted] took readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals:

FBI SAs PAUL SHEA and SA PETER C. CASAZZA, Defense Intelligence Agency (DIA) Senior Intelligence Officer ROBERT A. DOHERTY, and DIA Surface to Air Missile Armaments Analyst THOMAS F. LEBLANC. In addition, [redacted] brother [redacted] and family friend [redacted] were also on the boat, but were interviewed separately regarding their observations on July 17, 1996.

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

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cc3

Investigation on 7/22/96 at Shinnecock Inlet, New York

2051

File # 265A-NY-259028 - 540 CC3

X

by SAs PAUL SHEA/
PETER C. CASAZZA/PS/rdo

Date dictated 7/22/96

SM

SM

265A-NY-259028

AB:mxh AB 8/17/96

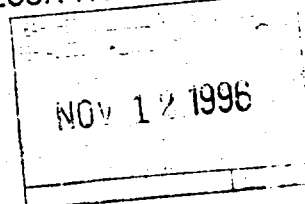
EDWARD J. WARNER, Jr. was interviewed by Detective ARTHUR BUKOWSKI and Detective STEPHEN JENSEN of Suffolk County Police Department (SCPD). The interview was conducted on July 21, 1996.

On July 21, 1996 at approximately 1730 hours, the undersigned officer and Detective STEPHEN JENSEN, #934, of the 6th Squad Detectives of the SCPD interviewed [REDACTED] Date of Birth [REDACTED] Hampton Bays, New York 11946 [REDACTED]

On July 17, 1996 at approximately 2015 hours, the witness was in his boat in the Shinnecock Bay setting gill nets with his daughter. The witness observed a flare, yellowish in color, shooting upward from the ocean, southwest of his location and a few miles away. Witness says that flare reached an apex, then burst into a large golden yellow fireball in the sky, which quickly descended back to earth. Witness did not hear anything, nor see any smoke.

2024

265A-NY-259028-SUB CC3 352



1.

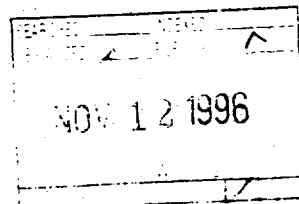
265A-NY-259028

MC:dxa
Det MC 729/3160

On July 21, 1996, Detective MICHAEL CALVIN of the Suffolk County Police Department interviewed [REDACTED] of [REDACTED] Greenport, New York, telephone number [REDACTED]. The interview took place at [REDACTED] residence at 6:30 p.m. In sum and substance, [REDACTED] stated the following:

On July 17, 1996, at about 8:40 p.m., [REDACTED] was sailing in Shinnecock Bay with [REDACTED] and [REDACTED] telephone number [REDACTED]. The boat was heading towards the Southampton Yacht Club. [REDACTED] was sitting in the front of the boat facing west. He noticed a small light in the sky to the south and east of him. At first [REDACTED] thought it was fireworks, but it was just a second or two later when he saw an explosion. One small light turned into a yellow/orange explosion and caught on fire. This object came straight down and then [REDACTED] saw it split into two objects, falling to the water. It took five to ten second for these objects to fall to the horizon. [REDACTED] heard an explosion about forty-five seconds after the objects fell to the horizon. It sounded like thunder. [REDACTED] heard a second explosion two or three seconds after the first explosion. The objects fell to the horizon about ten miles southeast of him. [REDACTED] was one to two miles northeast of the Shinnecock Inlet when this event occurred.

265A-NY-259028-SUB.. CC3 35?



2025

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 28, 1996, [redacted], Date of Birth [redacted], of [redacted], Farmingville, New York (NY), telephone number [redacted], Social Security Account Number [redacted], employed at [redacted] Holtsville, NY, telephone number [redacted], was advised of the identities of the interviewing Agents and the purpose of the interview. JONES provided the following information:

On July 17, 1996, [redacted] was out on a boat fishing with his father, [redacted] and his brother-in-law, [redacted]. At approximately 8:00 to 8:15 pm they were fishing in the middle of Moriches inlet when [redacted] observed a 40 to 50 foot red and black colored diesel barge (commercial) heading out of the inlet in a southeastern direction. [redacted] did not observe any people on board but was able to partially read a name on the barge [redacted]. At approximately 8:35 to 8:45 pm, [redacted] observed two long lines of fire, approximately 600 to 800 feet long, in the sky southeast of their boat. The right line of fire was higher in the sky than the left, and both were approximately 100 to 150 feet wide. [redacted] did not observe the origin of these two lines of fire but he watched both as they fell vertically down to the water. [redacted] did not observe the lines of fire any further as they lasted only five to seven seconds. Minutes prior to observing the lines of fire in the sky, [redacted] observed the same barge described about once again go by their boat and head out of the inlet in a southeastern direction toward the location of the lines of fire. [redacted] did not observe the barge re-enter the inlet after the first sighting. Less than one minute after witnessing the lines of fire, [redacted] heard a "thud" noise coming from somewhere in the ocean. [redacted] did not hear a noise (explosion) while or prior to the lines of fire in the sky. [redacted] stated at the time he observed the line of fire it was slightly hazy and almost dark/dusk.

CC3
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265A-NY-259028-SUB-

Investigation on 2049 7/28/96 at Farmingville, New York (telephonically)

File # 265A-NY-259028 340 CC3

SAs KIMBERLY S. QUESINBERRY/VA
JAMES DIMARIA/BA/WS