

**DOCKET NO. SA-516**

**APPENDIX I**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 700-755  
(130 pages)**

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[REDACTED], date of birth [REDACTED] appeared at the Fresno Resident Agency of the Federal Bureau of Investigation (FBI) on July 25, 1996. [REDACTED] was advised of the identities of the interviewing agents and the purpose of the interview. He provided the following information:

[REDACTED] advised that he is employed as a first officer for [REDACTED]. He has been employed there since December 1995. He is currently based out of Myrtle Beach, South Carolina. He is the holder of Airline Transport Pilot certificate number [REDACTED]. [REDACTED] has logged approximately 7,100 hours of flight time.

On the evening of July 15, 1996, [REDACTED] was flying as first officer on a [REDACTED] flight that included a leg from Philadelphia, Pennsylvania, to Boston, Massachusetts. The aircraft, a McDonnell Douglas MD-82, with approximately 30 to 40 people on board, left Philadelphia at approximately 8:05 to 8:10 p.m. At approximately 8:30 p.m., [REDACTED] stated that his flight was over the northern portion of Long Island Sound, approximately ten miles south southwest of JFK Airport at an altitude of 24,000 feet, flying on a heading of approximately 061 to 062 degrees and an air speed of approximately 325 knots. [REDACTED] advised that his course at the time was lined up almost directly with the Norwich 2 arrival procedure. [REDACTED] was seated in the right-hand cockpit seat. The captain was flying the aircraft. It was dusk. There was a layer of clouds to the east of the aircraft but no other obscurations. The aircraft was on an IFR (instrument flight rules)-flight plan but was in VFR (visual flight rules) conditions. Visibility was approximately 40 miles. The flight was about to be handed off from New York Center to Boston Center. [REDACTED] described the air traffic at this time as light. He did not recall seeing any other air traffic or sea traffic in the area.

While at this position and altitude, [REDACTED] attention was raised by a hot pink flash at his 1 o'clock to 1:30 position and below his altitude. [REDACTED] first noticed this flash out of the corner of his eye and then looked directly to

Investigation on 7/25/96 at Fresno, CaliforniaFile # 2054 265A-NY-259028 ~~SUB B~~ SUB C03by SAs Megan J. Nichols and  
Jeffery J. Kearl JJK/kjhDate dictated 7/29/96

-376

CC3

265A-NY-259028 SUB B

Continuation of FD-302 of [REDACTED]

On 7/25/96

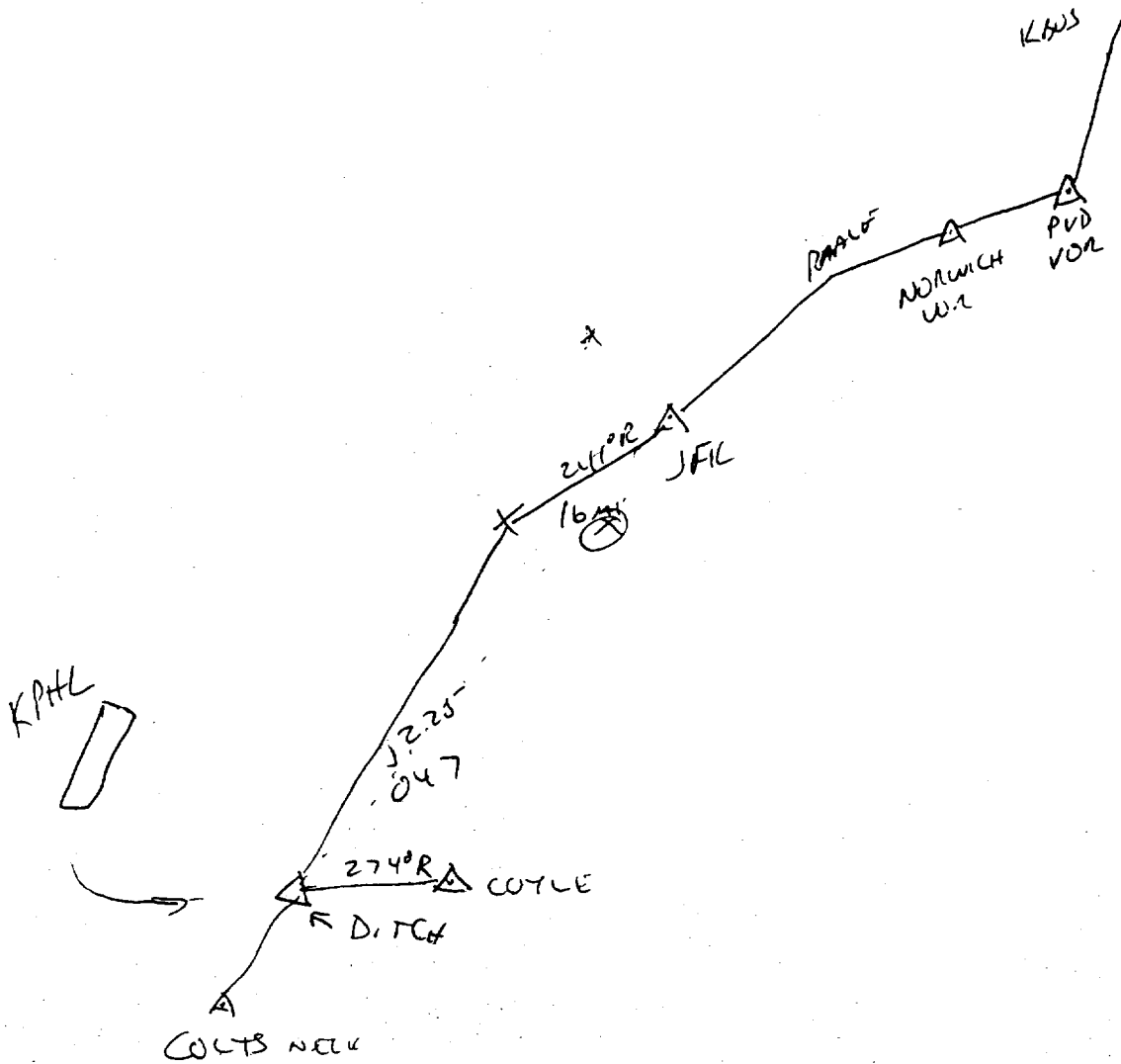
Page 2

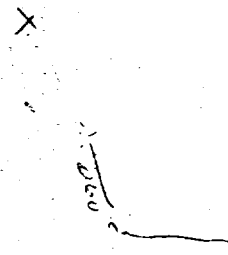
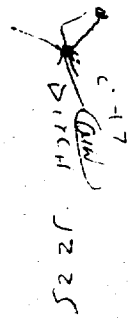
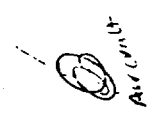
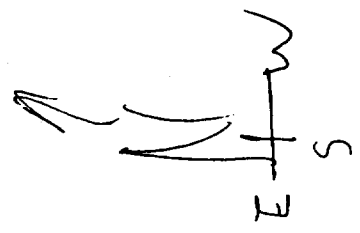
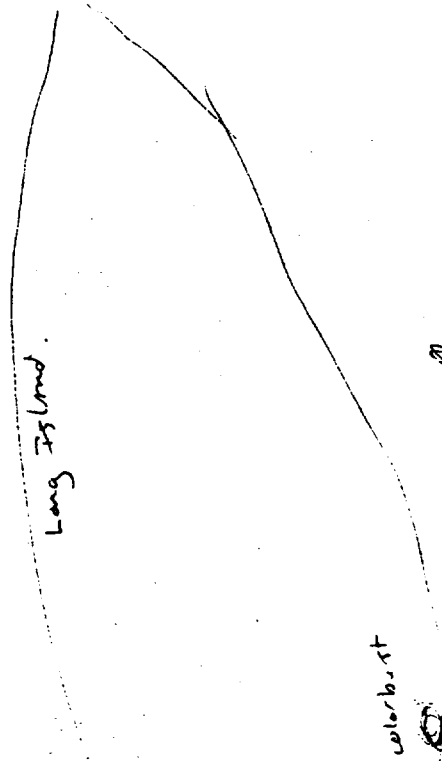
it. He saw the remnants of the dissipating flash, with four to six trails of what [REDACTED] described as hot pink sparks descending from the flash. The plume of the descending trails was wider than the flash itself. These trails were moving in an easterly direction. [REDACTED] watched the explosion and descending sparks trails for approximately ten seconds before looking away. He did not look back after this or see anything further. He did not see any falling debris, other than the spark trails, or anything to indicate that an aircraft was the source of the explosion. [REDACTED] was unable to determine the exact position or altitude of the explosion because of the lack of visual references and low-light conditions at that time of evening. [REDACTED] advised that his view of the explosion was not obscured by anything. He initially thought the explosion was due to fireworks. In fact, he described the explosion as resembling a fireworks explosion of the type in which the spark trails are completely vented downward instead of going out in all directions. [REDACTED] asked his captain what stadiums were in the area, thinking that it might have been fireworks launched from a stadium after a home run or something similar. His captain, who is familiar with the area, stated that there are no stadiums in that area.

[REDACTED] advised that he gave the explosion no further thought until learning about TWA flight 800 several hours later.

[REDACTED] provided the investigating agents with a sketch showing his approximate location at the time he witnessed the explosion. He indicated that his aircraft had been cleared direct from DITCH intersection to JFK and was east of the X that is part of the J225 airway, 16 miles from JFK on the 241-degree radial. A copy of this sketch is attached hereto.

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Aircraft

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265A-NY-259028 SUB B  
JJK/kjh

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The following individual was interviewed on July 25, 1996, regarding the explosion of TWA flight 800:

Name:

Date of birth:

Address:

[REDACTED]  
Kingsburg, California 93631

Telephone:

Business telephone:

2059

702  
703

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On the morning <sup>702</sup> after the explosion of Trans World Airline (TWA) Flight 800, <sup>702</sup> [redacted] residing at <sup>702</sup> [redacted] Plainview, New York, telephone number <sup>702</sup> [redacted] and <sup>703</sup> [redacted] residing at <sup>702</sup> [redacted], Huntington, New York, telephone number <sup>702</sup> [redacted], were brought to the Coast Guard Station by Special Agent (SA) JOSEPH P. FANNING and, thereafter, interviewed by SA JAMES G. LEE.

<sup>702</sup> [redacted] and <sup>703</sup> [redacted] were flying in <sup>702</sup> [redacted] private plane, an AC-12 piloted by <sup>702</sup> [redacted] at about 8:40 PM on the evening of July 17, 1996.

<sup>702</sup> While cruising at eight and a half (8 1/2) thousand <sup>703</sup> feet over Riverhead, Long Island, heading eastbound, <sup>702</sup> [redacted] advised <sup>702</sup> [redacted] that he had traffic at "seven (7) o'clock." <sup>702</sup> [redacted] glanced over and spotted a white light which suddenly exploded into a giant red orange ball. In an instant, the object blew up. FARET said that he was not sure it was a plane because it was dark, however, he saw running lights, believed to be white trailing lights just before the explosion.

The object, according to <sup>702</sup> [redacted] definitely exploded below his plane because the smoke trail after the explosion was at seven and a half (7 1/2) thousand feet. He realized it was a plane that exploded when he flew over to the area.

Upon exploding, the debris fell quickly and straight down. As the plane fell, the fire had a long trail to the ocean surface where it spread out along the water. Flame chutes erupted from the water.

He then called flying services and saw boats heading over the scene.

<sup>702</sup> [redacted] advised that the gaseous cloud remained similar to the challenger explosion.

<sup>702</sup> [redacted] emphatically stated the explosion took place at about 7 1/2 thousand feet.

Investigation on 07/18/96 at Center Moriches, New York

<sup>2098</sup>  
File # 265A-NY-259028 - 540 CC3

By SA JAMES G. LEE/hrc Date dictated 07/26/96

- 416  
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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/18/96, Page 2

Both [REDACTED] and [REDACTED] were on their way to a limousine that was going to put them on the TODAY SHOW when SA FANNING came to get them.

[REDACTED] and [REDACTED] offered complete cooperation.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On the morning after the explosion of Trans World  
Airline (TWA) Flight 800, [redacted] residing at [redacted]  
Plainview, New York, telephone number [redacted],  
and [redacted] residing at [redacted], Huntington,  
New York, telephone number [redacted], were brought to the  
Coast Guard Station by Special Agent (SA) JOSEPH P. FANNING and,  
thereafter, interviewed by SA JAMES G. LEE.

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[redacted] and [redacted] were flying in [redacted] private plane,  
an AC-12 piloted by [redacted] at about 8:40 PM on the evening of July  
17, 1996.

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[redacted] While cruising at eight and a half (8 1/2) thousand  
feet over Riverhead, Long Island, heading eastbound, [redacted]  
advised [redacted] that he had traffic at "seven (7) o'clock."  
[redacted] glanced over and spotted a white light which suddenly exploded  
into a giant red orange ball. In an instant, the object blew up.  
FARET said that he was not sure it was a plane because it was  
dark, however, he saw running lights, believed to be white  
trailing lights just before the explosion.

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below his plane because the smoke trail after the explosion was  
at seven and a half (7 1/2) thousand feet. He realized it was a  
plane that exploded when he flew over to the area.

702

Upon exploding, the debris fell quickly and straight  
down. As the plane fell, the fire had a long trail to the ocean  
surface where it spread out along the water. Flame chutes  
erupted from the water.

He then called flying services and saw boats heading  
over the scene.

702

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to the challenger explosion.

702

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about 7 1/2 thousand feet.

Investigation on 07/18/96 at Center Moriches, New York

2098

File # 265A-NY-259028

SAC 013

- 416

SA JAMES G. LEE/hrg

07/26/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/18/96 . Page 2

Both [REDACTED] and [REDACTED] were on their way to a limousine that was going to put them on the TODAY SHOW when SA FANNING came to get them.

[REDACTED] and [REDACTED] offered complete cooperation.

705

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996, [REDACTED] flight student, Building 309, Gabreski Airport, Suffolk County, New York, was interviewed by Special Agent NICK J. PINDULIC and PAUL D. VALENTINE. [REDACTED] Date of Birth is [REDACTED]. [REDACTED] provided the following information:

[REDACTED] stated he was flying across country VFR (visual flight rules) back from Block Island Airport. He had one passenger with him: [REDACTED] who was sitting in the right seat. [REDACTED] was sitting in the left seat and controlling the aircraft. [REDACTED] was flying at 1500' MSL Heading 278. He had just contacted Gabreski Tower for landing instructions. The airplane was about 10 miles from the airport. [REDACTED] was performing his normal VFR scan when he saw what he thought was a flare out of the corner of his eye. He turned his head and looked towards 230 degrees to 240 degrees heading. [REDACTED] saw what he thought was a flare below him at 1000' MSL and was about five miles +/- two miles away. He thought it was a flare that did not work; something was wrong with it. He described it having a red-orange color. There were multiple explosions. The first explosion was big and shaped like a tree and was falling straight down. There was a second explosion that was smaller than the first one. [REDACTED] thought this second explosion was about 700' MSL from his visual perspective.

[REDACTED] did not check out the explosions because the visibility and weather was getting poor. He also was flying a single engine plane and wanted to stay close to the shore. [REDACTED] thought this flare came from a boat because he saw no other aircraft in the area, so it could not have been a mid-air collision. [REDACTED] contacted TWA on July 18, 1996. TWA returned his call and told [REDACTED] to contact the Federal Aviation Administration (FAA). He was unable to get in touch with the FAA.

Investigation on 7/22/96 at Suffolk County, New York

2103

File # 266A-NY-259028 - 540 CC3

SA NICK J. PINDULIC  
SA PAUL D. VALENTINE PDV:mxk

Date dictated 7/22/96

-419  
CC3

387  
388  
389  
706

GAW:MAM  
265A-NY-259028

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

[REDACTED]  
Westhampton, New York

[REDACTED]  
Manhattan, New York 10016  
or

[REDACTED]  
Westhampton, New York

[REDACTED]  
Westhampton, New York

179  
265A-NY-259028-SUB-CC

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 19 1996	
FBI - NEW YORK	

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/06/96

On July 29, 1996, at approximately 2:15 PM, Investigator JOHN P. KEARY, New York State Police (NYSP), telephonically interviewed [REDACTED], Date of Birth (DOB) [REDACTED] of [REDACTED] Bay Shore, New York. [REDACTED] works at [REDACTED], [REDACTED] Road, [REDACTED] West, Melville, New York 11747, [REDACTED]. He was telephonically interviewed at his office and stated the following:

On July 17, 1996, at approximately 8:30 PM, he was boating by himself on the Great South Bay. He stated that he was approximately two (2) miles east of the Robert Moses Causeway Bridge about halfway between BAY SHORE MARINA and the Barrier Island. He stated that he was looking to the south when he noticed what he originally thought was a distress flare rising into the sky. This flare was to the south-southeast. He stated that he originally thought this flare emanated from the ocean side of the barrier beach somewhere between Ocean Beach and Point O'Woods. He stated the flare went up and was then followed by a large explosion of fire. This fire fell into the ocean. He stated that the flare and fiery explosion occurred at least twenty (20) miles from his location. [REDACTED] realizing some type of craft was in trouble, then proceeded out of the Fire Island Inlet then east to the crash site. It is noted he was operating a thirty-four (34) foot Fountain speed boat, top speed 80 miles per hour. At approximately 9:00 PM, he arrived at the crash scene where he saw a large amount of floating debris. Fearing that he may shear off his prop on debris, he anchored the boat at the crash site. He returned to Bay Shore the following morning. [REDACTED] stated that during the course of traveling to the scene, he did not notice any other vessels proceeding away from the scene to the west. He stated that he did not take note of names of any other vessels in the area. He did not see any other persons he knew at the crash site.

265A-NY-259028-SLS cc3

Investigation on 07/29/96 at Melville, New York (telephonically) -4262112  
File # 265A-NY-259028Investigator JOHN P. KEARY, NYSP/hrg JPC Date dictated 08/02/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted], SSAN [redacted] Lt. JG, currently serving as the Executive Officer onboard the United States Coast Guard Cutter [redacted] local address [redacted], Highlands, New Jersey, telephone number [redacted] was interviewed by Norman F. Mahoney who identified himself as a Special Agent (SA) with the Federal Bureau of Investigation (FBI). SA Mahoney advised [redacted] he was being interviewed regarding the crash of TWA Flight 800 that occurred on July 17, 1996.

[redacted] advised he was on his way to the bridge of the "ADAK", and did not see the explosion. He stated that he only saw the smoke travel from the sky to the ocean.

He stated that upon arriving on the bridge he took over the driving of the boat, and proceeded towards the wreckage.

[redacted] advised on the way to the crash site the boat was advised by a Navy P-3 that was in the area that it had spotted a possible life raft in the water. [redacted] stated the boat located the object in the water, and determined that it was a set of emergency stairs from an aircraft. He advised the boat then proceeded to the crash site.

He could provide no additional information regarding the crash of the aircraft.

Investigation on 7/24/96 at Sandy Hook, New Jersey -437  
2123 CC3  
File # 265A-NY-259028 - SUB CC3 Date dictated 7/26/96  
by SA Norman F. Mahoney NFM SM

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] E-5, SS2, assigned to the U.S. Coast Guard Cutter Adak, SSN: [redacted] Home address: [redacted] Highlands, New Jersey 07732, Telephone: [redacted] was interviewed by Special Agent CHRISTOPHER M. PIEHOTA who identified himself and the purpose of the interview.

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

[redacted] stated that he was on the bridge of the [redacted] when, after being alerted by Seaman Apprentice [redacted], he witnessed flames coming out of the sky and heading towards the water. After this, [redacted] said that he saw a large plume of smoke and flames coming from the water. Prior to being alerted by [redacted] did not notice anything out of the ordinary.

[redacted] stated that, upon arriving at the site of the wreckage, he viewed what he believed to be the tail section of the aircraft, various wreckage in the water and a whole rest room (lavatory) from the aircraft floating intact.

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

-439

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

File # 2125 265A-NY-259028 340 CC3

by SA Christopher M. Piehota Date dictated 07/27/1996



711

(rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

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

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

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

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

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

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

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Interview on 07/24/1996 at Sandy Hook, New Jersey  
2126  
NY# 265A-NY-259028 SUB 13  
by SA Christopher M. Piehota  
Inv. Ed Karasiewicz Date dictated 07 27 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 22, 1996, [redacted] East Moriches, New York, telephone number [redacted] Date of Birth (DOB) - [redacted] was interviewed at his home. After being advised of the nature of the interview and the identity of the interviewing Agents [redacted] provided the following information:

On July 17, 1996, while flying his plane with three others, between the NORTHPORT LILCO stacks and Port Jefferson at an altitude of 2,000 feet, [redacted] plane was flying east at a heading of E090. [redacted] was scanning the sky for other airplane traffic when he saw two bursts, the first burst was orange and white, the second explosion was orange/red and was followed by cascading flames. [redacted] reported the incident to New York Approach. New York Approach stated they were aware of the explosion.

- 441  
CC3

Investigation on 7-23-96 at East Moriches, New York

2127

File # 268A-NY-259028-340093

Detective ROBERT STABB, SQPD SA JOHN SHEEHAN  
SA CHRISTOPHER BRYCELAND, ICB:dg Date dictated 7-27-96

265A-NY-259028

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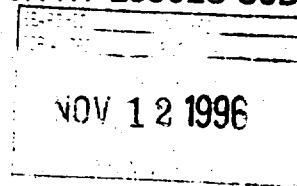
JME:hrq

The following investigation was conducted telephonically on July 23, 1996, at Center Moriches, New York, by Special Agent (SA) JILL MARIE EULITZ:

██████████ Private Pilot, (home) ██████████, flying back from west to east, saw the Trans World Airline (TWA) plane explode and go down. ██████████ advised that he was interviewed yesterday (July 22, 1996), by two Special Agents (SAs) of the Federal Bureau of Investigation (FBI) and one person from the National Transportation Safety Board (NTSB). ██████████ furnished the following additional information:

The first explosion was whitish in color and the second explosion was a deep red orange. ██████████ explained that the first explosion was on top of the second, with the second explosion being the bigger of the two.

265A-NY-259028-SUB-003



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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [redacted], Date of Birth, [redacted], Southhampton, New York, telephone number [redacted] was interviewed at the Southhampton Yacht Club, Little Neck Road, Southhampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, Long Island, New York, with her husband, [redacted] and [redacted] observed a white explosion and a white streak in the sky, southeast of her position, over the Atlantic Ocean. A few seconds later she then saw a huge orange fireball and approximately two seconds later she saw a second, smaller fireball slightly lower and to the left of the first. [redacted] stated that she then watched two flaming objects fall to the ocean. [redacted] further stated that approximately 20 to 25 seconds after observing the fireballs, she heard and felt two rumbles, the second being louder than the first.

Investigation on 7/27/96 at Southampton, New York  
2141  
File # 265A-NY-259028 548 CC3 - 448  
by SAs SAMUEL G. KRAMER/  
CHRISTOPHER BRYCELAND/SGK/nac Date dictated 7/27/96

CC 5

265A-NY-259028 5413 CC3

SJ:cam

A 134

[REDACTED] was interviewed by Detectives ALPHEN JENSEN and CALVIN POWELL of the Suffolk County Police Department. The interview was conducted on July 30, 1996.

[REDACTED] stated that he and his wife were camping at the Smith Point campground. They were walking near the dump station at the front office of the campground in a southerly direction. He observed a white streak moving skyward from southeast of his location proceeding southerly. [REDACTED] could not determine how far away the streak was located from his position or from where it had originated. He did not observe the streak originate from either the ground or water.

The streak burst into yellow sparks after a puff of smoke. Then orange flames descended to water in two orange columns.

[REDACTED] stated that he observed the lights of a ship or boat in the area of incident the night before, but were indistinguishable with binoculars. Craft appeared to remain stationary for along period of time.

CC3  
-454

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/28/96

[REDACTED] was interviewed by the New York Office of the Federal Bureau of Investigation he was advised of the identity of the interviewing agent and the nature of the interview. [REDACTED] provided the following information:

[REDACTED] was on a racing boat in Shinnecock Bay at approximately 8:40PM on Wednesday, July 17, 1996. He and other members of the SOUTHAMPTON YACHT CLUB were returning from racing. The boat was heading east, toward Old Fort Pond.

[REDACTED] at one point, turned and faced southwest. Upon doing so, he noticed what appeared to be a yellow skyrocket or flare that was descending. The skyrocket/flare appeared to be traveling eastward. A couple of seconds later he saw two (2) flames that outlined a figure resembling a cross. The flaming figure floated downward for several seconds. At first, [REDACTED] thought it was a small plane that eventually crashed, in the dunes, alongside Shinnecock Bay. After the plane disappeared behind the dunes, he heard two (2) explosions. [REDACTED] then realized the figure was further out over the ocean because of the lapse in time between the flames he had seen in the sky and the subsequent explosions.

[REDACTED] and his racing team had left the dock at approximately 5:00PM to practice prior to racing. [REDACTED] did not notice any unusual marine craft or aircraft. In and around Hampton bays it is not unusual to see several low flying, single engine aircraft.

[REDACTED] a SOUTHAMPTON YACHT CLUB member, and [REDACTED] telephone [REDACTED] witnessed the entire incident from start until finish. [REDACTED], home telephone [REDACTED] work telephone [REDACTED] and [REDACTED] (Last Name Unknown) were on the racing boat with [REDACTED] the evening of the incident.

2212  
Investigation on 07/28/96 at Hampton Bays, New York

File # 265A-NY-259028 SUB CC 3

SA JOSEPH S. BUCZEK:amo Date dictated 07/28/96

000068

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/28/96, Page 2

[REDACTED] provided the following personal information:

Race: White  
Sex: Male  
Address: [REDACTED]  
Rural Route 1  
Hampton Bays, New York 11946  
Telephone: [REDACTED]

2213

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] Shirley, New York, telephone [redacted], Date of Birth [redacted], employed at [redacted], Westbury, New York, telephone (516) 333-0601, was advised of the identity of the interviewing agents and the nature of the interview, and thereafter provided the following information from his truck at the Smith Point Beach:

[redacted] advised he is a former fireman for the Selden Fire Department. He stated that on Wednesday, July 17, 1996, he was fishing off the second cut on the beach at Smith Point, approximately three miles west of Moriches inlet. He stated he arrived there approximately 5:30 pm - 6:00 pm. At approximately 8:35 pm - 8:40 pm, as it was just becoming dark, he looked up into the sky and saw the red lights blinking on the side of a plane, and a star in the sky. He stated he then saw an instant burst and flames start coming down from the sky in a mushroom shape. He stated that he did not see any rocket launched, like the radio reported. He said he would have seen it if a missile went off. He stated approximately two seconds after the first explosion, a second burst of flames occurred and flames travelled back upward toward the first burst of flames. He stated [redacted] believes this was a result of the unburned fuel. [redacted] stated within a matter of seconds, the water was on fire and smoke was in a mushroom shape travelling up into the sky. The smoke was black nearer the water and a white cloud in the sky. [redacted] again stated he did not see anything going up toward the plane prior to the explosion.

[redacted] stated he did see a small single engine white airplane with a red trim flying very low approximately two - three minutes prior to the plane exploding. He stated the plane was flying so low near him he even waived to the pilot. [redacted] described the pilot as a male approximately 40 - 50 years old, chubby, and having light brown hair. He stated the plane flew right over him and he could tell there was only one person in the plane. [redacted] stated he has seen planes flying low before, but this was unusual because this airplane had a closed cockpit. He stated it was not an ultra light airplane

265A-NY-259028-SU

7/26/96 at Shirley, New York  
2268  
265A-NY-259028  
SA ANDREW DE CICCIO  
SA KEVIN MATHIESON:cam  
Date dictated 7/23/96  
AUG 15 1996

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265A-NY-259028

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

like is usually seen in the area. He stated he highly doubted that anything could have been shot out from this kind of airplane.

[REDACTED] stated his friend [REDACTED], who works with him at [REDACTED] was fishing with his friend [REDACTED] at the time of the crash and may be able to provide further information. He also stated a person named AL "the plumber" was on a boat fishing when the explosion occurred, but he did not know how to reach him. He stated the owner of [REDACTED], located in Mastic or Shirley, may know how to reach AL "the plumber."

[REDACTED] drew a picture of what he saw the night the plane crashed. Picture included with notes of interview.

2269

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[redacted], white female, date of birth [redacted], social security number [redacted], Stamford, Connecticut, telephone [redacted], was interviewed at the above address on the below listed date by the below listed special agent. She was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

On 7/17/96, [redacted] was at a party at a beachhouse, rented by her mother, in Clinton, Connecticut. She described the day as clear. Although the sun had set, it was still light outside.

[redacted] (previously interviewed by the Federal Bureau of Investigation (FBI)) called her attention to a light in the sky. [redacted] advised that she saw a slanted bright red line going from the horizon up and to the right, over the Long Island Sound. [redacted] could not tell if the red line originated at the ground or in the air. [redacted] then saw what appeared to be "dud fireworks", a fiery patch, bursting into sparks. She then saw a reddish explosion. This area expanded and sank down to the horizon. The entire event lasted less than 15 seconds.

[redacted] mother, [redacted], told that she "... couldn't believe she [redacted] missed it." [redacted] and the others at the party discussed what they had seen. No one knew that it was a plane crash. [redacted] learned about TWA Flight 800 the next day.

[redacted] advised that her aunt, [redacted], and [redacted] friend, [redacted], were also present. They both live in Hamden, Connecticut.

[redacted] drew a sketch of what she saw. [redacted] also marked the line of sight to the explosion on a map. Copies of the sketch and annotated map are attached.

Investigation on 8/3/96 at Stamford, Connecticut

File # 265A-NY-259028

by 2271 SA Kenneth E Gray Jr : KEG/keg

Date dictated 8/05/96

265A-NY-259028-SUB CC-112

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265A-NY-259028

GRM:meg

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

Interview conducted with [REDACTED] of [REDACTED], Shirley, New York, [REDACTED] on July 20, 1996 at 12:00 hours.

Stated that on July 17, 1996, between 8:30PM - 8:45PM, he was driving his van westbound on Route 27 (Sunrise Highway) and was between Exit 60 (Railroad Avenue) and Exit 59 (Wading River Road) in Center Moriches. Directly to his left he saw a gray smoke trail ascend at a high rate of speed and where the trail terminated an explosion occurred. He described it as going straight up, not zig zag and the trail was visible for a period of time after the explosion. From the time he sighted the trail till time of explosion, he guessed 3-4 seconds and he felt that the trail was at least 5 miles away to the south and very high in the sky. Lighting conditions, he noted as being dark but clear and sun was down. His horizon line was above a tree line that borders the highway. This interview was conducted at [REDACTED] Manorville, NY, [REDACTED].

259028-SUB

B

453

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] was interviewed at his residence, [redacted] North Massapequa, New York, by Special Agent (SA) NEIL F. MORAN who identified himself as an SA of the Federal Bureau of Investigation (FBI). [redacted] was able to furnish the following information regarding observations he made during the evening hours of July 17, 1996 with a possible connection to the crash of TRANS WORLD AIRLINES (TWA) flight 800.

Last Wednesday evening [redacted] indicated that he took a drive on his motorcycle to the CAPTREE boat marina. Lynch recalls departing his residence shortly before 8:00PM and arriving at the marina at approximately 8:15PM. [redacted] indicated that he was interested in possibly renting a slip for his boat and was checking out the prices and conditions with several of the other boat owners.

At approximately 8:35 PM [redacted] departed CAPTREE and headed west on the scenic Ocean Drive which runs along the ocean. [redacted] recalls passing the OAK BEACH INN near CEDAR BEACH when he noticed a "softball size fireball" off to his left travelling from west to east. [redacted] indicated that this orange and yellow colored "fireball" was travelling at a slow rate of speed, approximately one mile high, when after a period of three to four seconds, it went out. [redacted] advised that he did not observe a trail of smoke behind the "fireball". An additional four to five seconds elapsed when a larger "fireball", the size of a basketball, suddenly appeared from where the first one had disappeared. This "fireball" also appeared to extinguish itself after a period of several seconds.

[redacted] added that in approximately twenty to thirty seconds he then observed a twin engine jet aircraft travelling from south to north cross directly in front of him. [redacted] stated that he felt that the aircraft was flying unusually low and he added that he could see significant light emanating from inside the jet. [redacted] advised that it was too dark to observe any markings on the outside of the aircraft but he was positive that

265A-NY-259028-SUB C

Investigation on 7/23/96 at North Massapequa, New York

File # 2233 265A-NY-259028

by SA NEIL F. MORAN

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7/23/96 FBI - NEW YORK	
TC	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth [redacted]  
 [redacted] Quogue, New York, 11959, telephone [redacted]  
 [redacted] alternate address, [redacted] New York, New York 10028, [redacted] was interviewed at his Quogue, New York residence. [redacted] was advised of the official identities of the interviewing Agents and purpose of the interview. [redacted] provided the following information:

[redacted] stated he was in a small boat heading east in the canal that runs parallel to Dune Road, approximately 200 yards west of Beach Lane Bridge, Westhampton, New York, on July 17, 1996.

Between 8:30 P.M. and 8:45 P.M., southwest from him, he observed what looked like a red flare going up. He first saw the flare at a 45% angle in the sky. The flare started out fairly straight, then gently curved along an arc from south to northeast.

The flare was a reddish circle with a very small elongated red cone shaped area on it, which had a darker tint in front than back. In the back there was a red-white colored flame. The flare left a wispy white smoke trail. The smoke was thicker at its source, thinning out as it got farther from its source. [redacted] view was then interrupted by a house. After passing the house, he observed a huge fire ball, with a wispy white smoke trail, which originated at approximately 30 degree on the horizon entering the fireball at approximately 55 degree on the horizon and the fire was falling down. He did not see the explosion itself, due to the house. The wispy white smoke trail disappeared quickly. He then saw black smoke from the fire ball and heard three (3) booms, the flare stage lasted approximately one to two seconds and the fireball stage lasted 10 to 15 seconds. The sky was not yet dark, but getting dark. He had no view of the water.

[redacted] was accompanied by [redacted] and [redacted], ten year old twins.

265A-NY-259028-SU

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

File # 265A-NY-259028

by INVESTIGATOR JOHN P. KEARY/mam  
New York State Police

Date dictated 7/22/96

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265A-NY-259028  
KFH:kfh

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] 745, date of birth [redacted] social security [redacted], [redacted] Floral Park, New York, home telephone [redacted] 2920, pager [redacted] PIN [redacted]

On 7/17/96, [redacted] 745 and her friend [redacted] 746 were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:45 pm, [redacted] heard a very loud boom, observed a flash of blue light in the sky to her right, in the direction of Jericho Turnpike, then, heard four more booms, and observed a flash of red light. She described the flashes of light as similar to lightning in the distance. She advised that the flashes appeared really far in the distance. [redacted] did not observe any smoke, fire, or planes in the sky. 745

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] 746 aka [redacted], date of birth [redacted] social security [redacted] employee of [redacted] Belmont, New York, telephone [redacted]

On 7/17/96, [redacted] 746 and his friend [redacted] 745 were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:40 pm, [redacted] observed, to his right, an object similar to a rocket, which appeared to have come from the ground, moving straight up in the air. [redacted] observed a reddish/blue flash in the sky, then heard a loud boom similar to that made by an M-80 firecracker. After the flash, the sky was dark again. 746

[redacted] did not observe any smoke, fire, or planes in the sky. He did not notice any other persons, other than [redacted] in the vicinity.

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265A-NY-259028

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265A-NY-259028  
RSC:MAM

On July 19, 1996, the following investigation was conducted by Special Agent (SA) ROBERT S. CRISALLI, Federal Bureau of Investigation (FBI) and Detective DOUGLAS FOY, Suffolk County Police Department (SCPD), at Shirley, New York, with negative results.

York, [redacted] of [redacted], Shirley, New York, [redacted] was interviewed at his residence. [redacted] contacted the East Moriches Command Post saying he had some information regarding the crash of Flight 800. [redacted] was in his bedroom at about 8:30 PM on Wednesday, July 17, 1996 when he heard two loud noises. He described the noises as something between fireworks and gunshots. He stated that the two sounds came from a northwest direction. His bedroom is also on the northwest side of his house. About 15 seconds later, he heard a third sound which he described as a loud "pop."

630

New York, [redacted] Shirley, [redacted] household and stated that on the evening of Wednesday, July 17, 1996, he walked up the front steps of the [redacted] house about 8:30 PM when he heard what sounded to him as two M80 fireworks going off. He also said he heard them come from the northwest.

750

New York, [redacted], Mastic Beach, [redacted], was sitting in his cart outside of [redacted] waiting for his friend [redacted] to come back from inside the house. At about 8:35 - 8:40, he stated that he heard a band. About 15 - 30 seconds later, he heard the same noise again. He did not think anything of it until a half hour later when some people at the beach went and told him about the crash.

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265A-NY-259028-SUB-CC

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FBI - NEW YORK	

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265A-NY-259028  
RSC:MAM

On July 19, 1996, the following investigation was conducted by Special Agent (SA) ROBERT S. CRISALLI, Federal Bureau of Investigation (FBI) and Detective DOUGLAS FOY, Suffolk County Police Department (SCPD), at Shirley, New York, with negative results.

York, [redacted] of [redacted], Shirley, New York, [redacted] was interviewed at his residence. [redacted] contacted the East Moriches Command Post saying he had some information regarding the crash of Flight 800. [redacted] was in his bedroom at about 8:30 PM on Wednesday, July 17, 1996 when he heard two loud noises. He described the noises as something between fireworks and gunshots. He stated that the two sounds came from a northwest direction. His bedroom is also on the northwest side of his house. About 15 seconds later, he heard a third sound which he described as a loud "pop."

630

New York, [redacted] Shirley, [redacted] was visiting the [redacted] household and stated that on the evening of Wednesday, July 17, 1996, he walked up the front steps of the [redacted] house about 8:30 PM when he heard what sounded to him as two M80 fireworks going off. He also said he heard them come from the northwest.

750

New York, [redacted] Mastic Beach, [redacted] was sitting in his cart outside of [redacted] waiting for his friend [redacted] to come back from inside the house. At about 8:35 - 8:40, he stated that he heard a band. About 15 - 30 seconds later, he heard the same noise again. He did not think anything of it until a half hour later when some people at the beach went and told him about the crash.

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FBI NEW YORK [initials]



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265A-NY-259028

CR:dy

The attached Police report is the report of interview of [redacted] by Investigators EDWARD MLCODYNIA and JOHN KEARY of the New York State Police Department.

80

On July 21, 1996, Investigator [redacted] Date of Birth: [redacted] of [redacted] Shirley, New York 11967, telephone number: [redacted] advised that on Wednesday evening he was fishing from the Union Dock, located on southern most part of Union Street, Moriches, New York, at about 8:30 PM he was looking across the bay at Great Gunn Beach which is encompassed by Smith Point Park. He saw what he described as an orange flare which appeared to be launched from the beach or beyond which went straight up then suddenly he saw a large red glow which he described as an "explosion" and thereafter saw the fireball split into two distinct parts and drop from the sky.

[redacted] went on to say that there was no sound to the explosion. [redacted] was also with his girl friend, [redacted] [redacted] of [redacted] Mastic, New York 11950, telephone number [redacted] mentioned to [redacted] to look at the flare going up but when she looked towards that area all she saw was a large fireball and then the fireball come down. She did not hear any explosion either.

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