DOCKET NO. SA-516

APPENDIX M

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC

DOCUMENTS PERTAINING TO AFTERMATH OBSERVERS
(83 pages)

265A-NY-259028
DAM:emf

On November 20, 1996, Lieutenant (Lt.) [redacted] of the United States Navy Naval Air Station (NAS) [redacted] at Brunswick, Maine, contacted Investigator (Inv.) DOMINICK A. MAGRO, New York State Police (NYSP), assigned to the Terrorist Task Force (TTF), and advised of the following:

At the time of the TRANS WORLD AIRLINES (TWA) Flight 800 crash on July 17, 1996, at approximately 8:30 p.m., AW2 Radar Operator [redacted] was on board a United States Navy P-3 Anti-Submarine Warfare Aircraft, on an Anti-Submarine Training Mission, which was in close proximity to TWA Flight 800. [redacted] advised that [redacted] stated he was seated at his station aboard the Navy P-3 aircraft with his head set on monitoring the Electronic Surveillance Measuring System (ESM). Lt. [redacted] explained that the ESM is capable of detecting radar guided missiles (those which send or receive electronic emissions) by monitoring frequency emissions. Lt. [redacted] also explained that the effective range of the ESM on board the US Navy P-3 at the time of the TWA Flight explosion, at which time the P-3 was at an altitude of 20,000 feet, was approximately a radius of 260 miles.

Lt. [redacted] advised that [redacted] informed him that he did not receive any activity on the ESM that he was monitoring during the time preceding the explosion of TWA Flight 800.

265A-NY-259028-SUB CC3 - 569

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FBI-NEW YORK

4/10/97

(1)

265A-NY-259028
AJ:dp (TW07004D)

On July 21, 1996, [redacted] was interviewed at MACARTHUR AIRPORT and provided the following information:

[redacted] on board a Navy P-3 Orion. [redacted]

[redacted] stated on July 17, 1996, while on a routine training mission he had overheard a partial radio transmission regarding a possible mid-air collision. At the time, the Orion was at an altitude of approximately 20,000 feet. [redacted] advised he had received approximate coordinates from Air Traffic Control and proceeded to the area because the Orion is equipped with search and rescue capability.

[redacted] noted the Orion stayed on station for approximately ten to thirty minutes. The Orion was at an approximate altitude of 2,000 feet and making left orbits around the ocean debris. [redacted] observed pools of fire on the ocean surface and a surface vessel to the west. [redacted] recalled operating the high speed printer which should have printed a record of the Orion's position. While orbiting the scene, the Orion was in contact with a Coast Guard C-130 and was told not to deploy their rescue capabilities. [redacted] recalled the infra-red detection system being on while at the crash seen but not before. [redacted] provided to the Federal Bureau of Investigation his chart that was used during the night of the crash.

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265A-NY-259028 -

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SERIALIZED [ ] FILED [ ]
MAR 0 2 1997
FBI — NEW YORK

3/21/97

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604

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

On July 20, 1996, [redacted] Lieutenant [redacted] States Navy, [redacted], Naval Air Station, Brusnwick, [redacted] Maine, [redacted], was interviewed by [redacted] Agents of the Federal Bureau of Investigation. [redacted] provided the following information:

On July 17, 1996, [redacted] was a Mission Commander for P-3 Orion Anti-Submarine Warfare Flight for training mission for his squadron [redacted]. The brief began a 4:30 PM in the ready-room. At 5:15 PM [redacted] went to Maintenance Control to review and sign for the aircraft he would fly that night. [redacted] reviewed the Aircraft Discrepancy Book (ADB) and noted the problems with the aircraft. There were no downing problems with his aircraft.

[redacted] proceeded to his aircraft to begin his physical inspection of the aircraft. He pre-flighted his station and conducted a panel check and visual inspection of outside of the airplane. No problems were found.

At 6:45 PM, [redacted] conducted a plane side brief with his crew. This brief needed to be done 45 minutes prior to takeoff. At 7:10 PM, [redacted] strapped into his seat. He used the NATOPS Checklist to prepare for engine start. [redacted] found two problems with the aircraft. The co-pilots turn needle did not work and the number three engine would not Auto Feather. These problems would not down the aircraft.

[redacted] contacted Ground Control for permission to start engines. He started engines, and contacted Clearance Delivery, and switched back ground. He received taxi instruction and repositioned the aircraft. He contacted tower. The plane did a normal takeoff and climb out.

Once safely airborne, [redacted] contacted Departure Control. Departure Control reported to AT 450 (Trident 790) [Aircraft call sign], that their transponder's Mode C was not working and to recycle the switch. The airplane's squak was 3567. Departure reported that they had contact with the aircraft, but the Mode C

Investigation on 7/24/96 at Islip, New York (MacARTHUR AIRPORT)

File # 265A-NY-259028 -CC7-521 (TWO7004A)

SA PAUL D. VALENTINE

by SA DONALD W. McCORMICK (DWM:dp) Date dictated 7/28/96

0142

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(3)

was not reporting. Departure Control reported to [redacted] CENTER would not take the aircraft because the Mode C [redacted] work. [redacted] decided to go "Due Regard" which means the [redacted] responsibility for the flight. [redacted] worked it with BOSTON and received permission to enter airspace.

[redacted] reported that BOSTON CENTER, gave the flight an alternate route to the IBEX. The new route of flight was DIRECT BOSTON (TACAN), J55, to HAMPTON (TACAN), J121, to AMBER J300 to BERGH at 20,000'MSL. Prior to HAMPTON, the flight contacted NEW YORK CENTER with a position report.

The airplane was at 20,000'MSL, heading 236 degrees on Airway J121, when the flight heard a call from a common carrier airline just witnessing an explosion in the air. [redacted] stated it was easy to understand. He also heard another plane say something. Air Traffic Control confirmed a fireball off the 236 degree radial at 13-15 DME (Distance Measuring Equipment) using the HAMPTON TACAN station. [redacted] did not see or hear the explosion.

[redacted] asked for an IFR (Instrumental Flight Rules) descent and radar vectors to 236 degrees RADIA at 15 DME, if confirmed. ATC confirmed what happened. [redacted] asked ATC if the local Coast Guard were contacted if they needed any assistance. ATC gave the flight clearance to descend. At 12,000'MSL, ATC gave the flight a 180 degree turn back to the HAMPTON TACAN. [redacted] stated that the visibility was poor. [redacted] switched his radio to Channel 16 to contact the Coast Guard. The flight went down to 5000'MSL, and [redacted] had the co-pilot (who was at the controls) go Due Regard. The plane continued down to 1500'MSL, advanced the power and had 330 KTS Ground Speed.

[redacted] had his navigator refine the position of the wreckage. The latitude 4039.5 North and 72 38.43 West. He had his Sensor 3 Operator put that position on the scope. [redacted] saw lights ahead, which turned out to be beach houses, and the wreckage was off to the right. [redacted] had his Sensor 3 turn on the Infrared Detection System (IRDS) and began taping what they saw at 1500'MSL.

[redacted] stated he saw wreckage glowing a goldish-yellowish color on the surface of the water. [redacted] described it being in the shape of an "L." The plane made a pass over the wreckage. [redacted] contacted CRASH RESCUE 79 (Air National Guard C-130) to report to him on 307.9 (UHF) what the Coast Guard reported to him. [redacted] made a blanket call to the C-130; P-3C, 1500', call sigh TRIDENT.

CRASH RESCUE 79 was at 1000' and heading for TRIDENT. [redacted] had the co-pilot begin a climb and spiraled the aircraft up to 6000' MSL. [redacted] asked the C-130 if they were the Scene Action Commander (SAC). [redacted] stated the C-130 was slow to respond. [redacted] reported to the C-130 that the P-3C had life rafts, exposure suits and six hours of on station time, and would act as a communication platform if needed. Whatever they needed. The P-3C, [redacted] stated, was over the area about 35 minutes. He asked the C-130 if they needed any help again, then they departed to the Southeast at 6000'MSL.

[redacted] tried to contact GIANT KILLER which is the range control for the IBEX training area. He tried to contact them five times. [redacted] had his crew conduct normal Anti-Submarine Warfare Training from 9:50 PM to 1:00 AM. The plane returned to NAS Brunswick at 2:10 AM. [redacted] debriefed the air crew and locked up the IRDS tape. [redacted] instructed his crew to talk to no one except him or the TACO. They went to the wing and was debriefed by Lieutenant [redacted] United States Navy. [redacted] went home.

FD-302 (Rev. 3-1-82)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On July 18, 1996, Special Agent STEPHEN A. COCCO of the FEDERAL BUREAU OF INVESTIGATION, together with LARRY OSTRAWSKI of the FEDERAL AVIATION ADMINISTRATION, contacted [redacted] telephonically at [redacted] After being advised as to the identity of the interviewing agents and the nature of the interview, OTT furnished the following information:

[redacted] is a U.S. Navy pilot assigned to Patrol Squadron #26, Naval Air Station (NAS) Brunswick, in Brunswick, Maine. His date of birth is [redacted] He has been a pilot with the Navy for the past six years.

[redacted] was the pilot-in-command and overall mission commander of a U.S. Navy ORION P3 aircraft which was en route from NAS Brunswick to a point south of Long Island on July 17, 1996. Accompanying OTT on this "training mission" were eleven other crew members and one observer.

At a point just south of Hampton VOR, which he described as a navigational aid, he overheard transmissions from other aircraft describing the sighting of a possible "firebomb". When asked for further details regarding these transmissions, OTT stated that he believes at least one was a commercial jetliner, as he recalls that the transmission was something like "New York center we confirm fireball". [redacted] added that he did not note further identifiers of the caller, such as a carrier name or flight number.

A[redacted] had overheard the approximate coordinates of the so-called firebomb, he requested permission from ATC to reverse direction and proceed toward the sight of the fire. Accordingly, OTT, who was flying at 20,000 feet in a heavy cumulus cloud cover with no horizon, changed course, descended to 5,000 feet and was vectored inbound toward a water surface fire.

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Investigation on 7/18/96 at JAMAICA, NEW YORK (telephonically)

File # 265A-NY-259028 CC3-87

by SA STEPHEN A. COCCO
LARRY OSTRAWSKI, FAA Date dictated 7/19/96

0962

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Upon arriving in the area, [redacted] hovered for fifteen to twenty minutes at about 1500 feet above a dark black smoldering fire. He could observe some sort of burning debris but was unable to determine just what it was. He further observed a C130 aircraft at the scene and proceeded to contact the Coast Guard to offer his assistance.

The Coast Guard informed [redacted] that they would be acting as scene commander, had the situation under control and could safely coordinate a search and rescue operation without his assistance. As [redacted] is mandated to assist any aircraft or other vessel in distress, he repeated his offer a few more times, adding that he had parachutes, flares and extensive first aid supplies on board.

The Coast Guard again determined that his help would not be needed. At this point, [redacted] noticed that several other aircraft were responding to the scene and, observing that the flight pattern was becoming congested, departed the area and continued on his planned route.

COCCO asked [redacted] if he had observed any other aircraft or unusual sightings while along his established flight path prior to hearing of the fire. He responded that at 20,000 feet he was aware of a commercial aircraft flying at 1,000 feet above him but does not recall further details. [redacted] added that he at no point observed this aircraft or any other objects or vessels while at 20,000 feet due to the cloud cover.

When asked if his radar was in the operative mode while in the vicinity of Hampton VOR, OTT stated that his aircraft has the capability to record and store all signals picked up on his radar. He added, however, that he was not actively monitoring his radar prior to the incident.

The interview then terminated.

(7)

265A-NY-259028
AJ:dp (TW07004D)

On July 21, 1996, LTJG/02 [redacted] was interviewed at MACARTHUR AIRPORT and provided the following information:

[redacted] is a Navigator Communicator on board a Navy P-3 Orion. [redacted] is responsible for the airplane's positioning and communications.

[redacted] stated on July 17, 1996, while on a routine training mission he had overheard a partial radio transmission regarding a possible mid-air collision. At the time, the Orion was at an altitude of approximately 20,000 feet. [redacted] advised he had received approximate coordinates from Air Traffic Control and proceeded to the area because the Orion is equipped with search and rescue capability.

[redacted] noted the Orion stayed on station for approximately ten to thirty minutes. The Orion was at an approximate altitude of 2,000 feet and making left orbits around the ocean debris. [redacted] observed pools of fire on the ocean surface and a surface vessel to the west. [redacted] recalled operating the high speed printer which should have printed a record of the Orion's position. While orbiting the scene, the Orion was in contact with a Coast Guard C-130 and was told not to deploy their rescue capabilities. [redacted] recalled the infra-red detection system being on while at the crash seen but not before. [redacted] provided to the Federal Bureau of Investigation his chart that was used during the night of the crash.

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MAR 02 1997

FBI — NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 21, 1996, [redacted], DOB [redacted], Social Security Number [redacted] Second Class Petty Officer, United States Navy, VP-26, Naval Air Station (N.A.S.) Brunswick, Brunswick, Maine, work telephone number [redacted], was interviewed at the Long Island Mac Arthur Airport in Islip, New York. He was advised of the identities of the interviewing agents and the nature of the interview. He then provided the following information:

[redacted] rating was Non-acoustic Anti-submarine Warfare (AW). He was what was known as a "Sensor 3" on the United States Navy's P-3 Orion aircraft.

[redacted] recalled departing N.A.S. Brunswick at approximately 8:00 local on July 17, 1996, in the P-3 Orion aircraft and performed his standard "condition" checks on his APS-115 radar and ALR-66 Electronic Support Measures (ESM) System en route. The aircraft (hereafter referred to as the Orion) was less than about an hour to an hour and a half into the flight when he first heard the Pilot-in-Command talking on his headset about an incident that had occurred behind their flight path. [redacted] recalled turning on the Orion's Infra-red Detection System (IRDS) at 0107Z (9:07 p.m. local). [redacted] detected what might have been a surface boat while making a second pass over the debris on the water with the IRDS. The Orion 's radar was in 128 nautical mile scale and 1600 Hertz, or "Long Pulse", pulse repetition frequency (PRF), and "full scan" (360 degrees) coverage. [redacted] initially thought he detected a boat a quarter of a mile to the southwest of the debris field while the Orion was making its first pass over the debris but concluded later that it was wreckage. [redacted] estimated that it was approximately 15 minutes from the time of the "crash" until the Orion was at 5000 feet and 15 nautical miles and heading into the "crash". [redacted] also estimated it took about twenty minutes from the time the crash occurred until the Orion was overhead the debris on the surface of the ocean.

[redacted] stated that a surface target would had to of been of a large size or an extremely "fast mover" for him to have been able to detect it due to the limitations of the radar. BALMER observed neither in his scan area. At approximately two

CC3-152

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Investigation on 7/21/1996 at Islip, New York

File # 265A-NY-259028 (9) Date dictated 7/25/1996

by SA STEVEN A. BONGARDT (SAB:sab),
SA MICHAEL P. DINET, NCIS, SA ROBERT F. SCHELHORN

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miles out, [redacted] changed the radar's scan from "wide" to ""narrow". [redacted] stated the IRDS video and ASP-115 radar data was recorded and he drew a picture of what he believed to be burning wreckage on the surface of the ocean. The flames were about twenty to thirty feet high.

[redacted] estimated that it was ten minutes from the time they had arrived on the scene until the time a C-130 took over the search-and-rescue (SAR).

[redacted] stated his P-3 Orion was on a training mission but was not tactical at the time of the incident involving TWA 800. [redacted] was unaware of any friendly or hostile submarines, aircraft, or surface vessels in the area at the time. [redacted] did not detect any fire control or air search radars with the P-3 Orion's ALR-66 ESM System.

(10)

[redacted]

265A-NY-259028
AJ:dp (TW07004D)

On July 21, 1996, LTJG/02 [redacted] was interviewed at MACARTHUR AIRPORT and provided the following information:

[redacted] is a Navigator Communicator on board a Navy P-3 Orion. [redacted] is responsible for the airplane's positioning and communications.

[redacted] stated on July 17, 1996, while on a routine training mission he had overheard a partial radio transmission regarding a possible mid-air collision. At the time, the Orion was at an altitude of approximately 20,000 feet. [redacted] advised he had received approximate coordinates from Air Traffic Control and proceeded to the area because the Orion is equipped with search rescue capability.

[redacted] noted the Orion stayed on station for approximately ten to thirty minutes. The Orion was at an approximate altitude of 2,000 feet and making left orbits around the ocean debris. [redacted] observed pools of fire on the ocean surface and a surface vessel to the west. [redacted] recalled operating the high speed printer which should have printed a record of the Orion's position. While orbiting the scene, the Orion was in contact with a Coast Guard C-130 and was told not to deploy their rescue capabilities. [redacted] recalled the infra-red detection system being on while at the crash seen but not before. [redacted] provided to the Federal Bureau of Investigation his chart that was used during the night of the crash.

265-NY-259028-LL-32

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2001

[redacted]

265A-NY-259028
AJ:dp (TWO7004C)

On July 21, 1996, Lieutenant [redacted] was interviewed at MacARTHUR AIRPORT and provided the following information:

[redacted] is a qualified co-pilot, also known as (aka) PP2P; however, on July 17, 1996, [redacted] was on board the P3 Orion as a PP3P. [redacted] stated on the 17th, the Orion was on a routine flight mission which was scheduled to fly from Brunswick through Boston and the Hampton's airspace. While sitting in the flight cabin, [redacted] recalled overhearing another pilot's radio transmission. The transmission indicated there was some kind of an explosion. The Orion was given a heading to the location from Air Traffic Control. The Orion went to the scene because it is equipped with rescue capabilities. The Orion was on station for approximately fifteen to twenty minutes at an altitude of approximately 1,000 feet and flying left orbits. The Orion ascended it's altitude to 3,000 feet when the C-130 was on location. While on scene, the Orion activated it's infra red detection system. [redacted] saw the surface fire which appeared to be in the shape of the letter "T." [redacted] noted there were surface vessels at the scene.

265-NY-259028 LL-32

(12)

2002

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265A-NY-259028
AJ:dp (TWO7004C)

On July 21, 1996, [redacted] was interviewed at MacARTHUR AIRPORT and provided the following information:

[redacted] is a qualified co-pilot, also known as (aka) [redacted] however, on July 17, 1996, [redacted] was on board the [redacted] as a [redacted] stated on the 17th, the [redacted] was on a routine flight mission which was scheduled to fly from Brunswick through Boston and the Hampton's airspace. While sitting in the flight cabin, [redacted] recalled overhearing another pilot's radio transmission. The transmission indicated there was some kind of an explosion. The [redacted] was given a heading to the location from Air Traffic Control. The [redacted] went to the scene because it is equipped with rescue capabilities. The [redacted] was on station for approximately fifteen to twenty minutes at an altitude of approximately 1,000 feet and flying left orbits. The [redacted] ascended it's altitude to 3,000 feet when the C-130 was on location. While on scene, the Orion activated it's infra red detection system. [redacted] saw the surface fire which appeared to be in the shape of the letter "T." [redacted] noted there were surface vessels at the scene.

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265A-NY-259028-SUB - CC:

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(13)

-3[illegible] (Rev 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted] TFO-7, United States Navy (USN), NAS, Brunswick, Maine, currently assigned to VP-26, provided the following information:

He is currently assigned to as Electronics Technician for VP-26. His duties are primarily on the ground, however, he does fly with aircraft at times to assist in various duties, such as ordinance.

On July 17, 1996, he attended a pre-flight brief and departed in an aircraft at approximately 1930 hours. About one hour later, he was located in the rear of the aircraft, when he heard the pilot advise they were assuming SAR.

He then went to the flight station to observe. Shortly thereafter, he observed wreckage to the starboard side of the aircraft. The wreckage was in flames.

He was not privy to ICS, but recalled they left the area because there was too much air traffic.

He is unaware of anything concerning the crash.

265A-NY-259028-SUB CC 3-456

NOV 1 [illegible] 1996

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Investigation on 7/21/96 at Long Island, New York

2148

File # 265A-NY-259028 (TW0[illegible]4B-2)

by SAs RICHARD McCARTH[illegible]

GEORGE W. CONNELL GWC:dp Date dictated 7/25/96

FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 21, 1996, Special Agents (SAs) GEORGE W. CONNELL III and RICHARD McCARTHY of the New York Office (NYO) of the Federal Bureau of Investigation (FBI) conducted the following investigation:

[redacted] Date of Birth (DOB) - [redacted] Lieutenant United States Navy (USN), [redacted] Naval Air Station (NAS), Brunswick, Maine, was interviewed at the Long Island Jet Center, Long Island, New York.

[redacted] advised that on July 17, 1996 at 16:30 hours, he received a mission briefing at the wing brief room at [redacted]. He was assigned the Second Pilot (2P). The brief took approximately one-half hour, after which the crew was released to pre-flight the aircraft. [redacted] proceeded to get the weather brief and file the Instrument Flight Rules (ITR) from Brunswick to Point Berg; with a delay for five hours at Point Berg. The five hour delay was for mission purposes, where they would descend out of radar contact and go into Visual Flight Rules (VFR).

They departed Brunswick at 1930 hours. He was at approximately 2030 hours at a position just flying off the Hampton TACAN, he heard radio traffic from an unknown aircraft reporting that it saw an air explosion. They were flying at 20,000 feet.

After receiving the Latitude and Longitude of the explosion, his TACO put it into the computer and gave the direction. [redacted] who was piloting the aircraft, turned the aircraft into the direction.

They were approximately 75 miles past the explosion when they turned. Upon approaching the scene, he noticed the burning wreckage and instructed the crew to ensure they recorded and taped what they saw. He then placed them into a Search and Rescue (SAR) posture.

(15)

Investigation on 7/21/96 at Long Island, New York CC

File # 265A-NY-259028 SUB C C3 -457

by SAs RICHARD McCARTHY (TW07004B)
GEORGE W. CONNELL III (GWC:dp) Date dictated 7/25/96

[redacted] then asked the Control Center if they wanted him to assume the on scene commander. The center seemed confused and did not respond. At the same time, an RC-130 stated they could help. He asked RC-130 if they were the on-scene command, to which they responded "I guess so." He discussed altitude with the RC-130, who reported he was at 1,000 feet. [redacted] advised he would climb to 2,000 feet. At that time, the RC-130 turned into him and he accelerated the climb.

[redacted] then asked if they wanted him to act as Radio Relay. The RC-130 advised they had it under control. He then radioed back to base and advised them that they had assumed SAR and what happened. They never dropped rafts of any other rescue equipment.

Shortly after the Coast Guard came on the scene, took on the on-scene command and began separating altitudes.

[redacted] believed there was too much air traffic, so they departed the area and assumed their mission in a different area. It was a training mission which was uneventful.

[redacted] saw or heard nothing unusual. He did however recall hearing a heavy aircraft forced to climb quickly and wondering if a mid-air crash might occur.

[redacted] Lieutenant, USN, Special Projects Officer, NAS Brunswick, Maine, Date of Birth - [redacted] was interviewed and advised the following:

On July 17, 1996, he was assigned as the training officer for the crew. He received his mission brief at 16:30 which was a standard brief that lasted approximately one-half hour.

The plane departed Brunswick approximately 1930 hours. He was in the rear of the aircraft. Approximately one hour after takeoff, he was eating a sandwich, no up on (ICS) when Police Officer [redacted] came to the back of the aircraft and stated they were heading back North to assume SAR. The pilot then got on ICS and advised they were going to descend where an explosion occurred.

also [redacted] proceeded to the Flight Station where he was instructed to look (visually) for aircraft. When the tactical coordinator (TACO) went back to help with life rafts, [redacted] took his seat and went up on ICS. He overheard the pilot's

(16)

coordination with other aircraft. The RC-130 did not seem comfortable as on scene command. They circled around the date and saw flaming debris about one-quarter mile in diameter.

[redacted] advised they became uncomfortable with the RC-130 and other air traffic so he heard the pilot [redacted] advise other aircraft they were departing and to advise if they needed assistance.

They then proceeded on to execute their mission which was a standard training mission.

[redacted] advised he had noticed nothing unusual or significant. He has provided the FBI with a profile of the flight which may aid in locating the wreckage. [redacted] AT-1, USN, VP-26, NAS, Brunswick, Maine, advised the following:

He is an in-flight technician for VP-26 at Brunswick. His duties involve fixing avionics equipment while in flight and also ordinance officer which is responsible for ordinance such as Sono Buoys.

On July 1[illegible], 1996, he did not attend a mission debrief, but went straight to pre-flight. He is unaware of the flights mission or directions.

He was sitting in the rear of the aircraft when the flight station called to man the windows. He began listening to the ICS and heard the flight station attempting to clear the aircraft in the area and that they were assuming Search and Rescue SAR. He also heard the Coast Guard advise that a fireball was noted and called in aircraft.

His aircraft began to circle and he noticed flaming debris on the water. He also noted the fuselage of an aircraft that was burning strong.

A RC-130 had a handle on the scene, so his aircraft departed the area and continued on their mission.

2151

(17)

FD-340 (Sub LL-1A1) containing the maintenance records of the misfunctioning transponder is not in the file.

This is a photocopy of a Post-it note attached to document LL-28 by the FBI.

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE Date: 03/27/1997

To: New York Attn: ASAC Charles Demroe

From: Richard S. Karniewicz
I-46
Contact: SA Richard S. Karniewicz, ext. 8280

Approved By: Lang Thomas F

Drafted By: Karniewicz Richard S:emf

69 RSK

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

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

Synopsis: NTSB/FBI Witness Interview Panel conducting interview of crew from VP-26 P-3 Orion.

Enclosures: One FD-340 containing the flight schedule for the VP-26 P-3 Orion on 07/17/1996, and one FD-340 containing the maintenance records of the misfunctioning transponder.

Details: On 03/24/1997, writer and Norm Wiemeyer of the National Transportation Safety Board (NTSB) conducted interviews of crew members from the VP-26 P-3 Orion. The P-3 Orion was flying through the vicinity of the Moriches Inlet on the evening of 07/17/1996, about the time of the crash of TWA Flight 800. The interviews took place at the Naval Air Station at Brunswick, Maine 14011, with Lt. [redacted] presiding on behalf of the Navy.

The following crew members of the VP-26 P-3 Orion were interviewed:

1. Lt. [redacted]
Position: Training Officer
[redacted]

2. Lt. [redacted]
Position: Navigator
[redacted]

265A-NY-259028 SUB LL

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MAR 31 1997
FBI — NEW YORK

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[redacted]

3. [redacted]
Position: Temporary Flight Order
[redacted]

4. E-6 [redacted]
Position: Aviation Systems Warfare Operator I
[redacted]

5. Petty Officer [redacted]
Position: In-flight Technician
[redacted]

6. Petty Officer [redacted]
Position: Sensor 3 (Radar Operator)
[redacted]

7. Lt. [redacted]
Position: Tactical Officer
[redacted]

8. [redacted] Aviation Warfare Operator 3
Position: Acoustic Operator Number 2
[redacted]

2484

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1A2

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

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

Field Office Acquiring Evidence _____

Serial # of Originating Document _____

Date Received 3/24/97

From _____
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(City and State)

By SA RICHARD S KARNIEWICZ
(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: [illegible]

Reference: EC [illegible] 3/27/97 RE FBI/NTSB
(Communication Enclosing Material)

WITNESS INTERVIEW PANEL INTERVIEWS OF VP 26 P-3 ORION CREW

Description: ☐ Original notes re interview of

1 - PHOTOCOPY OF THE VP 26 P-3 ORIONS FLIGHT SCHEDULE FOR 7/17/96.

265A-NY-259028-SUBLL

See Sec 28

SEARCHED ____ INDEXED
SERIALIZED ____ FILED ____
[illegible] 03 1997
[illegible]
KARNIEWICZ | [illegible]

21

2485

A/C [redacted] 157321 2.7 HRS EVENT: ATOI

T/O: 1030 LOCAL

LND: 1605 LOCAL

CONDOR AREA

OPTIONAL FORM 99 (7-90)
FAX TRANSMITTAL # of pages ▶ 1

To AWCS [redacted]	From AW1 [redacted]
Dept./Agency OPCON	Phone # X2126
Fax # X2854	Fax # X1167

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

PPC	LT	FE	AMS 2
2P	LTJG	SS-1	AW1
TACCO	LT	SS-2	AWC
NAV	LTJG	SS 3	AW2
		SS-3	AW3

[redacted]

[redacted]

* NO BUOYS
* NO WEAPONS

17 JULY 96

A/C [redacted] 159319 6.7 HRS EVENT: BT [redacted]

T/O: 1930 LOCAL

LND: 0210 LOCAL

NEW YORK IBEX AREA

PPC	LT	FE	AEC
2P	LT	FE	AE1
3P	LT	SS-1	AW1
TACCO	LT	SS-2	AW3
NAV	LTJG	SS-3	AW2
		IFT	AT1
		TFO	AT3

[redacted]

[redacted]

* 84 BUOYS
* NO WEAPONS

17 JULY 96

Mar-17-97 21:07 P.01

TO: AWCS [redacted]
FM: AWCS [redacted]
SUB: FLIGHTS ON 17 JULY 1996 (VP-8)

3-17-97

EVENT		
1701	LT [redacted]	TYPE FLIGHT - AIRWAYS/DFW
	LT	(TRANSPORT CPW-5 [redacted] TO [redacted])
	LCDR	A/C [redacted] - 161 010
	AMS1	AREA OF FLIGHT - AIRWAYS KNHZ-KNGU-K
	AMS2	TOFF - 0530/0830
	AW1	LND - 0735/1135
	AT3	HRS - 5.2
	+ CPW-5 [redacted]	WEAPONS/STORES - NONE
17-02	LT [redacted]	TYPE FLIGHT - FCF
	LTJG	A/C [redacted] - 159 506
	AECS	AREA OF FLIGHT - LOCAL BRUNSWICK
	AT1	TOFF - 0925
	AT1	LND - 1000
		HRS - .6
		WEAPONS/STORES - NONE
17-03	LT [redacted]	TYPE FLIGHT - BOMBEX/PTF
	LT	A/C [redacted] - 159 894
	LT	AREA OF FLIGHT - W104 AREA
	LTJG	
	LT	TOFF - 0915/1255
	LT	LND - 1150/1530
	LTJG	HRS - 5.2
	AW2	WEAPONS/STORES - (4) MK 82
	AW1	
	AW2	
	AE1	
	AMS2	
	AT1	
	AW3	
	+ 3 [redacted]	
17-04	CDR [redacted]	TYPE FLIGHT - PTF
	LT	A/C [redacted] - 506
	AECS	AREA OF FLIGHT - LOCAL BRUNSWICK
	AMS2	TOFF - 1150
	AT3	LND - 1520

23

2487

8 Nov 96

MEMORANDUM

From: Operations Officer, Patrol Squadron TWENTY SIX
To: Operations Officer, Commander Patrol Wing FIVE

Subj: VP-26 OPERATIONS 16-18 JULY 1996

1. VP-26 flew the following flights as indicated (all times local Brunswick, ME):

AIRCRAFT	TAKEOFF	LAND	LOCATION	EVENT
16 JULY				
158224	160455	160900	KNHZ-	AIRWAYS TO PENSACOLA
	161015	161400	KNPA-KNPA	PILOT TRAINER
	161655	162020	KNPA-KNHZ	AIRWAYS TO BRUNSWICK
161585	161030	161115	KNHZ-KNHZ	FUNCTIONAL CHECKFLIGHT
158933(CDU)	161345	161725	KNHZ-KNHZ	CDU CREW TRAINER
161585	161725	161940	KNHZ-KNHZ	PILOT TRAINER
17 JULY				
157321	171030	171305	KNHZ-KNHZ	PILOT TRAINER
	171400	171605	KNHZ-KNHZ	PILOT TRAINER
159319	171930	180210	KNHZ-KNHZ	BT CERT
18 JULY				
157321	180802	181205	KNHZ-KNHZ	PILOT TRAINER
158933(CDU)	180845	181205	KNHZ-KNHZ	CDU CREW TRAINER
158564	180940	181450	KNHZ-KNHZ	TOOEX

2. These are all the flights VP-26 flew, verified against the flight schedule, master flight hour log and NALCOMIS/NAVFLIRS records. CPWL Ops requested a specific accounting of PCDU/CDU aircraft to ensure they did not fall through the crack. We have reported flights for 933 (the one PCDU in our custody at the time) and VP-10 Ops has indicated he will include 311 and 312 (the PCDU/CDU assets they held) in his report. This will account for all CDU aircraft in operation at the time.

[redacted]

2488

24

EVENT

17-05

COR [redacted]
LT
AEC
AW2
AT2

TYPE FLIGHT - AIRSHOW PR[illegible]
A/C [redacted] - 158 207
AREA OF FLIGHT - LOCAL BRUNSW[illegible]
TOFF - 1150
LND - 1355
HRS - 2.1
WEAPONS/STORES - NONE

17-06

LT [redacted]
LT
LT
LT
LT56
AW1
AW2
AW2
AT2
AE1
AW53
AW1 (CAW-5)

TYPE FLIGHT - TOOEX
A/C [redacted] - 157330
AREA of FLT - SEE GREEN/PURPLE
TOFF - 1400
LND - 1905
HRS - 5.1
WEAPONS/STORES - SSQ-36, SSQ-
SSQ-57, SSQ-62.

* [illegible] EXCEPTION OF EVENT 17-01, ALL FLIGHTS ORIGINATED AND ENDED IN BRUNSWICK WITH NO INTERMEDIATE STOPS.

* ALL TIMES LOCAL (BRUNSWICK)

2489

P.02

25

Mar-17-97 21:08

0089 - MRI 02163

OO P12 FBINY FBINK CASE3

DE FBIBS #0006 2122315

NR UUUUU

302302Z JUL 96

M FBI BOSTON (265A-NY-259028) (SUB B) (P)

O DIRECTOR FBI/IMMEDIATE/

BI NEW YORK/IMMEDIATE/

BI NEWARK/IMMEDIATE/

NCEAS

ITF: //3090//

ASS: NEW YORK RAPID START.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, 20 MILES SOUTHEAST OF HAMPTON, NEW YORK, JULY 17, 1996; AOT-IT-EOD

OO: NEW YORK

DATED 7/22/96 AND BOSTON

ON JUL 1996 [redacted] SOLVE

MIDDLE FAIRHAVEN, MA [redacted]

259028

JUL 30 1996

0028

26

Verified with original

CC3-~~580~~ 580

DVISED SOLVEIG'S IS A BOOKKEEPING SERVICE FOR, AMONG OTHER NTITIES, FISHING BOATS BASED IN FAIRHAVEN. SOLVEIG'S IS NOWN IN THE FISHING INDUSTRY AS A "CLEARING HOUSE".

SOLVEIG'S ACTS AS THE CLEARING HOUSE FOR SEVEN (7) AIRHAVEN BASED SCALLOP FISHING BOATS WHO WERE FISHING OFF THE OAST OF LONG ISLAND ON JULY 17, 1996 IN THE VICINITY OF APTIONED EXPLOSION. ON JULY 29, 1996, FIVE (5) OF THE THESE ISHING BOATS WERE STILL AT SEA. A SIXTH, THE DISCOVERY, IS ISHING OUT OF CAPE MAY, NEW JERSEY. THE SEVENTH, THE OLPHIN, PUT INTO PORT AT FAIRHAVEN ON JULY 28, 1996. A REWMAN ABOARD THE DOLPHIN, [redacted] WAS ON DECK AT THE IME AND WITNESSED CAPTIONED EXPLOSION. [redacted] WAS INTERVIEWED N JULY 29, 1996, AT SOLVEIG'S. [redacted] WAS WORKING ON DECK ITH ANOTHER CREWMAN, [redacted] LATER IDENTIFIED AS [redacted] [redacted] OBSERVED A LARGE [illegible] DIRECTLY VER THE [illegible] ONLY THING REMARKABLE ABOUT THIS [illegible] THAT IT WAS [illegible] [illegible] AND THEN A [illegible] [illegible] AIRCRAFT [illegible] EXPLODED. [redacted] OBSERVED [illegible]

0029

)RCRAFT. [redacted] WITNESSED THE AIRCRAFT PLUNGE INTO THE OCEAN
N A FIREBALL. [redacted], WHO DID NOT WITNESS THE EXPLOSION,
BELIEVED THE INCIDENT TO HAVE BEEN FIREWORKS OR A FLARE FIRED
Y A BOAT IN DISTRESS. THE DOLPHIN DID NOT ATTEMPT TO ASSIST
N A RESCUE EFFORT. THE NEXT MORNING, [redacted] OBSERVED DEBRIS
LOATING IN THE WATER. [redacted] FURTHER DESCRIBED THIS DEBRIS AS
NSULATION. THE CREW OF THE DOLPHIN DID NOT RETRIEVE ANY
)EBRIS. NO OTHER DOLPHIN CREW MEMBER OBSERVED ANYTHING.

OTHER FAIRHAVEN BASED SOLVEGG'S CLEARED BOATS IN THE AREA
'HE THE "BELL", THE "SLA RANGER", THE "SANDRA JANE", THE
DONNY C." AND THE "AMBASSADOR." IN ADDITION, NEW BEDFORD
ASED BOATS, CLEARED BY MARINE SERVICES COMPANY, 114 MACARTHUR
)RIVE, NEW BEDFORD, IN THE AREA WERE THE "GEORGIA'S BANKS",
HE "JANICE AND ERIC" AND THE "[redacted]"; EASTERN FISHERIES,
[redacted], NEW BEDFORD, CLEARED BOAT, THE
[redacted] NEW BEDFORD, CLEARED
[redacted], 41 ROSARY LANE,
[redacted] CA
[redacted]
[redacted] ALASKA [redacted] BAY [redacted] JANET

0030

PAGE FOUR DE PBUBS 0006 UNCLAS

LEIGH" WERE ALSO FISHING IN THE AREA.

AS SOLVEIG'S BOATS CLEARED BOATS RETURNED TO PORT, [redacted]

WILL ADVISE THEIR CREWS TO CONTACT THE LAKEVILLE RESIDENT

AGENCY.

LEAD: NEWARK AT CAPE MAY, NEW JERSEY

AT [redacted] WILL LOCATE AND

INTERVIEW CREWS OF THE FISHING BOATS, "KRISTEN AND ALEXAS",

"CAPE MAY" AND "JANET LEIGH".

THROUGH CAPE MAY, NEW JERSEY HARBORMASTER, OR OTHER

APPROPRIATE SOURCE, LOCATE AND INTERVIEW THE CREW OF

"DISCOVERY".

LEADS: BOSTON AT FAIRHAVEN, NEW BEDFORD AND HYANNIS

WILL LOCATE AND INTERVIEW CREWS OF FISHING BOATS, SUPRA

ON THEIR RETURN TO PORT.

0006

NNN

0031

0072 MRI 01724

OO P12 FBINY CASE3

DE FBIBS #0005 2112149

ZNR UUUUU

O 292136Z JUL 96

FM FBI BOSTON (265A-NY-259028) (SUB A) (P) (SRA)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK/IMMEDIATE/

BT

UNCLAS

CITE: //3090//

PASS: NEW YORK FOR SQUAD I-46.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17, 1996; AUT-IT-EID; LEAD TW3379; OO:NY.

REFERENCE NY TT TO BOSTON DATED 7/28/96, CAPTIONED AS ABOVE AND TELCALLS BETWEEN SA SCHAAF AND SA KNAPPS.

FOR THE INFORMATION OF RECEIVING OFFICES, ON 7/29/96, PER LEAD TW 3379, BOSTON CONTACTED [redacted] AT HIS OFFICE [redacted] WEST SPRINGFIELD, MA. [redacted] ADVISED HE WAS IN HIS BOAT, THE [redacted] A 37' FISHING VESSEL ON 7/28/96 AT BETWEEN

Andrew _____

Herman _____

Nicoletti _____

0062

7/29/96

265A-NY-259028-SUB

SEARCHED SERIALIZED INDEXED FILED

JUL 29 1996

FBI — NEW YORK

THO

30

PAGE TWO DE FBI88 0009 UNCLAS

10:30 AND 10:45 AM, 30 MILES SOUTH OF BLOCK ISLAND, RHODE ISLAND, WHERE HE OBSERVED NUMEROUS ARTICLES FLOATING IN THE CALM SEA. BELIEVING THESE ITEMS CAME FROM ANOTHER VESSEL, [redacted] RETRIEVED SEVERAL ARTICLES. [redacted] IDENTIFIED ONE OF THE ITEMS AS AN AIRPLANE SEAT TRAY AT WHICH TIME HE REALIZED THE ITEMS WERE POSSIBLY FROM TWA FLIGHT 800. [redacted] RECOVERED A TOTAL OF FROM 6 TO 7 ITEMS. [redacted] DESCRIBED THESE ITEMS AS A TRAY COVER, PART OF A SEAT CUSHION, ALONG WITH PIECES OF FIBERGLASS LIKE MATERIAL WITH "HONEYCOMB" MATERIAL BETWEEN THEM. WHILE [redacted] MADE CONTACT WITH THE POINT JUDITH COAST GUARD STATION WHO ADVISED HIM TO GIVE HIS EXACT COORDINATE AND NOT RECOVER ANY OTHER ITEMS. [redacted] PROCEEDED TO THE POINT JUDITH COAST GUARD STATION WHERE HE TURNED OVER THE ITEMS AT APPROXIMATELY 12:30 PM.

REFERENCE TO OTHER OCEAN CRAFT AND AIRPLANES, [redacted] STATED HE OBSERVED NOTHING UNUSUAL.

FD-302 WILL FOLLOW.

BT

0005

NNNN

0063

[redacted] East Moriches, New York 11940, [redacted] was contacted for interview at his place of employment, NATIONAL PARK SERVICE, [redacted] Patchogue, New York 11772, [redacted] by Federal Bureau of Investigation (FBI) Special Agent (SA) PAUL SHEA and Alcohol, Tobacco, and Firearms (ATF) SA KEVIN KELLEHER. [redacted] was contacted to provide his observations regarding the crash of Trans World Airline (TWA) Flight 800 on July 17, 1996. [redacted] advised he did not witness the event but, after hearing about it on the news, he put together a boat crew to assist in the rescue effort. In process of doing so, he recovered several bodies and observed various pieces of wreckage, for which compass bearing readings were taken. [redacted] had previously been interviewed by FBI SA LINDA SUSAN FREEMAN regarding this, on about July 23, 1996 or July 24, 1996, and he provided her with details. Today's interview was, therefore, terminated to avoid duplication of effort.

FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/26/96

[redacted] East Greenwich, Rhode Island, 02907, [redacted] was telephonically interviewed at his place of business. He was advised of the identity of the interviewing Agent and of the nature of the interview. [redacted] advised as follows:

On July 24, 1996, he was aboard his pleasure boat [redacted] fishing approximately forty (40) miles southwest of Block Island, Rhode Island. At approximately 2:00 p.m., he spotted a piece of insulation type material floating in the water and pulled it aboard his vessel.

A short time later, he observed a piece of metal floating in the ocean and pulled that aboard also. This metal item was approximately 3' x 2 1/2' and charred in appearance. The approximate location of [redacted] vessel at the time he found the piece of metal is as follows: 40-32.77 north, 071-39.22 west.

At approximately 6:00 p.m., on July 24, 1996, [redacted] arrived at Block Island and turned over the two (2) above described items to the United States Coast Guard station at Block Island, Rhode Island.

While fishing, [redacted] did not notice any abandoned vessels in the area and has not heard of any thefts of boats.

533

265A-NY-259028-SUB (CC3-

Investigation on 7/26/96 at PROVIDENCE, RHODE ISLAND

File # 265A-NY-259028

by SA WALLACE D. SALISBURY/dmi (33) Date dictated 7/26/96

RECEIVED OCT 17 1996 FBI NEW YORK

0124

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

[redacted] Hampstead, North Carolina 28443, [redacted] was interviewed at the GREAT LAKES DREDGE AND DOCK COMPANY (GL), Westhampton Beach Dune Road restoration project, where he is employed as the [redacted] was advised of the identity of the interviewers and he then supplied the following information:

GREAT LAKES is under contract by the United States Army Corp of Engineers to restore the beach at Dune Road, Westhampton, New York (NY). [redacted] GL currently has eight vessels working the Westhampton Beach project. These are the Dredge Illinois, a large dredge; GL-183, a supply barge; Derrick 66, a floating derrick; GL-105, an anchor barge; the Road River, a small water-taxi type vessel; the Evergreen State, a small tug boat; the Hoosier State, another small tug boat; and the Ruth Marie, a larger tug boat.

All of the above vessels arrived at the Moriches Inlet area sometime on July 17, 1996. Prior to their arrival at Moriches a number of them had been in Staten Island. Prior to their arrival in Staten Island on July 3, 1996, the Dredge Illinois, the Derrick 66, the Road River, the GL-105, and the Evergreen State had been in Qatar in the Middle East since May, 1993, working on a GL contract. The Hoosier State and the Ruth Marie had all come to this area from other parts of the United States.

On the evening that TWA flight #800 crashed, the Dredge Illinois was anchored one mile off shore and approximately one and one half mile east of the Moriches Inlet. The GL-183 was docked just inside the Moriches Inlet on the east side. Derrick 66 was tied up at the Dredge Illinois. GL-105, the Evergreen State, the Hoosier State and the Ruth Marie were all also at the Dredge Illinois. The Road River was on the water, moving from shore to the Dredge Illinois when TWA #800 crashed. The Road River was being piloted by [redacted] at that time. Two other crew members of the Road River were also on the boat at the time and they were [redacted] (phonetic) and [redacted] was subsequently interviewed by New York Special Agent

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

File # 265A-NY-259028-CC3-52a

by NYSP INVESTIGATOR DE SCOON / SA JOSEPH P. FANNING/axh (34) Date dictated 7/23/96

0138

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GAVIN SHEA. [redacted] of the Dredge Illinois, was on the Road River at the time going back out to the Illinois.

While the Road River was heading out to the Dredge Illinois, the men on board saw the TWA #800 incident. The Road River immediately stopped its trip out to the Illinois and went to the scene of the crash. The Ruth Marie was then sent out to the crash scene. [redacted] was piloting the Ruth Marie, which had a crew of four. Both GL vessels at the scene of the crash were in radio communication with the Coast Guard and took instructions from them. One of these vessels saw the body of a young girl in the water, but was told by the Coast Guard not to recover bodies but to look for survivors. [redacted] on the Road River, eventually left the scene when he felt there was nothing more to do. The Ruth Marie also returned around the same time.

The Dredge Illinois and its accompanying vessels had been at Richmond Terrace in Staten Island from July 3, 1996 until July 17, 1996. The five previously mentioned vessels that had been in Qatar had arrived from Qatar on a heavy lift ship off of Staten Island on July 2, 1996. The heavy lift ship is owned by a company [redacted] believes is named SEA TEAM, out of Norway. It is [redacted] belief that even though the ship was a Norwegian flag, the crew was Russian. When the Dredge Illinois returned from Qatar, the only people who came back with it to [redacted] knowledge were the [redacted], who is from Georgia, and the [redacted]

The Dredge Illinois arrived in the Moriches Inlet area sometime on July 17, 1996. HOWARD first saw it when he came to the site office, around 2:00 pm. The vessel was towed out by a large tug owned by UNITED PILOTS, INC., Port Richmond Avenue, Staten Island, NY, (718) 720-3332/3/4. The point of contact at UNITED PILOTS is [redacted] The tug was contracted by GL fully found, which means that it came with its own crew and fuel. The Dredge Illinois was being towed out to the Moriches site. The only two GL individuals on the vessel were its two levermen.

The Dredge Illinois has quarters for four people only. At 2:00 pm, [redacted] believes that the people on the Dredge Illinois were the [redacted] the two levermen, and some deckhands.

[redacted] reported that the person to contact for detailed corporation information concerning the return of the GL vessels from Qatar is [redacted] at the GL Headquarters in Oak Brook, Illinois.

[redacted] advised that since the time of the TWA #800 crash, four GL Mexican workers had left their employment at the Westhampton site. All four of these workers had been with GL for a couple of years, [redacted] had first met them in December, 1995, while they were working for GL in Florida. [redacted] helped them get into the union and then assigned to the project in Westhampton Beach. [redacted] characterized the four as very hard workers who would do anything asked of them. While working in Florida, the four Mexicans had lived on a GL barge that had about forty living quarters. However, when they arrived in New York they learned that due to the limited quarters on the Dredge Illinois, they were going to have to get their own accommodations on land. According to [redacted] he learned that they were unhappy with this housing situation. The four had been sleeping on the Dredge Illinois on the floor since its arrival on the 17th. [redacted] reported that unknown to him the four, who had been working in Staten Island on the Illinois on the same shift, had been split up on two different shifts. The two Mexican workers who worked the Friday evening shift left the site after their shift and did not return for the shift the next day. The two who worked Saturday days left the site after their shift and [redacted] heard they were driven to the local bus station. [redacted] believes the four left their employment on the GL Westhampton Beach project because they were unhappy with the conditions and housing. They thought they would live on the Illinois and believed they could not afford a local place to live, according to what [redacted] had heard from another GL Mexican employee. [redacted] had not personally spoken to any of the four in question. [redacted] will supply the names and addresses of these four individuals.

[redacted] a GL employee at Westhampton Beach, had told [redacted] he had seen the initial flash of light from the first explosion. [redacted] was interviewed by SA FRANK FINN, Federal Bureau of Investigation (FBI)/Long Island Resident Agency (LIRA).

[redacted] was on the beach around 8:30 pm, when he saw the flames in the sky. [redacted] stated he was interviewed about what he saw by an FBI Agent whose name he could not remember, on the night of the July 19, 1996.

SA DAVE EDWARD, FBI/LIRA, interviewed [redacted]

[redacted] advised he would supply additional information concerning GL employees who were on the site or GL vessels on the evening of the crash. He also would supply information on the transfer of the Dredge Illinois and other towed vessels from Staten Island to the Moriches Inlet area.

0140

[redacted]

The following information is available for [redacted]

Date of Birth:
Address:

Home Telephone:
Beeper:
Occupation:
Employer:

Sex:
Race:

[redacted]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/26/96

[redacted], home address: [redacted] Newport, Rhode Island, home telephone: [redacted] ship cellular telephone number [redacted] truck cellular telephone number [redacted] contact number [redacted] was advised of the identities of the interviewing Agents and of the nature of the interview. [redacted] advised as follows:

He has been Captain of the fishing boat [redacted] for the past two months. The [redacted] is owned by [redacted] of Montauk, New York, where it is registered and has its home port. It is operated, however, out of Point Judith, Galilee, Rhode Island. It is a fishing vessel that trawls for squid, butterfish and fluke. During the summer months, it spends a considerable amount of time off the coast of Long Island, New York.

At approximately 8:20 p.m. the evening of July 16, 1996, the [redacted] left Point Judith and proceeded to Fire Island, Long Island, arriving at 7:00 p.m., July 17, 1996. The crew fished the waters in that area until 5:00 p.m. when they realized there was not enough fish left to make remaining profitable, so they departed, heading east, planning to return to Point Judith to change nets.

At approximately 8:20 p.m., Deck Hand [redacted] came up the bridge and asked [redacted] if he [redacted] had seen two flares in the sky. The Captain responded in the negative. The First Mate, [redacted] who arrived on the bridge a few moments after [redacted] and had heard [redacted] question said that what they (he and [redacted] had seen could not be flares because they were too big.

[redacted] and [redacted] went on to report to the Captain that they had observed two (2) large, separate and distinct fireballs in the sky a few degrees off the starboard stern of the ship. They also said that at the time they saw the fireballs in the sky, the ship was approximately six (6) miles east of Shinnicock Inlet, Hamptons, Long Island.

517

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

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

by SA WALLACE D. SALISBURY/dmi
SA F. DAVID CONSTANCE (38) Date dictated 7/22/96

SEARCHED INDEXED SERIALIZED FILED
OCT 17 1996
FBI - NEW YORK

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0150

The crew wound the net up onto the ship, turned the ship around and headed west in the direction of the fireballs. At that time the fireballs were not visible.

After turning the ship, [redacted] called the Shinnicock, Long Island, Coast Guard station and reported the sightings, since [redacted] and [redacted] had estimated the fireballs to be approximately five (5) miles behind the ship when they were observed, this placed the fireballs in the general vicinity of that Coast Guard station. Shinnicock Coast Guard advised that they had no knowledge of the incident but requested the Captain report any subsequent findings. [redacted] noted that the boat radio traffic indicated other boats reporting similar sightings. He believes that these reports were coming in from pleasure craft.

As they proceeded west, they heard reports of "fire on the water" over the boat radio which was set on Channel 16, VHF. [redacted] also heard several people contact the Coast Guard station at Moriches, Long Island, to report that whatever was in the water was still burning. At some point during their approach they heard that the Coast Guard cutter, [redacted] was dispatched to an area approximately eight or nine miles southeast of Moriches Inlet.

At approximately 9:00 p.m., Moriches Coast Guard station called a Coast Guard cutter and advised that the object in the water was a 747 and then designated Channel 6, VHF, as the working frequency.

At approximately 9:20 p.m., about five (5) miles from the airplane, [redacted] noticed that his shipboard radar, which registered objects up to six (6) miles in every direction indicated that other boas were converging on the area. The ship's radar did not show any vessels moving away from the area. At the time of the original sighting of the fireball by his crewmen, the radar did not show any other boats or ships in the area that the [redacted] was located in.

From five (5) miles off, from the burning airplane looked like a large orange search light. The wind was blowing in a southeasterly direction and the crew could smell the smoke as they approached the area.

Upon arriving in the vicinity of the airplane, at approximately 9:55 p.m., there were six to seven boats in the area including two (2) 41' Coast Guard cutters. Two (2)

helicopters were hovering so low over the water that the ship radar was reading them as boats. Flames as high as eighteen (18) feet were shooting into the sky and debris was floating from the wreckage. [redacted] called the Coast Guard who advised him to search the southeast section of the debris line for survivors. Later, the Coast Guard called to advise that they should search for bodies because there would not be any survivors.

The [redacted] spotted a body approximately two hours after arriving in the area. Due to the size of the ship (approximately 100 feet) they could not easily get the body aboard so they hailed a small fiberglass pleasure boat in the area which took the body aboard. They later found a male body which they did take abpard and subsequently turned over to a SUFFOLK COUNTY SHERIFF'S DEPARTMENT vessel nicknamed the "VESSEL KILO". They spotted a third body which another pleasure boat picked up.

They searched for another three and a half hours but due to the number of boats in the area, the Captain felt they could no longer safely operate so they broke off at approximately 3:45 a.m., July 18, 1996, and proceeded towards Point Judith, Rhode Island.

One mile off Point Judith they were called by their vessel manager [redacted] who told them that whiting fish were being caught fifty miles east of Point Judith. They were also told that CHANNEL 6 NEWS was waiting on the dock to interview them. [redacted] took his vessel out of the recommended fishing area without docking at Point Judith and remained there until returning to Point Judith at approximately 8:30 p.m., July 20, 1996.

[redacted] did not notice any unusual vessels from July 16 through July 18, 1996, and had not heard of nor seen any stolen or abandoned vessels. He has been a fishing boat Captain for seventeen years.

(06/01/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE **Date:** 07/24/1996

To: Providence **Attn:** SA Wally Salisbury

From: New York
I-5/LIRA
Contact: SA Joseph P. Fanning, (516) 753-0130

Approved By: Ticano Walter A

Drafted By: Fanning Joseph P:mxb

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

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
7/17/96;
AOT-IT-EOD

Synopsis: Request interview of [redacted] of Port Judith, RI, fishing trawler Calli-Lin-Elizabeth and his crew, who witnessed captioned explosion and responded to crash scene.

Administrative: Reference telcal between SA Wally Salisbury and SA Joseph P. Fanning, I-5/LIRA.

Details: On 07/20/1996, [redacted] telephonically contacted the Command Post located at the United States Coast Guard Station, Center Moriches. [redacted] supplied the following contact numbers: home - [redacted]; truck cellphone - [redacted] and boat cellphone - [redacted]

On 07/22/1996, [redacted] first mate of the commercial fishing trawler [redacted] was telephonically contacted on telephone number [redacted]. [redacted] advised [redacted] was not present on the boat that moment. [redacted] reported that the [redacted] home port was Port Judith, Rhode Island, and that they were a commercial fishing trawler.

On 07/17/1996, the night of crash of TWA flight 800, he was on the [redacted] along with [redacted] mate [redacted] and mate [redacted] They were off the southern coast of Long Island, steaming east on their way back to Rhode Island when they saw an explosion. The boat immediately turned around and returned to the crash scene. They picked up one body and saw numerous others.

265A-NY-259028-SUB CC-56

0260

(41)

FEDERAL BUREAU OF INVESTIGATION

To: Providence From: New York
Re: 265A-NY-259028, 07/24/1996

[redacted] supplied the following information on the crew members of the [redacted]

[redacted]
South Kingston, RI
[redacted]

[redacted]
Wakefield, RI
[redacted]

[redacted] advised his address is [redacted] Wakefield, RI, telephone [redacted]

To: Providence From: New York
Re: 265A-NY-259028, 07/24/1996

LEAD(s):

Set Lead 1:

PROVIDENCE DIVISION

AT PORT JUDITH, RHODE ISLAND

Will interview [redacted] First Mate [redacted], mate [redacted], and mate [redacted] of the fishing trawler [redacted] concerning captioned matter.

◆◆

(43)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/15/96

On November 15, 1996 at approximately 11:45 am at 40 37.52 and 072 41.37 in the open waters of the Atlantic Ocean, Special Agents Robert W. Hubbard and Alan N. Vaughn boarded fishing vessel [redacted] of NEWPORT NEWS, VIRGINIA registry, hull number [redacted] and captained by [redacted]. While aboard a United States Coast Guard vessel within the restricted zone surrounding the TWA Flight 800 crash site, the agents were informed by the Coast Guard that the [redacted] was fishing within that restricted zone. The decision was made to board the [redacted] to search for evidence and to order that the vessel depart immediately. After informing [redacted] of the identity of the agents and the nature of the boarding, the following took place:

Upon boarding, the agents went to the pilot house of the [redacted] and informed [redacted] that his vessel was within restricted waters and that they were to depart immediately. [redacted] was provided with the dimensions of the restricted area. [redacted] said that he knew he was within the restricted zone but that he would comply. Special Agent Hubbard noticed a strong smell of burning marijuana inside the bridge area. Both Special Agents Hubbard and Vaughn noticed a distinct redness in the eyes of [redacted] and an erratic behavior consistent with that of substance abuse. When the fishing vessel emptied its nets, the agents seized all parts that were consistent with those found during the ongoing salvage operation. [redacted] was ordered to steam out of the area immediately and not to return until the restriction was terminated. [redacted] was advised that information regarding the restriction was easily available over marine radios. The agents informed Petty Officer [redacted], United States Coast Guard of their findings. [redacted] informed the agents that his crew would submit an intelligence report on the findings but would not take any enforcement action at that time.

333

265A-NY-259028-SUB - CC

SEARCHED 12 INDEXED
SERIALIZED 12 FILED
JAN 28 1997
FBI — NEW YORK

Investigation on 11/15/96 at L-L:40 37.52-072 41.37

File # 265A-NY-259028 Date dictated 11/15/96

by SA ROBERT W. HUBBARD
SA ALAN N. VAUGHN

(44)

265A-NY-259028
GPS:pg

The following investigation was conducted by Special Agent (SA) GAVIN P. SHEA, regarding the TWA plane crash:

On July 25, 1996, [redacted] contractor and volunteer fireman for Westhampton Beach Fire Department, [redacted], advised that he did not see the plane go down, but he participated in the surface search for survivors the night of the crash.

[redacted] advised that [redacted], a Sergeant in the Southampton Police Department may have been on his boat that night and may have seen something. [redacted]. A new lead is set for [redacted].

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265A-NY-259028-SUB-CC

SEARCHED INDEXED
SERIALIZED FILED
JAN 27 1997
FBI — NEW YORK

(45)

0339

265A-NY-259028
EH:dp

On July 27, 1996, Detective EDWARD HOFMANN, Suffolk County Police Department (SCPD), Shield Number 397, contacted [redacted], owner of ship [redacted] Montauk, New York 11454, [redacted] and advised that the crew on board on July 17, 1996 was as follows:

Captain [redacted]
[redacted]
Montauk, New York
[redacted]

[redacted]
Montauk, New York
[redacted]

[redacted]
Montauk, New York
[redacted]

Detective HOFFMAN contacted [redacted] who advised that he was not on that trip but [redacted] was.

On July 29, 1996, contacted [redacted], Montauk, New York, [redacted] stated that the [redacted] is an 80 foot commercial fishing boat called a "DRAGGER." He confirmed others on board as [redacted] and [redacted]. He stated that he had been on watch and saw flares being dropped to illuminate the area south-west of their location. [redacted] stated that the [redacted] was traveling in Westerly direction approximately two miles off shore headed for Fire Island. He observed nothing unusual before coming near the incident location.

08/02/1996 - Undersigned contacted Captain [redacted] who advised the following:

The [redacted] left MONTAUK MARINA on July 17, 1996 approximately 1930 hours (7:30 PM). They came around Montauk Point at about 8:00 PM and were proceeding westerly towards Fire Island. They were approximately one and one-half to two miles off shore. He had taken the first watch; [redacted] the second watch and [redacted] the third watch. Each watch is for approximately two and one-half hours. He was awaken by [redacted] at approximately 10:00 PM July 18, 1996. They were

265A-NY-259028-cc-293

approximately two miles off shore, just west of Moriches Inlet. He observed flares being dropped from helicopters and radio communication about bodies being found on VHF Channel 16 or 6. He had not observed anything unusual prior to the incident. He had not observed the crash or anything related to it prior to coming into the area of the site. The [redacted] returned to MONTAUK MARINA on Monday, July 22, 1996 after fishing four days and one day of packing the fish.

Attached to this report it data sheet which recorded the position of the [redacted] via satellite communications utilizing "BOATRACS" which the [redacted] utilizes.

Times and location recorded on July 17, 1996 highlighted. Undersigned conferred with "OPERATIONS PERSONNEL" at the East Moriches Coast Guard Station. These indicate that 8:26:33 PM on July 17, 1996, the [redacted] was approximately 20 miles northeast of crash site. (4.87 miles south of Bridgehampton).

At 9:26:38 PM, they were approximately 5.38 miles SSE of Hampton Bays.

At 10:26:42 PM, they were approximately 4.07 miles SSW of Westhampton Beach.

On 08/03/1996, undersigned contacted [redacted] who related following:

He was awaken by [redacted] at about 9:00 PM. [redacted] told him that he had heard talk on the VHS about a plane crash. They were westbound toward Fire Island; and were approximately two miles off shore.

[redacted] states he heard more talk on Channel 16 of the VHS about the crash of a plane. He put the VHS on scan and picked up communications between the Coast Guard and other boats picking up bodies. In the distance, south of their location, he also observed flares in the sky. The flares were being dropped and would illuminate the sky.

He woke Captain [redacted] at about ten - 10:30 PM to inform him of the situation. He could not report seeing anything unusual.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

[redacted], Hampstead, North Carolina 28443, [redacted] was interviewed at the GREAT LAKES DREDGE AND DOCK COMPANY (GL), Westhampton Beach Dune Road restoration project, where he is employed as the Project Manager. [redacted] was advised of the identity of the interviewers and he then supplied the following information:

GREAT LAKES is under contract by the United States Army Corp of Engineers to restore the beach at Dune Road, Westhampton, New York (NY). [redacted] is the Project Engineer of the project. GL currently has eight vessels working the Westhampton Beach project. These are the Dredge Illinois, a large dredge; GL-183, a supply barge; Derrick 66, a floating derrick; GL-105, an anchor barge; the Road River, a small water-taxi type vessel; the Evergreen State, a small tug boat; the Hoosier State, another small tug boat; and the Ruth Marie, a larger tug boat.

All of the above vessels arrived at the Moriches Inlet area sometime on July 17, 1996. Prior to their arrival at Moriches a number of them had been in Staten Island. Prior to their arrival in Staten Island on July 3, 1996, the Dredge Illinois, the Derrick 66, the Road River, the GL-105, and the Evergreen State had been in Qatar in the Middle East since May, 1993, working on a GL contract. The Hoosier State and the Ruth Marie had all come to this area from other parts of the United States.

On the evening that TWA flight #800 crashed, the Dredge Illinois was anchored one mile off shore and approximately one and one half mile east of the Moriches Inlet. The GL-183 was docked just inside the Moriches Inlet on the east side. Derrick 66 was tied up at the Dredge Illinois. GL-105, the Evergreen State, the Hoosier State and the Ruth Marie were all also at the Dredge Illinois. The Road River was on the water, moving from shore to the Dredge Illinois when TWA #800 crashed. The Road River was being piloted by [redacted] at that time. Two other crew members of the Road River were also on the boat at the time and they were [redacted] (phonetic) and [redacted] was subsequently interviewed by New York Special Agent

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Investigation on 7/23/96 at Westhampton Beach, New York 265A-NY-259028-SUB-CC-

File # 265A-NY-259028

by NYSP INVESTIGATOR DE SCOON SA JOSEPH P. FANNING/axh (48) Date dictated 7/23/96

SEP 19 1996

0493

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

[redacted] the Deck Captain of the Dredge Illinois, was on the Road River at the time going back out to the Illinois.

While the Road River was heading out to the Dredge Illinois, the men on board saw the TWA #800 incident. The Road River immediately stopped its trip out to the Illinois and went to the scene of the crash. The Ruth Marie was then sent out to the crash scene. [redacted] was piloting the Ruth Marie, which had a crew of four. Both GL vessels at the scene of the crash were in radio communication with the Coast Guard and took instructions from them. One of these vessels saw the body of a young girl in the water, but was told by the Coast Guard not to recover bodies but to look for survivors. [redacted] on the Road River, eventually left the scene when he felt there was nothing more to do. The Ruth Marie also returned around the same time.

The Dredge Illinois and its accompanying vessels had been at Richmond Terrace in Staten Island from July 3, 1996 until July 17, 1996. The five previously mentioned vessels that had been in Qatar had arrived from Qatar on a heavy lift ship off of Staten Island on July 2, 1996. The heavy lift ship is owned by a company [redacted] believes is named SEA TEAM, out of Norway. It is [redacted] belief that even though the ship was a Norwegian flag, the crew was Russian. When the Dredge Illinois returned from Qatar, the only people who came back with it to [redacted] knowledge were the Captain, [redacted] who is from Georgia, and the chief Engineer, [redacted]

The Dredge Illinois arrived in the Moriches Inlet area sometime on July 17, 1996. [redacted] first saw it when he came to the site office, around 2:00 pm. The vessel was towed out by a large tug owned by UNITED PILOTS, INC., Port Richmond Avenue, Staten Island, NY, (718) 720-3332/3/4. The point of contact at UNITED PILOTS is [redacted] The tug was contracted by GL fully found, which means that it came with its own crew and fuel. The Dredge Illinois was being towed out to the Moriches site. The only two GL individuals on the vessel were its two levermen.

The Dredge Illinois has quarters for four people only. At 2:00 pm, [redacted] believes that the people on the Dredge Illinois were the Captain, [redacted] the Deck Captain, [redacted] the two levermen, and some deckhands.

[redacted] reported that the person to contact for detailed corporation information concerning the return of the GL vessels from Qatar is [redacted] the Corporate Purchasing Agent, at the GL Headquarters in Oak Brook, Illinois.

[redacted] advised that since the time of the TWA #800 crash, four GL Mexican workers had left their employment at the Westhampton site. All four of these workers had been with GL for a couple of years. [redacted] had first met them in December, 1995, while they were working for GL in Florida. [redacted] helped them get into the union and then assigned to the project in Westhampton Beach. [redacted] characterized the four as very hard workers who would do anything asked of them. While working in Florida, the four Mexicans had lived on a GL barge that had about forty living quarters. However, when they arrived in New York they learned that due to the limited quarters on the Dredge Illinois, they were going to have to get their own accommodations on land. According to [redacted] he learned that they were unhappy with this housing situation. The four had been sleeping on the Dredge Illinois on the floor since its arrival on the 17th. [redacted] reported that unknown to him the four, who had been working in Staten Island on the Illinois on the same shift, had been split up on two different shifts. The two Mexican workers who worked the Friday evening shift left the site after their shift and did not return for the shift the next day. The two who worked Saturday days left the site after their shift and [redacted] heard they were driven to the local bus station. [redacted] believes the four left their employment on the GL Westhampton Beach project because they were unhappy with the conditions and housing. They thought they would live on the Illinois and believed they could not afford a local place to live, according to what [redacted] had heard from another GL Mexican employee. [redacted] had not personally spoken to any of the four in question. [redacted] will supply the names and addresses of these four individuals.

[redacted] a GL employee at Westhampton Beach, had told [redacted] he had seen the initial flash of light from the first explosion. [redacted] was interviewed by SA FRANK FINN, Federal Bureau of Investigation (FBI)/Long Island Resident Agency (LIRA).

[redacted] was on the beach around 8:30 pm, when he saw the flames in the sky. [redacted] stated he was interviewed about what he saw by an FBI Agent whose name he could not remember, on the night of the July 19, 1996.

SA DAVE EDWARD, FBI/LIRA, interviewed [redacted].

[redacted] advised he would supply additional information concerning GL employees who were on the site or GL vessels on the evening of the crash. He also would supply information on the transfer of the Dredge Illinois and other towed vessels from Staten Island to the Moriches Inlet area.

0495

(50)

[redacted]

The following information is available for [redacted]

Date of Birth: [redacted]
Address: [redacted]

Home Telephone:
Beeper:
Occupation: Project Manager
Employer: GREAT LAKES DREDGE AND DOCK CO.
2122 York Road
Oak Brook, Illinois 60521
(800) 323-7100

Sex: Male
Race: White

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

[redacted] Pleasant, NJ, telephone number [redacted] was advised of the identity of the interviewing Agents and the nature of the interview. Sande thereafter provided the following information:

Sande advised that he and his father [redacted] own and operate the fishing vessel [redacted] Pt. Pleasant. [redacted] and his crew of six left Pt. Pleasant during the early morning hours of Wednesday, July 17,1996. At the time of the airplane explosion, they were approximately five miles east and ten to twelve miles off shore from the crash site. [redacted] gave the [redacted] coordinates 40400-43667 for their position at that time.

[redacted] tated that he observed a lot of parachute flares that night but believes these were Coast Guard flares. [redacted] knows of nothing unusual on the water or in the sky that evening. Of the persons on the ship, [redacted] advised that crew mates [redacted] and [redacted] were the only workers that saw the explosion that night.

[redacted] advised that possible ships with information from that night include the [redacted] and [redacted] from Pt. Pleasant. Also mentioned were the [redacted] and [redacted] out of Barnegat, NJ.

This is the extent of information provided by [redacted]

[illegible] 7 29 96	Pt. Pleasant, NJ	265A-NY-259028-SUB C3
[illegible] 265A-NY-259028	Date dictated 8/1/96	
SA Daniel J. McKenna SA James Lamb	(52)	AUG 2 0 1996 67

0860

[illegible] neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; [illegible]

TT

FD-[redacted] (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth [redacted]
Social Security Account Number [redacted]
[redacted] Center Moriches, Long Island, New York, home telephone [redacted] was contacted and provided the following information:

[redacted] left the Sennex Avenue Marina at approximately 9:00 PM after being told of a plane crash from a friend.

[redacted] arrived at or near the scene of the fire at 9:45 PM.

[redacted] said he saw "tons and tons" of debris in the water. [redacted] boat is called [redacted]

[redacted] pulled four bodies (2 females and 2 males), all adults, out of the water.

[redacted] pulled out the bodies 1 1/2 miles southwest of the flames.

[redacted] did not know exactly where the plane was located.

The heading [redacted] set was 26380/43719 when he left to search for the plane.

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265A-NY-259028-SUBCC3

Investigation on 7/22/96 at Center Moriches, New York

File # 265A-NY-259028

by SA FRED R. SCHMIED
SA LAUREN GRANAT (ATF) (53)

Date dictated 7/22/96

TC

This [illegible]

0923

FD-302 (Rev. 3-10-82)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

On July 19, 1996, at approximately 1245 hours, [redacted], residing at [redacted] Old Mastic, New York, telephone number [redacted] turned over to Special Agent (SA) CHARLES V. ROSASCHI miscellaneous aircraft debris and personal effects, which was accepted as evidence and designated as Lot number 13.

[redacted] stated that he picked up the items in his boat, "[redacted]" described as a 21-foot Proline, at the coordinates: N40.38-274 by W072.38-753.

265A-NY-259028-SUB CC3

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

File # 265A-NY-259028 (54)

by SA CHARLES V. ROSASCHI/hrg TW-7132 Date dictated 07/22/96

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0924

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

On July 19, 1996, at approximately 0755 hours, [redacted], residing at [redacted] Shirley, New York 11967, home telephone number [redacted] turned over to Special Agent (SA) CHARLES V. ROSASCHI miscellaneous aircraft debris and personal effects which was accepted as evidence and designated as Lot number 1.

[redacted] stated that he had gathered the items in his boat, a 22 foot Aquasport with 175 horsepower Johnson engine, approximately three (3) to five (5) miles west of the Trans World Airline (TWA) Flight 800 crash site. Present in his boat was [redacted] residing at [redacted] Montauk, New York 11954, home telephone number [redacted]

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

265A-NY-259028-SUB (C3)

File # 265A-NY-259028 (55)

by SA CHARLES V. ROSASCHI/hrg TW-7/29 Date dictated 07/22/96

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TC

TC

0925

FD-302 Rev 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, Special Agent (SA) MARK JOSEPH BARTEK, of the Federal Bureau of Investigation (FBI), New York Office (NYO), attempted to contact [redacted] with regard to Lead Number TW3398. An unknown female (UNF) answered the telephone. Upon being advised of the SA's name and the nature of the call, the UNF advised that her name was [redacted] and that her husband was [redacted]. Subsequently, [redacted] advised that her husband was not at home, but could be reached at his place of employment, [redacted] Upon calling above work telephone number, SA BARTEK was advised by an UNF that [redacted] was not in at that time however, she would have him call back.

Later that day, SA BARTEK received a telephone call back from [redacted] Upon being advised of the nature of the call, [redacted] advised the following:

On Saturday morning, July 27, 1996, [redacted] advised that he, along with a few other individuals, were tuna fishing approximately 30-35 miles due south of Montauk, Long Island. [redacted] advised that he observed some debris in the water which appeared to be some type of cloth or upholstery. [redacted] did not attempt to retrieve the material and observed it floating in a west/north-west direction. [redacted] could not recall the color or any distinguishable characteristics of the material. [redacted] advised that the piece of cloth could possibly have been from an airplane seat cover.

[redacted] advised that his residence address is [redacted] Old Lyme, Connecticut 06371.

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JUL 30 1996

FBI - NEW YORK

Investigation on 7/29/96 at New York, NY (telephonically)

File # 265A-NY-259028 TW3398 56

by SA MARK JOSEPH BARTEK Date dictated 7/29/96

0950

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 9/5/97

[redacted] was advised of the official identity of the interviewing Agent and the purpose of the interview. [redacted] who was previously interviewed by the Federal Bureau of Investigation, then provided the following information:

When asked if her husband, [redacted] could speak to the interviewing Agent, [redacted] advised that [redacted] could not come to the telephone at that time because he had just returned home from chemotherapy and he was not feeling well.

[redacted] stated that just prior to the event on July 17, 1996, she and [redacted] were standing on the dock on the North/Bay side of Barrier Island. They were facing southeast, toward the ocean, although they could not see the ocean over the dunes from where they were standing. The [redacted] were talking to [redacted] and [redacted]

After the event, and after the [redacted] had listened to the Emergency Coast Guard Station, [redacted] and [redacted] immediately returned home with their boat.

Then [redacted] and [redacted] went with another individual and the individual's boat out to the crash site. [redacted] never went to the crash site.

[redacted]

The following is descriptive information for [redacted]

[redacted]

Investigation on 9/4/97 at Middletown, New Jersey (telephonically)

File # 265A-NY-259028 -CC1-656 Date dictated 9/5/97

by SA CHRISTINA GUST (CG:cg) (57)

0975

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] was contacted at her residence, [redacted] Westhampton Beach, New York, [redacted] After being advised of the identities of the interviewing agents and the purpose of the interview, [redacted] provided the following information:

[redacted] is currently employed [redacted] the WESTHAMPTON BATH AND TENNIS HOTEL in Westhampton [redacted] York. [redacted]

On the night of Wednesday July 17th, 1996, [redacted] was working at the front desk. Between 8:00 and 9:00 PM, possibly at 8:40 PM, a man and woman rushed up to the front desk and told her, "You're not going to believe this. We were outside on the deck and we saw a plane crash!" The man stated that the plane must have been very big because of the size of the explosion. The woman said that she thought the plane was smaller, perhaps like a biplane. [redacted] then called the Westhampton Beach Police, and they told her that they had already received news about the crash.

[redacted] then accompanied the man and woman out to the deck area near the pool, and the couple showed her the area of the sky where they had seen the crash. [redacted] looked at the sky and saw a short column of white smoke. The column was narrow at the top, wide in the middle, and narrow at the bottom. The smoke did not touch the ocean. This observation and the shape of the column struck [redacted] as unusual.

While out on the deck with [redacted] the man and woman said that they thought they had seen a flare rise up from a boat prior to the explosion.

[redacted] thought that the man and woman may have been husband and wife because they talked to each other a lot and sat together in the hotel lobby while they listened for news updates on the plane crash. [redacted] did not know the names of the man or woman.

CC1-2

265A-NY-259028-SUB

SEARCHED [redacted]
SERIALIZED [redacted]
OCT 08 1996
FBI - NEW YORK

Investigation on 07/22/96 at Westhampton, New York

File # 265A-NY-259028

by SA PETER M. BRADY
SA JOHN HUI/hrg

56

Date dictated 07/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, [redacted] Mastic, New York, [redacted], was interviewed at his home. After being advised of the identity of the interviewing agents and nature of the interview [redacted] provided the following information:

On July 17, 1996, after hearing about the plane crash, at 10:30 PM, [redacted] took his boat to the crash site in order to assist in recovery efforts. During the time [redacted] was at the crash site he took some amateur home video of the recovery efforts. [redacted] would not give the original video to the interviewing agents but stated he would make a copy and provide it to the interviewing agents. The video contained five to six minutes of scenes from the crash site. The lighting was poor as well as the overall quality. The video contained scenes of wreckage and the recovery of one victim by the United States Coast Guard.

265A-NY-259028-SUB CC-431

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FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] E-6, BM-1, assigned to the U.S. Coast Guard Cutter Adak, [redacted], Home address: [redacted]., Highlands, New Jersey 07732, [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 below the bridge of the Adak and, as such, did not witness the crash or any incidents leading up to the crash.

[redacted] stated that, upon arriving at the site of the wreckage, he viewed what he believed to be a part of an engine, 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.

396

CC -

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

File # 265A-NY-259028

by SA Christopher M. Piehota (60) Date dictated 07/27/1996

JAN 1 01997

SM

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FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] MK-2, assigned to the U.S. Coast Guard Cutter Adak, [redacted] Home address: [redacted] Highlands, New Jersey 07732, [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 below the deck of the Adak checking out the ship's water conversion system with EM-1 [redacted] and, as such, did not witness the crash or any incidents leading up to the crash.

[redacted] came to the deck to prepare for search and rescue operations. Upon arriving at the crash site, [redacted] stated that he saw what he believed to be the tail section of the aircraft.

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

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

File # 265A-NY-259028

by SA Christopher M. Piehota (61) Date dictated 07/27/1996
Inv. Ed Karasiewicz

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cc -

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JAN 1 0 1997

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FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] E-5, Petty Officer 2nd Class, assigned to the U.S. Coast Guard Cutter Adak, [redacted], Home address: [redacted], Highlands, New Jersey 07732, [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 below the bridge of the Adak sleeping and, as such, did not witness the crash or any incidents leading up to the crash.

[redacted] that, upon arriving site of the wreckage, he viewed what he believed to be the tail section of the aircraft.

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

[redacted]-NY-[redacted]-SU

CC -

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

File # 265A-NY-259028

by SA Christopher M. Piehota (62) Date dictated 07/27/1996

JAN 1 0 1997

391

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1442

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FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] E-6, Quartermaster-1, assigned to the U.S. Coast Guard Cutter Adak, [redacted], Home address: [redacted], Highlands, New Jersey 07732-4006, [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 below the bridge of the Adak sleeping and, as such, did not witness the crash or any incidents leading up to the crash.

[redacted] said that, after being called to the deck of the Adak, he believed that he saw Navy aircraft dropping flares where some life rafts/escape chutes were located.

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

265A-NY-259023-SL

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

File # 265A-NY-259028

by SA Christopher M. Piehota (63) Date dictated 07/27/1996

(X) SM

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CC

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SM

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FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted], [redacted] currently serving as a Seaman E-2 onboard the United States Coast Guard Cutter "ADAK", local address [redacted] Sandy Hook, New Jersey, [redacted], home address [redacted], Philadelphia, PA, [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 Seaman [redacted] he was being interviewed regarding the crash of TWA Flight 800 that occurred on July 17, 1996.

Seaman [redacted] advised that the night of this incident, he did not see the plane going down because he was in his bed below deck.

He stated he heard the boat Captain on the radio advising all hands to get on deck. He further stated that upon arriving on deck he observed flames in the water as well as bodies, and airplane parts.

He was unable to provide additional information regarding the crash.

CC-392

396

265A-NY-[redacted]3-SUB

Investigation on 7/24/96 at Sandy Hook, New Jersey

File # 265A-NY-259028 Date dictated 7/26/96

by SA Norman F. Mahoney (H) (X) SM

JAN 10 1997

SM

1444

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 9/3/96

[redacted] was interviewed [redacted] After being advised of the official identities of the interviewing agents and the purpose of the interview, [redacted] furnished the following information:

[redacted] and provides tow services to disabled vessels off the coast of Long Island. In the early morning hours of July 18, 1996, [redacted] was in the area of the crash of Flight TWA 800 assisting with rescue and recovery efforts. While in this area, [redacted] came into contact with a disabled vessel named [redacted] [redacted] contacted one of his employees by radio to provide tow services for the [redacted] responded to [redacted] call. According to [redacted], other vessels in the area at that time were a fishing vessel named [redacted] in Westhampton Beach, NY, [redacted] also [redacted] of [redacted] was in the area with two of his boats, along with his employees [redacted] a local police officer, and [redacted] last name unknown, also a local police officer.

Investigation on 8/26/96 at East Moriches, New York

File # 265A-NY-259028-CC3-305

by SA GARY A. WHEELER and SA TODD V. DIFEDE GAW:pg (66) Date dictated 9/3/96

1526

FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 9/3/96

[redacted] New York, NY 10025, was interviewed at his second residence, [redacted] Quogue, New York, [redacted] After being advised of the official identities of the interviewing agents and the purpose of the interview, [redacted] furnished the following information:

Approximately one hour after the crash of TWA Flight 800 on July 17, 1996, [redacted] brothers, [redacted] and [redacted] took their 20-foot Boston Whaler, which docks behind their house on [redacted] off Moriches Bay, to the area of the crash to attempt to assist in rescue operations and recovery operations of the wreckage. This vessel named [redacted] experienced mechanical difficulties and required towing by [redacted] and [redacted] also live at the same addresses as [redacted]

CC 3-304

Investigation on 8/26/96 at Quogue, New York

File # 265A-NY-259028

by SA GARY A. WHEELER and SA TODD V. DIFEDE/GAW:pg (66) Date dictated 9/3/96

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1527

FEDERAL BUREAU OF INVESTIGATION

7/28/96 Date of transcription

On July 22, 1996, Special Agents (SAS) CHARLENE TRUX, SAM KRAMER, DAVID KOLLENDER, Supervisory Special Agent (SSA) KEN MAXWELL, Suffolk County Police Department (SCPD) Detective DENNIS RAFFERTY and Coast Guard Boarding Officer Lieutenant JG L.M. WERNER boarded the [redacted] docked next to a barge owned by GREAT LAKES DREDGE AND DOCK COMPANY. 2747 Richmond Terrace, Staten Island, New York 10303 - 2301. Prior information received by TRUX and RAFFERTY was that the [redacted] and "Evergreen State" were previously located in the Middle East and approximately two weeks prior to July 17, 1996, the ships were shipped to the United States, arriving in the United States a few days prior to the Trans World Airlines incident.

Upon boarding the [redacted] stated he boarded the [redacted] for a dredging job on the morning of July 17, 1996, at 0600. The [redacted] is a 40 foot crew style tug, red with white forward cabin, with black tires hanging on the sides. The ship, according to [redacted] is a survey ship currently used in a dredging operation off Fire Island in the Atlantic, at the southern most tip of the island. The hull of the [redacted] is completely empty. The [redacted] was previously in Khatar, shipped to this location for this particular job.

[redacted] stated the "Ruth Marie" and "Evergreen State" are also owned by GREAT LAKES DREDGE, and are on the same operation, also previously in the Middle East. The "Evergreen State" was coming from Kuwait. [redacted] stated all the equipment was shipped from the Middle East.

[redacted] stated the site manager is [redacted] or [redacted]

The following people were crew members of [redacted]

33/154

265A-NY-259028-SUB

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

File # 265A-NY-259028

by SA CHARLENE TRUX, SAM KRAMER, DAVID KOLLENDER, SSA KEN MAXWELL, SUPD DET. DENNIS RAFFERTY, CG Boarding Officer Lt. JG L. M WERNER:sam Date dictated 7/23/96

AUG 29 1996

/GF3

[redacted]

All members of the crew were interviewed regarding the crash. All stated they did not see the crash, but saw the plane fall after hearing a loud noise. The "Ruth Marie" was one of the vessels assisting in the initial rescue attempts and also radioed to the Coast Guard the crash location.

Moored to [redacted], owned by GREAT LAKES DREDGE was a research vessel, Weatherbird (Bermuda M2), Westport Island, Maine. The vessel was contracted by CHESTERFIELD ASSOCIATES, INCORPORATED, 56 South Country Road, Westhaven Beach, New York 11378 was vacant upon our investigation.

CHESTERFIELD ASSOCIATES is a company known to SCPD as a legitimate operation who will hire vessels for research. An inspection of the exterior produced no signs of damage, scorching or burning.

(68)

The Coast Guard checked each vessel and found all documentation to be current.

FD-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Eastport, New York, telephone number [redacted] of Birth [redacted] Social Security Number [redacted] was interviewed on July 22, 1996 at his place of residence. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

[redacted] heard about the crash approximately 10:30-10:45 on July 17, 1996. In an effort to assist the rescue effort, he immediately left his home, got into his boat and sped to the crash site. After first stopping at a dredging barge outside the inlet, [redacted] arrived one half mile south of the crash site at approximately 11:15.

On the way out to the crash site, [redacted] saw an unidentified 18-20' center console boat with an outboard engine traveling Northwest toward the Moriches inlet. The unidentified boat looked lost and did not have its stern light on, although all its other lights were on. The unidentified boat was about 4-5 miles from the inlet and traveling at a speed of approximately 22 knots. [redacted] could not see how many people were on the boat. [redacted] did not see any other unusual boat traffic that night.

[redacted] recovered two bodies at the crash site. One was the body of a 25 year old male with short black hair, black pants, a white shirt, and a gold ring on his right finger, and the other was the body of a women in her mid-30's who was dressed in a black flight attendant uniform. He also found a life raft Northwest of the crash site. [redacted] transferred the bodies and the raft to the Coast Guard ships at the crash site.

265A-NY-259028-SUB CC 3

7/22/96 Eastport, New York

265A-NY-259028

BENNY LAMANNA

WILLIAM INZERILLO WI:mxb Date dictated 7/22/96

AUG 28 1996

145

(10)

1694

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

Officer [redacted] Deer Park, New York [redacted], was telephonically interviewed at his place of employment. [redacted] was advised of the identity of the interviewing agent as being a Special Agent of the Federal Bureau of Investigation and the purpose of the interview.

On July 17, 1996, [redacted] and his partner, Officer [redacted] were on routine patrol for the [redacted] Parks Department during the 4:00 PM to midnight shift. Sometime around 8:30 PM, they received a report on the radios of a possible boat in distress off of Smith Point Park and a flare involved.

[redacted] and [redacted] reached the beach at Smith Point Park in about ten minutes. When they arrived, people on the beach said a plane had crashed in the ocean. They witnessed flames in the water off-shore. Neither [redacted] or his partner, [redacted] observed any explosion or the actual crash.

Verified with original
CC1-4C

265A-NY-259028-SUB C

Investigation on 7/22/96 at Center Moriches, New York(tele

File # 265A-NY-259028

by SA JOSEPH P. FANNING:mxb Date dictated 7/22/96

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1793

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 20, 1996, [redacted] Center Moriches, New York, turned over to Special Agent (SA) SAMUEL G. KRAMER, a torn section of a United States (U.S) mail bag, approximately three feet long, one foot wide, and made up of a blue cloth panel and a gold cloth panel. Attached to the panels was a silver plate with "U.S. Mail" stamped on it.

[redacted] stated that he removed the mail bag section from a propeller shaft of the boat "Precious Metals" on the evening of July 19, 1996, while the boat was tied up at its regular slip at the [redacted] Center Moriches, New York. [redacted] further stated that he was aboard the "Precious Metals" the night it went out to the crash site of Trans World Airline (TWA) Flight 800 on July 17, 1996, to assist in recovery efforts.

CC1-92

265A-NY-259028-SUBCC1-92

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 07/23/96

FBI — NEW YORK

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265A-NY-259028

RT:maj

The following investigation was conducted by Special Agent RALPH TUCKER, JR., on July 22, 1996:

[redacted] Emergency Medical Technician, [redacted] Plum Island, New York, [redacted] was telephonically contacted at his residence. [redacted] advised that during the period of July 17 - 18, 1996, while participating in the rescue/recovery effort for TWA Flight 800, aboard the ship, [redacted] he noticed a glittery film covering most of the debris they recovered from the search area. [redacted] thought that this glittery film may contain trace elements for chemical comparisons to determine if a set explosion had taken place aboard the aircraft.

60

265A-NY-259028-SUB CC, -

(73)

(X)

FBI — NEW YORK

1899

[redacted] Pt. Pleasant, NJ, [redacted] was advised of the identity of the interviewing Agents and the nature of the interview. [redacted] thereafter provided the following information:

[redacted] advised that he and his father [redacted] own and operate the fishing vessel [redacted] Pt. Pleasant. [redacted] and his crew of six left Pt. Pleasant during the early morning hours of Wednesday, July 17, 1996. At the time of the airplane explosion, they were approximately five miles east and ten to twelve miles off shore from the crash site. [redacted] gave the LORAN coordinates 26400-43667 for their position at that time.

[redacted] stated that he observed a lot of parachute flares that night but believes these were Coast Guard flares. [redacted] knows of nothing unusual on the water or in the sky that evening. Of the persons on the ship, [redacted] advised that crew mates [redacted] and [redacted] were the only workers that saw the explosion that night.

[redacted] advised that possible ships with information from that night include the [redacted] and [redacted] from Pt. Pleasant. Also mentioned were the [redacted] and [redacted] out of Barnegat, NJ.

This is the extent of information provided by [redacted]

Investigation on 7/29/96 at Pt. Pleasant, NJ

File # 265A-NY-259028 -LL-34b Date dictated 8/1/96

by SA Daniel J. McKenna
SA James Lamb

(74)

214DJM05.302

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1999

8/1/96

[redacted] Pt. Pleasant, NJ, [redacted] was advised of the identity of the interviewing Agents and the nature of the interview. [redacted] thereafter provided the following information:

[redacted] advised that he and his father [redacted] own and operate the fishing vessel [redacted] Pt. Pleasant. [redacted] and his crew of six left Pt. Pleasant during the early morning hours of Wednesday, July 17,1996. At the time of the airplane explosion, they were approximately five miles east and ten to twelve miles off shore from the crash site. [redacted] gave the LORAN coordinates 26400-43667 for their position at that time.

[redacted] stated that he observed a lot of parachute flares that night but believes these were Coast Guard flares. [redacted] knows of nothing unusual on the water or in the sky that evening. Of the persons on the ship, [redacted] advised that crew mates [redacted] and [redacted] were the only workers that saw the explosion that night.

[redacted] advised that possible ships with information from that night include the [redacted] and [redacted] from Pt. Pleasant. Also mentioned were the [redacted] and [redacted] out of Barnegat, NJ.

This is the extent of information provided by [redacted]

265-NY-259028-LL-3764

265A-NY-259028 -5406C3
EH:dp

On July 27, 1996, Detective EDWARD HOFMANN, Suffolk County Police Department (SCPD), Shield Number 397, contacted [redacted], owner of ship "[redacted]" Address - [redacted] Montauk, New York 11454, telephone number [redacted] and advised that the crew on board on July 17, 1996 was as follows:

[redacted]
Montauk, New York
[redacted]
Date of Birth (DOB) - [redacted]

[redacted]
Montauk, New York
[redacted]
DOB [redacted]

[redacted]
Montauk, New York
[redacted]

Detective HOFFMAN contacted [redacted] who advised that he was not on that trip but [redacted] was [redacted] corrs

On July 29, 1996, contacted [redacted] DOB - [redacted], [redacted], Montauk, New York, (516) [redacted] stated that the "[redacted]" is an 80 foot commercial fishing boat called a [redacted]" He confirmed others on board as [redacted] and [redacted] He stated that he had been on watch and saw flares being dropped to illuminate the area south-west of their location. [redacted] stated that the "[redacted] was traveling in Westerly direction approximately two miles off shore headed for Fire Island. He observed nothing unusual before coming near the incident location.

08/02/1996 - Undersigned contacted [redacted] who advised the following:

2034 The "[redacted]" left MONTAUK MARINA on July 17, 1996 approximately 1930 hours (7:30 PM). They came around Montauk Point at about 8:00 PM and were proceeding westerly towards Fire Island. They were approximately one and one-half to two miles off shore. He had taken the first watch; [redacted] the second watch and [redacted] the third watch. Each watch is for approximately two and one-half hours. He was awaken by [redacted] at approximately 10:00 PM July 18, 1996. They were

approximately two miles off shore, just west of Moriches Inlet. He observed flares being dropped from helicopters and radio communication about bodies being found on VHF Channel 16 or 6. He had not observed anything unusual prior to the incident. He had not observed the crash or anything related to it prior to coming into the area of the site. The "[redacted] returned to MONTAUK MARINA on Monday, July 22, 1996 after fishing four days and one day of packing the fish.

Attached to this report it data sheet which recorded the position of the "[redacted]" via satellite communications utilizing "[redacted]" which the "[redacted]" utilizes.

Times and location recorded on July 17, 1996 highlighted. Undersigned conferred with "OPERATIONS PERSONNEL" at the East Moriches Coast Guard Station. These indicate that 8:26:33 PM on July 17, 1996, the "[redacted]" was approximately 20 miles northeast of crash site. (4.87 miles south of Bridgehampton).

At 9:26:38 PM, they were approximately 5.38 miles SSE of Hampton Bays.

At 10:26:42 PM, they were approximately 4.07 miles SSW of Westhampton Beach.

On 08/03/1996, undersigned contacted [redacted] who related following:

[redacted] He was awaken by [redacted] at about 9:00 PM. [redacted] told him that he had heard talk on the VHS about a plane crash. They were westbound toward Fire Island; and were approximately two miles off shore.

[redacted] states he heard more talk on Channel 16 of the VHS about the crash of a plane. He put the VHS on scan and picked up communications between the Coast Guard and other boats picking up bodies. In the distance, south of their location, he also observed flares in the sky. The flares were being dropped and would illuminate the sky.

He woke [redacted] at about ten - 10:30 PM to inform him of the situation. He could not report seeing anything unusual.

FD Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted], E-2, Seaman Apprentice, assigned to the U.S. Coast Guard Cutter [redacted] 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 with GM-3 [redacted] SS-2 [redacted] QM-3 [redacted] and [redacted] when he was alerted to the crash by Seaman Apprentice [redacted] said that he saw a plume of smoke.

[redacted] said that the [redacted] was approximately 12 miles away from the crash site. At the time of the crash, the [redacted] was communicating with a fishing boat. After the crash, the [redacted] contacted U.S. Coast Guard Group Moriches, who instructed the [redacted] to provide assistance.

[redacted] stated that, upon arriving at the site of the wreckage, the first object that the [redacted] encountered was the escape chute from the downed airplane. The crew of the Adak then began retrieving bodies form the water. [redacted] viewed what he believed to be the tail section or wing of the downed airplane.

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

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Investigation on 7/24/1996 at Sandy Hook, New Jersey CCT

2124

File # 265A-NY-259028 SUB CC3

SA Christopher M. Piehota (78) Date dictated 7/27/1996

265A-NY-259028
CLS-xh

On July 26, 1996, Investigator CARL L. SUMMERLIN interviewed [redacted], also known as [redacted] who is employed by GREAT LAKES DREDGE AND DOCK COMPANY. [redacted] was presented with credentials identifying Investigator SUMMERLIN and of the nature of the interview. [redacted] thereafter made the following statements:

On July 16, 1996, he boarded the Dredge on Staten Island unexpectedly, because the Dredge was not supposed to arrive before the evening of July 17, 1996. On July 17, 1996, while working a 6:00 to 12:00 shift, he was in the engine room when he was told by one of the deckhands that there was a fire on the ocean. [redacted] went up to the top deck where he observed a fire on the water. [redacted] related that he did not go out to the wreckage nor did he see the incident occur because he was below deck, bringing filters for the engines.

[redacted] stated that it was a clear night and that the water was calm and that the visibility was good. The wreckage was 5 to 6 miles from the Dredge and that the crew boat would take 10 minutes for get there. [redacted] said when crew members returned later they said, "it was still hot". [redacted] has been working for GREAT LAKES for less than 1 1/2 years, previously employed as a truck driver in Georgia, and worked for WEEKS AND BEENE FRONT VENTURE DREDGER for ten (10) years. [redacted] did not see the airplane while it was in the air. [redacted] JR. is described as follows:

Name:	[redacted]
Alias:	[redacted]
Date of Birth:	[redacted]
Place of Birth:	Savannah, Georgia
Address:	[redacted]
	Springfield, Georgia
Telephone:	[redacted]
Employer:	GREAT LAKES DREDGE AND DOCK
Occupation:	Oiler

265A-NY-259028-SUB -CC3

265A-NY-259028-SUB 462

2159

265A-NY-259028
CLS (2) axh

On July 26, 1996, Investigator CARL L. SUMMERLIN interviewed [redacted] at GREAT LAKES DREDGE AND DOCK COMPANY. [redacted] was presented with credentials identifying Investigator SUMMERLIN and of the nature of the interview. [redacted] stated that on July 17, 1996, he was working a 7:00 pm to 7:00 am shift as a Deckhand and was on the "A frame of Stiff Leg", which is a boom attached to the main dredge when he observed a "big fire ball" coming up from the water. [redacted] then got off the A-frame and on to the [redacted], which is a crew ship or tug, and went out to the flames. The trip to the flames took about 15 minutes, and when they arrived he observed debris and wreckage which consisted of life jackets with flashing lights. [redacted] stated that the [redacted] stayed at the crash site for 1 to 1 1/2 hours looking for survivors. On the [redacted] with [redacted] were Jr., [redacted] and [redacted]. [redacted] did not see the airplane while it was in the sky, nor did he see it coming down. The Dredge was anchored about 5 miles from shore and he got on it in Staten Island. While at the crash site, [redacted] did not see any bodies and did not take any wreckage out of the water.

Name:	[redacted]
Address:	[redacted] Elizabeth City, NC 27909
Telephone:	[redacted]
Date of Birth:	[redacted]
Place of Birth:	Frankfurt, Germany
Hair:	Blond
Eyes:	Blue
Height:	5'6"
Weight:	140 pounds
Miscellaneous:	Wears glasses.

(Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, [redacted] Westhampton, New York (NY), Crane Operator, [redacted] was contacted by Special Agent JENNIFER A. LEONARD and Investigator DARNLEY SCOON, New York State Police. [redacted] Date of Birth: [redacted] home address [redacted], Savannah, Georgia home telephone ([redacted] was advised of the identities of the interviewing agents and that the interview was regarding his knowledge of any stowaways on board the [redacted] when it arrived in New York on July 2, 1996, and the crash of TWA Flight 800 on July 17, 1996. [redacted] then provided the following information:

[redacted] arrived in Staten Island, New York on July 1, 1996. [redacted] does not know anything about stowaways on board the [redacted]

[redacted] was in the lever room of the [redacted] on the night of July 17, 1996, when TWA Flight 800 crashed. He walked to the deck and watched the fire on the water approximately 3-4 miles away. [redacted] was informed by a crew mate, who had heard on the marine radio, that a plane had crashed .

265A-NY-259028-SUB CC

-472

7 25 96 Westhampton Beach, New York

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265A-NY-259028

(81)

[illegible] INVESTIGATOR DARNLEY SCOON [illegible]

[illegible] JENNIFER LEONARD [illegible]

Rev. 3-1-82

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, [redacted], Westhampton, New York (NY), Leverman, [redacted] was contacted by Special Agent JENNIFER A. LEONARD, and Investigator DARNLEY SCOON, New York State Police. [redacted] Date of Birth: [redacted] home address: [redacted] Jayess, Mississippi, home telephone [redacted] was advised of the identities of the interviewing Agents and that the interview was regarding his knowledge of any stowaways on board the [redacted] when it arrived in New York on July 2, 1996, and the crash of TWA Flight 800 on July 17, 1996. [redacted] then provided the following information:

[redacted] has worked for [redacted] for approximately 23 years. He has been living on board the [redacted] since July 13, 1996. [redacted] had heard rumors of stowaways aboard the [redacted] but he never saw the stowaways and does not know anyone who did see the stowaways.

On the night of July 17, 1996, [redacted] was in the lever room with the Captain. The Captain told [redacted] that he saw a reflection of a bright flash in the window of the room. The Captain and [redacted] then turned toward the water. The [redacted] was approximately one mile offshore and the fire was 3 to 4 miles further out toward water. [redacted] heard, approximately 15 minutes later, on the marine radio that a plane had crashed.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, [redacted] Westhampton, New York (NY), Engineer, [redacted] was contacted by Special Agent JENNIFER A. LEONARD, and Investigator DARNLEY SCOON, New York State Police. [redacted] Date of Birth: [redacted] home address: [redacted] Miami Beach, Florida, was advised of the identities of the interviewing agents and that the interview was regarding his knowledge of any stowaways on board the [redacted] when it arrived in New York on July 2, 1996, and the crash of TWA Flight 800. [redacted] hen provided the following information:

[redacted] rrived on board the Dredge in Staten Island on July 4, 1996. He did not see any "strangers" on board th[redacted] at any time while the [redacted] was off shore on Staten Island.

On July 17, 1996, [redacted] was in the engine room (of the [redacted] when TWA Flight 800 crashed. He came outside when a crew member told him that a plane had crashed. [redacted] saw flames burning out on the water, approximately three miles away.

265A-NY-259028-SUB CC 478

2177 [illegible] Westhampton [illegible]

[illegible]

NYSP INVESTIGATOR DARNLEY SCOON [illegible]

[illegible] JENNIFER LEONARD [illegible]

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