

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/14/1996

To: New York

Attn: ASAC George Andrew

From: Herman Neil E
Lang Thomas F
I-46

Contact: SA Steven A. Bongardt, ext. 8277

Approved By: Herman Neil E
Lang Thomas F

Drafted By: Bongardt Steven A: sab

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

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

Synopsis: Flare sightings plotting report of selected witnesses on the night of July 17, 1996.

Enclosures: One copy of FD-302 by SAs William F. Lynch and Peter C. Casazza and one report of Deputy Inspector Douglas S. Matulewich, Suffolk County Police Department, Marine Bureau, concerning witness flare sighting plots.

Details: Deputy Inspector Douglas Matulewich, along with Special Agents of the Federal Bureau of Investigation and, on certain occasions, analysts from the Defense Intelligence Agency, plotted left and right lines of sight bearings from eight different witness locations from which eleven witnesses reported seeing flare-like objects rising immediately before the crash of TWA Flight 800 on the night of July 17, 1996, on or about 8:30 p.m. local. Deputy Inspector Matulewich used a Global Positioning System (G.P.S.) device to ascertain the witnesses exact location and plotted his results on a U.S. Department of Commerce, National Oceanic and Atmospheric Administration Cart number 12353 in degrees magnetic.

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

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

265 NY 259028-CC1

256

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

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

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

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

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

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

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

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

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

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

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

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

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

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