

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

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

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

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

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

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

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

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

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

Date dictated 7/20/96

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

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

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

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

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

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

The following descriptive information is available for [REDACTED]

Date of Birth:
Social Security
Account Number:
Address:

Telephone:

[REDACTED]

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

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

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

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

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

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

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265A-NY-259028
SHEEHAN, JAMES J. (S) (reg)
TURNER, S. (S)
Date dictated 7 24, 96 AUG 28 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

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

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

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

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

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

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

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

Date dictated 7/26/96

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

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

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