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FM FBI NEW YORK (265A-NY-259028) (P) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

FBI WMFO/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

*Interview of
passenger on
NHTA
Charlotte to
Providence.*

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, 20 MILES;
S EAST OF HAMPTON, NEW YORK; JULY 17, 1996; AOT-IT-EOD;
LEADS TW 3063 AND TW 3059, OO:NY.

FOR INFORMATION OF THE BUREAU, ON JULY 18, 1996, [REDACTED]
[REDACTED] WAS TELEPHONICALLY
CONTACTED AT THE NAVAL COMMUNICATION SCHOOL (NCS), NAVAL
EDUCATION TRAINING CENTER, (NETC), NEWPORT, RI, BY SA JOHN W.
DEVENY, JR., NAVAL CRIMINAL INVESTIGATIVE SERVICE, (NCIS),
NEWPORT RHODE ISLAND, SUBSEQUENT TO REPORTING AGENT RECEIVING

265A-NY-259028-SUB CC-54

[Faint handwritten notes and signatures]
*Do not
TUE*

INFORMATION THAT HE POSSESSED KNOWLEDGE CONCERNING THE
 OSION OF TWA FLIGHT 800 OVER LONG ISLAND, NEW YORK ON JULY
 17, 1996. [REDACTED] ADVISED HE WAS A PASSENGER ABOARD [REDACTED]
 [REDACTED] WHICH ORIGINATED IN CHARLOTTE, NORTH CAROLINA AND
 WAS DESTINED FOR PROVIDENCE, RHODE ISLAND ON JULY 17, 1996.
 WHILE IN FLIGHT AT APPROXIMATELY 20:25 HOURS, [REDACTED] STATED
 THAT HE OBSERVED TWO EXPLOSIONS, A SMALL ONE THEN A LARGE
 EXPLOSION OVER THE WATER. [REDACTED] STATED THAT HE WAS
 CONVINCED THAT HE OBSERVED THE EXPLOSION OF TWA FLIGHT 800. ON
 JULY 19, 1996, [REDACTED] WAS INTERVIEWED REGARDING THE ABOVE
 INFORMATION AT NAVAL CRIMINAL INVESTIGATIVE FIELD OFFICE,
 (NCISFO), NEWPORT, RI. [REDACTED] PROVIDED THE FOLLOWING
 INFORMATION DURING THE INTERVIEW: [REDACTED] INITIATED HIS TRAVEL
 RHODE ISLAND ON JULY 17, 1996 BY FLYING FROM PENSACOLA,
 FLORIDA TO CHARLOTTE, NC, WHERE HE DEPARTED AT 17:50 OR 18:50
 HOURS FOR PROVIDENCE, RI ON USAIR FLIGHT 217. [REDACTED] LATER
 PROVIDED A FAX COPY OF HIS OFFICIAL ORDERS AND ITINERARY,
 WHICH NOTES THAT HE WAS SCHEDULED TO DEPART CHARLOTTE, NC ON
 FLIGHT 217 AT 18:55 HOURS. [REDACTED] SEAT ASSIGNMENT WAS
 [REDACTED] A WINDOW SEAT ON THE RIGHT SIDE OF THE PLANE. AT
 APPROXIMATELY 20:25-20:30 HOURS, [REDACTED] OBSERVED SOME

WORKING LIGHTS ON A SMALL PLANE FLYING UNDERNEATH THE [REDACTED] AIRCRAFT. AT THE TIME, HE WAS LISTENING TO MUSIC ON A TAPE AND LOOKING OUT THE WINDOW. HE HAD NOT CONSUMED ANY ALCOHOL ON THE NIGHT PRIOR TO THIS MOMENT. APPROXIMATELY 15-20 SECONDS LATER, HE OBSERVED A LIGHT WHICH APPEARED TO BE A "FLARE" AND LOOKED LIKE THE SHOOTING OF AN UNEXPLODED FIREBALL INTO THE AIR. IT WAS MOVING FROM [REDACTED] "RIGHT TO LEFT" AND IT APPEARED TO HAVE "PEAKED", THEN IT WAS GOING DOWNWARD. THIS EVENT TOOK NO MORE THAN TEN (10) SECONDS IN TIME.

[REDACTED] THEN OBSERVED AN INITIAL SMALL EXPLOSION IN THE SAME AREA THAT HE LAST OBSERVED THE FLARE. WITHIN A SECOND LATER, THE SMALL EXPLOSION TURNED INTO A LARGE EXPLOSION. THE FIREBALL THAT WAS CREATED BY THE LARGE EXPLOSION THEN BEGAN TO DESCEND. [REDACTED] ESTIMATED THAT THIS TOOK PLACE APPROXIMATELY 3000-4000 FEET BELOW THE [REDACTED] AIRCRAFT.

[REDACTED] ESTIMATED THE FIREBALL TO BE 200 FEET IN LENGTH AND AS IT DESCENDED, IT GOT LONGER IN LENGTH. WHEN [REDACTED] LAST SAW THE FIREBALL, IT WAS HITTING THE WATER BELOW.

[REDACTED] TOLD ONE OF THE FLIGHT ATTENDANTS ABOARD HIS FLIGHT THAT HE SAW AN EXPLOSION BELOW AND SHE STATED THAT SHE WOULD

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NOTIFY THE FLIGHT DECK. THE ATTENDANT LATER TOLD ██████████ THAT
MADE THE NOTIFICATION. AFTER ██████████ INITIALLY TOLD THE
FLIGHT ATTENDANT, A MALE IN SEAT "6F" STATED "DID YOU SEE THAT
TOO" AND HE SAID THAT HE OBSERVED A FIREBALL EXPLOSION. THIS
INDIVIDUAL WAS DESCRIBED AS A WHITE MALE IN HIS 60'S, 5'10"
TALL, 175 LBS., MEDIUM BUILD, WITH GRAY HAIR.

AFTER THE SMALL PLANE FLEW UNDERNEATH THE ██████████ AIRPLANE,
██████████ OBSERVED THE COASTLINE APPROXIMATELY 8-10 MILES IN THE
DISTANCE, BUT HE DID NOT SEE ANY LANDMARKS. AT THE TIME OF
THE EXPLOSION, ██████████ DESCRIBED VISIBILITY AS "GOOD" WITH
SOME HAZE. THE SUN HAD SET AND HE DESCRIBED IT WAS "TWILIGHT
TIME", BUT IT WAS NOT PITCH-DARK. ██████████ DID NOT OBSERVE ANY
LARGE PLANES FLYING BELOW THE ██████████ AIRCRAFT. AT

APPROXIMATELY 20:55 HOURS, 25 MINUTES AFTER SEEING THE
EXPLOSION, ██████████ FLIGHT LANDER AT T.F. GREEN AIRPORT,
WARWICK, R.I. (PROVIDENCE, R.I.). ██████████ PICKED-UP A RENTAL
CAR AND HEARD ON THE RADIO THE REPORT OF THE TWA FLIGHT 800
CRASH/EXPLOSION WHILE DRIVING. AFTER MIDNIGHT, ██████████ CALLED
A TELEVISION STATION IN PROVIDENCE, R.I., WPRI-TV, CHANNEL 12,
AND SPOKE WITH ██████████ (LNU) AND TOLD HER WHAT HE SAW. ██████████
ASKED ██████████ TO CALL THE STATION BACK IN THE MORNING.

[REDACTED] REASON FOR CALLING CHANNEL 12 WAS HE WANTED TO TELL SOMEONE ABOUT THE EXPLOSION WHILE IT WAS FRESH IN THIS MIND. ON JULY 18, 1996, [REDACTED] WAS INTERVIEWED "LIVE" VIA TELEPHONE DURING CHANNEL 12'S 0600 AND 0630 NEWSCASTS. [REDACTED] COULD NOT PROVIDE ANY ADDITIONAL INFORMATION.

PERSONAL DATA REGARDING [REDACTED]

NAME: [REDACTED] SS#: [REDACTED]

DOB: [REDACTED] POB: [REDACTED] WA; RESIDENCE: 1 [REDACTED]

DRIVE, PENSACOLA, FL, 32506-9563; TELEPHONE #: [REDACTED]

[REDACTED] (W), [REDACTED] (H); EMPLOYMENT: U.S. NAVY, [REDACTED]

[REDACTED] CHIEF NAVAL EDUCATION AND TRAINING, NAVAL AIR STATION, PENSACOLA, FL.

LEAD:

WASHINGTON METROPOLITAN FIELD OFFICE

AT WASHINGTON, D.C.

BASED ON THE INFORMATION PROVIDED BY [REDACTED] THE NYO REQUESTS THAT WMFO OBTAIN THE IDENTITY OF THE FLIGHT CREW FOR USAIR FLIGHT 217 ON JULY 17, 1996. THE HOME OFFICE FOR U.S. AIR IS LOCATED AT CRYSTAL PARK FOUR, 2345 CRYSTAL DRIVE, ARLINGTON, VIRGINIA 22227. (LEAD TW 3059 HAS BEEN SET TO RE-

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INTERVIEW [REDACTED].

IT IS ALSO REQUESTED THAT WMFO SET OUT LEADS TO THE APPROPRIATE FIELD OFFICES, TO ENSURE THAT THE CREW MEMBERS AND PASSENGERS OF THE FLIGHT ARE INTERVIEWED.

INTERVIEWS OF THE CREW SHOULD BE PREPARED ON FD-302'S, AND THE LEAD CONTROL NUMBERS TW 3063 AND TW 3059 SHOULD BE REFERENCED IN ALL COMMUNICATIONS. IF NECESSARY, WMFO SHOULD OBTAIN A SUBPOENA TO ASCERTAIN THIS INFORMATION. ALSO, ANY INDEPENDENT FLIGHT RECORDINGS OR RADAR PRINTOUTS/OBSERVATIONS THAT MAY BE MAINTAINED OR RECORDED BY USAIR FLIGHT 217 SHOULD BE OBTAINED.

INVESTIGATION CONTINUING IN NEW YORK.

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