

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

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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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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

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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

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COUNTY OF SUFFOLK



ROBERT J. GAFFNEY
COUNTY EXECUTIVE

PETER F. COSGROVE
POLICE COMMISSIONER

POLICE DEPARTMENT

September 18, 1996

SA Peter Casazza
SA William F. Lynch
SA Paul Shea
Federal Bureau of Investigation
135 Pinelawn Rd. - Suite 350 South
Melville, NY 11747

Gentlemen:

On Saturday, July 20, 1996, I became involved in a joint effort to determine the possibility of a missile shooting down TWA flight 800. The objective was to determine if the observations of eye witnesses could be plotted on a chart to determine a location from which a missile was shot.

Enclosed are the recordings of witness observation locations, of witnesses who on the evening of 7/17/96 saw a "flare-like" object rising immediately before the crash of TWA flight 800. These locations are indicated in Latitude (LAT) and Longitude (LONG). In addition are the results of the magnetic bearings taken with a hand held magnetic compass of these observations.

The results of these observations have been plotted on chart number 12353 (17th Ed., June 13/92) Shinnecock Light to Fire Island Light, published at Washington, D.C. by U.S. Department of Commerce, National Oceanic and Atmospheric Administration.

The course of TWA flight 800 on 7/17/96 at approximately 2030 hrs. has been plotted on chart number 12353. The results of the various lines of positions of the witnesses observations have been plotted on chart 12353. The flight path of TWA flight 800 may be overlaid with tracing paper which has missile information (to scale) provided by Robert Doherty of the Defense Intelligence Agency (DIA). All of this information taken together indicate to me the very real possibility that if a rocket was used to shoot down TWA flight 800 the "shooter" would have had to been at one of the following locations:

1. LAT 40°40.68'N LONG 072°40.66'W

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30 YAPHANK AVENUE, YAPHANK, NEW YORK 11980 - (516) 852-6000

To: SA Peter Casazza
SA William F. Lynch
SA Paul Shea

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2. LAT 40°39.19'N LONG 072°37.29'W

The above Latitude and Longitude locations INDICATES THE CENTER OF AN AREA THAT IS STRONGLY RECOMMENDED TO BE SEARCHED AND AT A MINIMUM A ONE (1) nautical mile area should be searched for the remains of equipment that would launch a portable missile. The possibility exists that the equipment was discarded and now remains on the ocean floor.

Sincerely,

Douglas S. Matulewicz
Douglas S. Matulewicz
Deputy Inspector
Commanding Officer
Marine Bureau

DSM:bm

Enclosures 8

[REDACTED]

636
637

LAT 40°37.613'N
LONG 073°15.742'W
Hand held magnetic compass was 098°.

[REDACTED]

521

LAT 40°40.961'N
LONG 073°00.221'W
Hand held magnetic compass was 110°.

[REDACTED]

364

LAT 40°45.104'N
LONG 072°55.968'W
Hand held magnetic compass was 124°.

[REDACTED]

641
642

LAT 40°45.745'N
LONG 072°46.573'W
Hand held magnetic compass was 150°
Hand held magnetic compass was 155°.

[REDACTED]

496
534

LAT 40°48.172'N
LONG 072°45.321'W
Hand held magnetic compass was 152°
Hand held magnetic compass was 160°.

[REDACTED]

649

LAT 40°49.187'N
LONG 072°39.003'W
Hand held magnetic compass was 185°
Hand held magnetic compass was 187°.

[REDACTED]

527
694

LAT 40°50.295'N
LONG 072°28.526'W
Hand held magnetic compass was 225°
Hand held magnetic compass was 223°.

[REDACTED] 626
[REDACTED] 637

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at the Fire Island Coast Guard Station, Babylon, New York.

[REDACTED] and [REDACTED] had previously indicated that they had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. The [REDACTED] were taken out on the water in the U.S. Coast Guard Motor Life Boat #44341. The [REDACTED] directed the boat coxswain, Petty Officer RANDY RYAN to the location of their observations on 7/17/96.

When the [REDACTED] indicated that CG 44341 was in the exact location as their 7/17/96 observations of TWA flight 800, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°37.613'N, LONG 073°15.742'W. From this location also indicated to D/I Matulewich by the [REDACTED] was the location of the observations in relationship to the Fire Island Light House and the magnetic bearing indicated on D/I Matulewich's hand held magnetic compass was 098°.

[REDACTED]

496
534

On 7/29/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at Davis Park Marina, Fire Island, New York.

[REDACTED] had previously indicated that she had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. [REDACTED] took D/I MATULEWICH to the location on the beach where she made her observations on 7/17/96.

When [REDACTED] indicated that she was in the exact location she had occupied on 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°40.964'N, LONG 073°00.221'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of her observations in relationship to the beach and water, and the magnetic bearing indicated on D/I MATULEWICH'S hand held magnetic compass was 110°.

[REDACTED] 364

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at the Bellport Yacht, Bellport, New York.

[REDACTED] had previously indicated that he had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight #800.

[REDACTED] returned to the exact seat and location that he occupied on the night of 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.104'N, LONG 072°55.968'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of his observations, starting with an object with a red glow, which rose from east to west. The position of the object with the red glow, in relationship to the Smith Point Pavilion was indicated to D/I MATULEWICH and the magnetic bearing of the indicated bearing on D/I MATULEWICH'S hand held magnetic compass was 124°.

[REDACTED] 641
[REDACTED] 642

On 7/20/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Great Gun Beach Marina, Fire Island, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat approximately forty feet from the dock area as indicated to Deputy Inspector DOUGLAS MATULEWICH. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.745'N; LONG 072°46.573'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship to the rest room building and a flag pole.

The magnetic bearing to the right side of the rest room building indicated on D/I MATULEWICH'S hand held magnetic compass was 150°. The magnetic bearing to the flag pole indicated on D/I MATULEWICH'S hand held magnetic compass was 155°.

[REDACTED] 496
[REDACTED] 534

On 7/21/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Abbott's Hart's Cove Marina, East Moriches, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from the dock behind their boat's slip. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin, GPS 45: LAT 40°48.172'N, LONG 072°45.321'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship the end of the dock, a Coast Guard Auxiliary boat also docked on the dock, and to numerous poles on the shore, which were used as a reference point.


The magnetic bearing to the right side of the end of the dock indicated on D/I MATULEWICH'S hand held magnetic compass was 152°.

The magnetic bearing to the flag pole indicated on the hand held magnetic compass was 160°.



649

On 7/20/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with ROBERT DOHERETY of the Defense Intelligence Agency (DIA) at the Westhampton Beach High School, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by  were made from the parking lot of the Westhampton Beach High School. From the indicated area in the school's parking lot, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°49.187'N, LONG 072°39.003'W. From this location also indicated to D/I Matulewich by ROBERT DOHERETY was the location of the observations in relationship the several telephone poles which were used as a reference points.

The magnetic bearing to the left side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 185°. The magnetic bearing to the right side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 187°.

2294

[REDACTED] 527
694

On 7/22/96, at the request of SA Paul Shea of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at [REDACTED] Hampton Bays, New York.

We responded to Spellmans Marine and were taken out on [REDACTED] boat to the area of the Shinnecock Inlet. Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat as the boat entered the area just west of the east jetty of the Shinnecock inlet.

From the indicated area in the Shinnecock Inlet, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°50.295'N, LONG 072°28.526'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of the observations in relationship to the stern of his own boat and a Coast Guard 44 foot Motor Life Boat which was operating in the area.

Two observations were taken from [REDACTED] on 7/22/96, observation #1 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 225°. Observation #2 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 223°.

[REDACTED] indicated to D/I MATULEWICH from this location the direction of his observations of TWA flight 800 on 7/17/96 in relationship to the stern of the boat and a Coast Guard 44 foot Boat which was operating in the area.

The magnetic bearing to the observations indicated on the hand held magnetic compass was 223°.

265A-NY-259028
GRM:hrg

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

Interview conducted with [redacted] Brookhaven, [redacted], on July 20, 1996, at 1600 hours. By the undersigned and Detective MICHAEL CALVIN, number 729.

On July 17, 1996, shortly after 8:30 PM, he was sitting on a bench at the Bellport dock, which is at the south end of Station Road in Bellport. He was facing southeast towards Smith Point Bridge and saw a red streak rise from the horizon. He thought it was fireworks being fired from Smith Point Beach over the ocean. It appeared to be sporadic as it ascended but he attributed that to the light haze over the water. It ascended at a slight angle to the right, very high and then curved downward slightly and then leveled off (see attached drawing by witness) and appeared to explode resulting in two similar objects falling down. He stated that it appeared to be two planes colliding. At the time of the explosion, he judged that it was two-three (2-3) miles off shore. The red streak was basically ascending straight and no zigzag pattern was noted but did feel that it traveled very high. No sounds were heard.

Note: Detective CALVIN and Detective MILLER took the witness to the Bellport dock and he visually placed the origin of the red streak in a line from the dock directly over the pavilion at the Smith Point Beach, but the streak was beyond the pavilion. When the debris fell, he felt that it was to the right of the pavilion.

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