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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4.30.97

On Tuesday, April 29, 1997, [REDACTED] was interviewed at her residence by representatives of the Federal Bureau of Investigation's New York Office. After being advised of the identity of the interviewing agents, as well as the nature of the interview, [REDACTED] voluntarily provided the information set forth below.

[REDACTED] stated that she was a witness to a number of the events surrounding the explosion and crash of Trans World Airways (TWA) Flight 800, during the early evening hours of July 17, 1996. She stated that she was in the New York area on vacation and had been on Long Beach Island (New York) earlier that evening for dinner. After dinner, [REDACTED] and two friends (not identified) drove to the beach near the Moriches Inlet, in Center Moriches, New York. She added that at some time earlier in the evening, she had consumed two (2) "Long Island Iced Tea" cocktails, but that she did not feel inebriated at the time she made the observations described herein.

According to [REDACTED] after arriving at the beach, she removed her shoes and walked down to the water line where she enjoyed the ocean for a while. She stated that at some point during the time when she was near the water, her attention was drawn to an aircraft that was flying from her right [West] to her left [East]. She added that she had previously been involved in the travel industry and had since then been interested in travel and flying. [REDACTED] stated that during the course of her observations, the aircraft appeared to be flying routinely. She added that it appeared to be leveling off at an unknown altitude. [REDACTED] attributed this to the pressurization process. She then described the aircraft as it appeared to ascend for approximately ten (10) seconds. Once again, [REDACTED] stated that she thought that this was all routine and attributed the plane's movements to pressurization.

According to [REDACTED] at approximately this time, she noticed what appeared to be a "contrail" which appeared to be coming from an object which was flying toward the plane which she had been watching. This "object" approached the aircraft from behind. [REDACTED] described this "contrail" as an elongated trail which had three (3) distinct sections. These included a "greyish-white" tail, a center which appeared "pinkish" in hue, and a leading edge (the point on the object which was furthest left).

Investigation on 4.29.97 at Brooklyn, New York

File # 265A-NY-259028 -CC1-607 Date dictated _____

by SA Steven A. Bongardt
SA Theodore J. Otto, III

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[REDACTED] went on to liken this contrail as resembling an inverted "Nike" symbol which closed in from behind the aircraft, rose above the path of the aircraft, then dropped down and intercepted the aircraft.

According to [REDACTED] within several seconds of the object hitting the aircraft, but not more than five seconds, she saw what appeared to be a small explosion, which occurred almost simultaneously with her hearing a small "pop." She added that several seconds later, she heard a "very large explosion." [REDACTED] stated that she does not remember having felt the concussion of any of the explosions.

[REDACTED] stated that to the best of her recollection, the "object" hit the aircraft in the vicinity of where one of the wings (she could not recall which of the wings) joined the fuselage. When asked to estimate the distance at which this event took place, [REDACTED] stated that if a person were to place one hand on top of another length-wise, the event took place at an elevation of five and one half (5½) to six (6) hands off of the horizon at her arm's length. She estimated the distance between the first and second explosions at approximately one and one half (1½) hands, again at her arm's length. Regarding the relative distance over which this event took place, [REDACTED] described (and sketched) the series of events (beginning with her first observing the aircraft up until the point at which the second larger explosion took place) as taking place over an area of approximately seventy degrees (70°). She then went on to divide this seventy degree panorama as follows: she described her first observations of the aircraft (*i.e.* when the plane appeared to be ascending) as covering approximately fifteen degrees (15°) of the distance. She then stated that it was as the aircraft covered the next thirty five degrees (35°) that the object which she described as trailing a contrail, approached the plane from behind and impacted with the aircraft. [REDACTED] stated that the final twenty degrees (20°) of her view involved the distance between the first, smaller explosion and the second, larger explosion. She added that after the plane had covered this distance, it was no longer flying, and had begun falling toward the surface of the water.

[REDACTED] then went on to describe the falling detritus of the aircraft as resembling a meteor as it fell. She added (and sketched) that the front of the aircraft appeared to be burning as it fell toward the ocean, but not the cockpit.

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[REDACTED] was then asked if she had any opinion about what it was that she observed that evening. She replied that she believed that she witnessed a missile, which had been fired from a boat which was located somewhere on the Atlantic Ocean.

The following descriptive information regarding [REDACTED] was developed through interview and observation:

Date of Birth: [REDACTED]

Place of Birth: [REDACTED]

Social Security Account Number (SSAN): [REDACTED]

Address: [REDACTED]

Telephone Number: [REDACTED]

Without further questions or comments, the interview was terminated.