

June 19, 2013

David Tochen, Esquire
General Counsel
National Transportation Safety Board
490 L'Enfant Plaza
Washington, DC 20594

Dear Mr. Tochen:

Enclosed with this letter is a Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800.

We look forward to your consideration of its contents and to your response. If you have any questions, please do not hesitate to contact me.

Sincerely,



Henry F. Hughes
Senior NTSB Investigator, Retired
The TWA 800 Project



**Petition for the Reconsideration and
Modification of the National
Transportation Safety Board's Findings
and Determination of the Probable Cause
for the Crash of TWA Flight 800**

The TWA 800 Project
6/19/2013

Contact:

Henry F. Hughes
Senior NTSB Investigator, Retired



Thomas F. Stalcup, Ph.D.



Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

*The TWA 800 Project
6/19/2013*

The Petitioners, which include investigators from the original National Transportation Safety Board (NTSB) investigation, family members of crash victims, former airline crash investigators, and concerned scientists, hereby request Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800. This petition is based upon new and material evidence and analyses that refute the NTSB's original findings and is submitted in accordance with NTSB Reg. §845.41(a).

NTSB Reg. §845.41(a) states:

Petitions for reconsideration or modification of the Board's findings and determination of probable cause . . . will be entertained only if based on the discovery of new evidence or on a showing that the Board's findings are erroneous.

The Petitioners have reviewed the FAA radar evidence along with new evidence not available to the NTSB during the official investigation and contend that the NTSB's probable cause determination is erroneous and should be reconsidered and modified accordingly.

New evidence includes:

1. Two new analyses of FAA radar data,
2. Twenty FBI eyewitness interview summaries apparently not previously available to the NTSB.
3. Analysis of "spike-tooth" fractures found in multiple locations.
4. Evidence of explosive residue detected in multiple locations other than the forward cargo hold and floor boards.

Furthermore, based on a critical analysis of the new evidence, NTSB finding #8, which states "that witness observations of a streak of light...was burning fuel from the accident airplane in crippled flight..." will be shown to be erroneous.

New Evidence and Analyses

Two new analyses of the FAA radar evidence demonstrate that the explosion that caused the crash did not result from a low-velocity fuel-air explosion as the NTSB has determined. Rather, it was caused by a detonation or high-velocity explosion.

On page 260 of the NTSB Final Report the fuel-air explosion that caused the crash is described as an “overpressure event,” which caused a forward wall of the tank to fracture “at its upper end and...rotate forward about its lower end.” After this wall and other adjacent nearby fuel tank walls were recovered in large sections and analyzed, NTSB investigators working with scientists contracted by the NTSB concluded that the explosion was a low-velocity event or deflagration. Had the tank detonated, the NTSB investigators and outside experts surmised, the recovered center tank wreckage would have been significantly more fragmented.

The official probable cause for the crash therefore rests on the determination of a low-velocity overpressure event that resulted in failure of the center fuel tank at the forward aspect and that because of the location of the failure, forces would be directed longitudinally forward with respect to the airplane.

The radar evidence however, shows that a far more powerful and sideways projected explosion occurred simultaneously with the loss of the aircraft's electrical power, which sent debris perpendicular to the accident aircraft's flight path, traveling approximately 1/2 mile due south.

We have found no NTSB analysis of or accounting for this high-speed debris in the NTSB public docket or the final report.

Additional new material evidence includes a collection of twenty FBI eyewitness interview summary documents. Many of the witness statements summarized in this collection describe a firework or streak of light that ascended to where TWA Flight 800 exploded.

During the course of the initial investigation, the NTSB investigators as well as parties to the investigation were denied the opportunity to interview eyewitnesses or to review FBI form 302 eyewitness summary documents. At this crucial time, within two weeks of the crash and after interviewing hundreds of eyewitnesses, FBI investigators were finalizing a report that concluded there was a “high probability” that a missile caused the crash.¹

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An internal CIA memo dated July 30, 1996 and attached to this petition discusses an FBI report being finalized at the time with the conclusion that there is “high probability that the incident was caused by a MANPAD [shoulder launched missile]”. One of the FBI agents involved in the witness interviews and a co-author of this FBI report was described in the CIA memo as a former military pilot with radar and avionics experience.

The failure of the NTSB to provide investigators access to all of this data in the critical early stages of the investigation was unprecedented in that it violated well established NTSB policy and customs regarding data availability. Such a denial of data has never occurred prior to or since the TWA Flight 800 investigation.

We are attaching FBI form 302 witness summaries to this petition. These new witness summaries contain descriptions of rising streaks of light and other observations that do not corroborate the official crash sequence determined by the NTSB. Observations in the attached witness documents, combined with the observations of an important grouping of witnesses among the 670 summaries that the FBI ultimately provided to the NTSB during the investigation should be reviewed and collated to determine if the eighth finding in the NTSB report is, as we believe, erroneous and does not fairly summarize witness observations.

More than 100 spike tooth fractures were found on various aluminum wreckage items from areas throughout the aircraft. According to the NTSB Structures Group Factual Report (Exhibit 7A), "spike tooth characteristic[s] are indicative of a very rapid strain rate produced by a high energy event." We have found no NTSB report or analysis describing an event in the official crash sequence that could have caused these fractures.

We determined that the NTSB has not adequately investigated or accounted for the spike tooth fractures. Our analysis highlights a grouping of these fractures that remain unaccounted for in the official scenario. This grouping of fractures was found on wreckage items that landed in the earliest debris field and hit the water at relatively low velocities. These fractures most likely occurred while the aircraft was in the air. In the officially proposed crash sequence, there is no mention of any high energy event.

We urge the NTSB to conduct and publish the necessary analysis to determine the minimum energy and velocities required to generate representative spike tooth fractures on aircraft components landing in all three debris fields and to show which segment of the official crash sequence contained sufficiently high energy to create these fractures throughout the jetliner.

A large number of aircraft wreckage items tested positive for explosives. PETN, for example, was reportedly detected on the aircraft's right wing and on at least one floorboard. According to investigators who worked inside the reconstruction hangar, RDX was detected on a canvas cargo bay curtain. The NTSB final report only mentions three items testing positive for explosives--a "piece of canvas-like material and two pieces of floor panel"--and suggests they were deposited during a "dog-training explosive detection exercise"² that allegedly took place inside the passenger cabin of the accident aircraft six weeks before the crash. However, during such an exercise, explosives would not have been deposited on a curtain in the cargo bay, on the right

2 NTSB Final Report on the crash of TWA Flight 800, pg. 118, 2000

wing, or on other wreckage items outside the passenger cabin.

Our investigation has determined that there were approximately 100 or more explosives detections. The NTSB should immediately request all evidence and information from the FBI regarding these detections, treat each detection as new evidence, and then thoroughly study and document them. A comprehensive report should then be published that explains the origin of each detection inside and outside of the passenger cabin. The NTSB should also carefully review all documents pertaining to the “dog-sniffing” exercise to verify how conclusively they prove that the exercise was, in fact, conducted on the jetliner that became TWA Flight 800. Our investigation has determined that the exercise did not, in fact, occur on that aircraft.

Concerns and Recommendations

During this review, we urge the NTSB to isolate and study all of the witness accounts that include descriptions of an ascending streak of light. These are very critical eyewitness accounts, since the NTSB previously determined that they included observations of the earliest moments of the crash. Unlike the majority of witnesses who only saw events near the end of the crash sequence, many witnesses in this early grouping described the trajectory of the ascending light and the characteristics of the explosion that apparently initiated TWA 800’s demise.

Since the NTSB announced at its final hearing on the crash in August 2000 and stated in its eighth finding in the final report that the ascending light that eyewitnesses saw was TWA Flight 800 in crippled flight, it is important to compare these eyewitness accounts with what can be deduced about Flight 800’s final moments.

In addition to an analysis of eyewitness evidence presented in this petition, and in a further effort to establish whether or not Finding 8 is accurate, we request that the NTSB conduct a detailed review of the Witness Group Chairman’s August 2000 Sunshine hearing presentation. We believe that an objective review of the transcript will show that the Witness Group Chairman misrepresented the observations of important eyewitnesses, omitted important details from the accounts of airborne military witnesses, and significantly understated the number of witness accounts that conflicted with the official crash sequence.

Since the language in Finding 8 was provided by the Witness Group Chairman, we believe that his performance at the Sunshine hearing should be taken into account when considering whether or not that finding is accurate.

We also have serious concerns regarding the validity of the debris field database. The NTSB originally contracted Oceaneering to create and maintain the wreckage recovery location database, and then later assigned two NTSB employees as “project coordinators” for this effort. One of the two NTSB project coordinators was observed changing wreckage recovery location data for various wreckage items without informing or consulting the NTSB Group Chairman responsible for that wreckage.

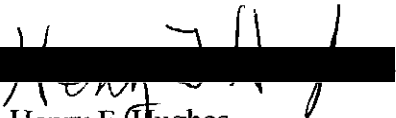
That Group Chairman and several group members complained to NTSB management and a meeting was ultimately held to rectify the situation. According to the Group Chairman and the group members who attended this meeting, none of the location changes were satisfactorily justified. To this day, those location changes remain unchanged in the database. We request that this issue be revisited and that the database be revalidated.

We are concerned that the NTSB did not require certain investigative groups to provide analyses of their findings, which are required per the NTSB's own investigative protocols and which have been provided in all previous NTSB investigations. The NTSB should immediately order that these necessary analysis reports be produced.

Finally, we are deeply concerned that the NTSB has never met with the medical examiner to discuss the NTSB's findings or probable cause determination, as is customary to facilitate the official manner of death determination for the death certificates of the TWA 800 victims. Because of this lapse, the manner of death for all 230 victims is still pending. We urge the NTSB to meet with the Suffolk County Medical Examiner so that these death certificates can be finalized.

Should you have any questions regarding this petition or any of the information contained herein, please do not hesitate to contact me at any time.

Sincerely,



Henry F. Hughes
Senior NTSB Investigator, Ret.
The TWA 800 Project

New Analysis: Radar Tracking of High Velocity Debris

Within 8.5 seconds of TWA Flight 800 losing electrical power, a heavy concentration of light debris began appearing on the FAA radar between 1/3 and 1/2 mile due south of and almost perpendicular to TWA Flight 800's flight path. The majority of this debris stopped most of its horizontal motion and began falling to the ocean 1/2 mile south of where TWA Flight 800 lost electrical power. As it fell to the ocean, the wind carried this debris toward the SE for more than ten minutes. The Islip, White Plains, and JFK radar sites recorded the debris as it fell. When plotted over time, the radar returns from this debris appear as a distinctive, diagonal band, as shown on the NTSB radar plot below.

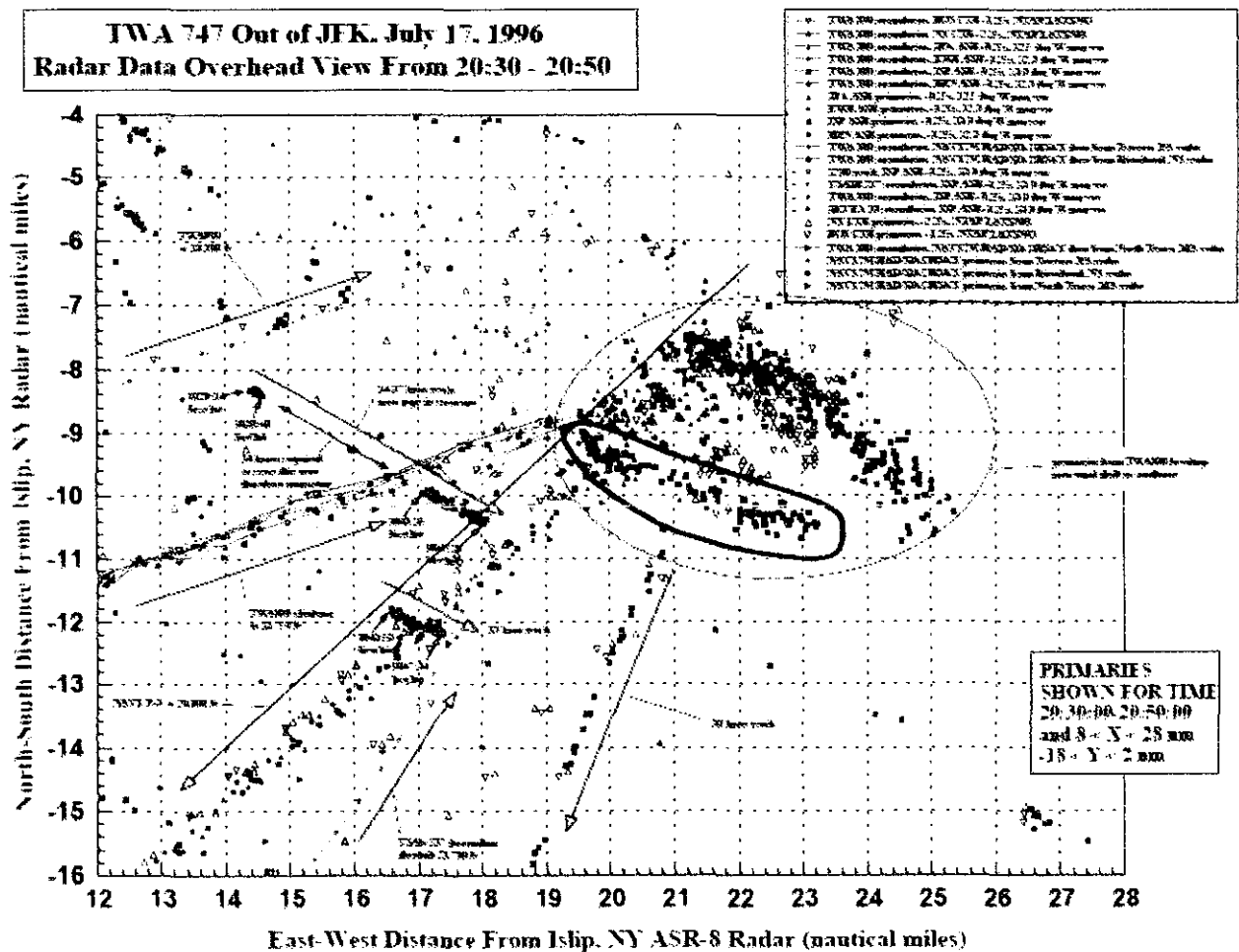


Figure 1: NTSB radar plot from page 44 of the Airplane Performance Study (Exhibit 13A). The band of debris in question has been circled by the petitioners with a thick black line.

At the 1997 NTSB hearing in Baltimore, NTSB investigator John Clark testified that the above-mentioned plume of radar returns (circled with a thick black line above) was “consistent with the explosion” that caused the crash. However, Mr. Clark did not provide a scientific basis for that conclusion nor did he attempt to further characterize that explosion by presenting an analysis of the subject radar returns. Our analysis of the speed and direction of the circled radar returns presented below demonstrates that the explosion responsible for the propagation of these returns was, in fact, a high velocity explosion--a detonation. The official NTSB theory for the crash is based on the assumption that the explosion in question was a low-velocity explosion or deflagration of fuel-air vapors and therefore cannot account for this radar-recorded detonation.

Ground Speed Calculation

To calculate the ground speed of the radar-recorded debris, Flight 800's position at the time of the explosion must be determined, as well as the time and position of the debris. All of this information can be obtained either directly or extrapolated from the raw radar data.

TWA Flight 800 exploded within approximately one second of the Islip radar site receiving its last secondary return (secondary returns indicate an aircraft has electrical power). Based on a linear extrapolation of the Islip radar returns from the last secondary return, TWA Flight 800 was 8.66 nautical miles south of the Islip radar antenna at the time. Approximately 8.5 seconds later, the Islip antenna recorded a radar return 9.12 nautical miles south of Islip antenna and due south of Flight 800's position when it lost electrical power. This was the first of a cluster of returns essentially perpendicular to TWA 800's track recorded by both the Islip and White Plains radar facilities.

If as stated by the NTSB this cluster of radar returns represents debris leaving the airframe during or after the initial explosion, its average ground speed was approximately $(9.12 - 8.66)/8.5$ nautical miles per second or 195 knots (100.3 m/s).

Error Analysis

To determine the uncertainties associated with the velocity of this debris as determined by radar, we calculated the upper and lower limits of the debris speed, based on the accuracy of FAA radar sites published by the NTSB in the “Addendum I to Main Wreckage Flight Path Study”.

That Addendum lists the azimuth and range accuracies for the Islip, White Plains, and JFK radar sites as +/- 1/2 the azimuth change pulse (or ACP which is 0.04 degrees) and 1/16 nautical mile respectively. For brevity, we will focus on the Islip radar site; however, a similar analysis can be conducted with data recorded by the White Plains

site.

Since the returns in question appear nearly due south of where TWA Flight 800 lost electrical power, only an analysis of the north-south displacement is necessary. Therefore the accuracy of each radar hit in the north-south direction must be determined.

TWA Flight 800 was approximately 9 miles south and 20 miles east of the Islip radar antenna. The north-south portion of the range accuracy is $\pm (1/16 \text{ nautical miles}) \cdot \sin(\theta)$, where θ is $\tan^{-1}(9/20) = 24.23^\circ$. Therefore, the north-south accuracy based on the range accuracy is ± 0.026 nautical miles.

Since TWA Flight 800 was approximately 22 nautical miles away from the Islip antenna, the maximum azimuth accuracy is $\pm 22 \cdot \sin(\text{ACP}) = \pm 22 \cdot \sin(0.04) = \pm 0.0154$ nautical miles. And the north-south portion of the azimuth accuracy is $\pm 0.0154 \cdot \cos(24.23) = \pm 0.014$ nautical miles.

Combining the two sources of error results in a total north-south accuracy of Islip radar returns in the vicinity of the crash of TWA Flight 800 of $\pm (0.026 + 0.014)$ nautical miles = ± 0.04 nautical miles.

When considering this source of error, the minimum ground speed of the debris is $(9.08 - 8.7)/8.5$ nm/second or 161 knots and the maximum is $(9.16 - 8.62)/8.5$ nm/second or 211 knots. Therefore, the Islip radar site recorded debris exiting the area of the aircraft, traveling approximately 1/3 to 1/2 of a nautical mile at an average ground speed of between 161 (82.8m/s) and 211 knots (108.5m/s).

Vector Analysis: Determining the Debris' Speed Relative to TWA Flight 800

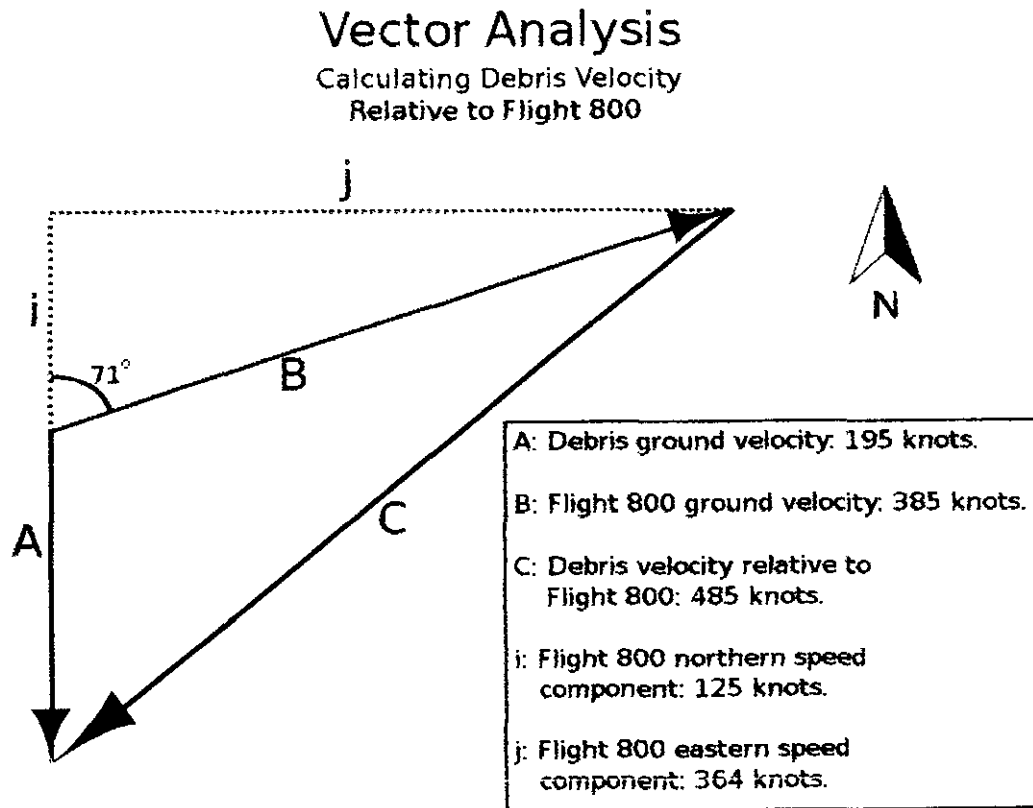
To determine the average speed of this debris relative to the accident aircraft over the 8.5-second period, vector analysis is necessary. Before the explosion, any material on the aircraft that could become debris travels at the same velocity as the aircraft since it is still part of the aircraft. Therefore the aircraft velocity must be considered when calculating the speed of the debris within the aircraft's reference frame.

Since Flight 800 was traveling ENE (approximately 71 degrees from true north) at 385 knots (198 m/s), its northern speed component was $385 \cdot \cos(71) = 125$ knots (64.3 m/s) and it is labeled 'i' in Figure 2 below. Since the debris was moving due south, its velocity (161 to 211 knots) must be added to the accident aircraft's northern velocity component (125 knots), yielding a minimum speed of 286 knots (147 m/s) and a maximum speed of 336 knots (172.9 m/s) in the south direction relative to the aircraft.

The eastern speed component of Flight 800 can be calculated in a manner similar to the northern speed component using $385 \cdot \sin(71) = 364$ knots. It is labeled 'j' in Figure 2

below.

Using the Pythagorean Theorem, the average speed of the debris relative to the accident aircraft was between 463 and 495 knots or between 238 and 255 m/s.



$$C = \sqrt{(i + A)^2 + j^2} = 485 \text{ knots}$$

Figure 2: Addition of Flight 800 and debris velocity vectors. The blue line labeled C represents the debris' velocity relative to Flight 800. Lines A and B represent the ground velocities of the debris and Flight 800 respectively. Lines i and j represent Flight 800's northern and eastern speed components.

It is important to realize that the velocities discussed above are averages over 8.5 seconds. Because of the extreme forces of air resistance at those speeds and because the debris was likely very light since it can be seen drifting with the wind for more than ten minutes, its initial exit velocity was most likely considerably greater than its average speed over the 8.5 second interval. In fact, we show below that the exit velocity of the debris was far greater than the speed of sound (supersonic). Consequently, the explosion that ejected this debris was a detonation, not a fuel-air deflagration.

Even in the physically unlikely case that the average speed of the debris over eight and a half seconds represented the initial exit velocity of this debris, its velocity would have been more than twice that of the pressure wave created by a fuel-air deflagration. This is known because Dr. Melvin Baer of Sandia Laboratory, on behalf of the NTSB, calculated that the fuel-air deflagration resulted in a pressure wave traveling approximately 100 m/s.³

Furthermore, the NTSB proposed fuel-air deflagration caused the front wall of the center wing tank to rotate forward and downward, thus projecting any debris in a forward direction relative to the airplane. There is no sideways displacement of any aircraft wreckage from the alleged fuel-air explosion cited in the NTSB Sequencing Study or any other NTSB report.

Comparison with Official Scenario

As described above, the officially proposed fuel-air explosion was a low-velocity event or deflagration. This finding was reached by all the relevant experts who analyzed the wreckage, as well as by scientists who conducted real-world and simulated explosion tests. Their finding was based on the fact that most of the fuel tank structures⁴ were recovered in large sections. Had the proposed explosion been high-velocity or a detonation, the fuel tank's structures would have been significantly more fragmented.

Dr. Melvin Baer of Sandia Laboratory was contracted by the NTSB to generate computer simulations of the proposed explosion, and in 1998 he issued the report "A Combustion Model for the TWA 800 Center-Wing Fuel Tank Explosion". As noted above, based on his computer modeling and a review of the aircraft wreckage, Dr. Baer determined that the velocity of the officially proposed fuel-air explosion would have been just 100 m/s.

Dr. Baer added that it was unlikely the explosion would accelerate any wreckage items to that speed because of inertia and other physical effects. Nevertheless, in an attempt

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Private email communication between Dr. Melvin Baer and independent investigator Dr. Tom Stalcup. Dr. Baer provided a flame speed of 100 m/s for the deflagration, but said that it would be unlikely that any debris reached this velocity from the deflagration alone.

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The exception was the left wall of the center wing fuel tank, called the left side of body rib (LSOB). This wall was severely fragmented, but pieces were curled inward, into the center wing tank, a finding that is inconsistent with this damage resulting from an internal explosion of the center-wing fuel tank.

to provide the NTSB's official scenario the best possible chance of matching the radar evidence, we will present a graphical simulation (Figure 3 below) which allows wreckage to reach this speed during the fuel-air deflagration and provides other exceptions.

- 1) Instead of the officially proposed explosion being forward moving as determined by the NTSB, we will assume its direction was rearward and to the right (see the red arrows in Figure 3).
- 2) We will prescribe an exit velocity equal to the explosion velocity: 100 m/s.
- 3) We will ignore the effects of air resistance outside the aircraft.

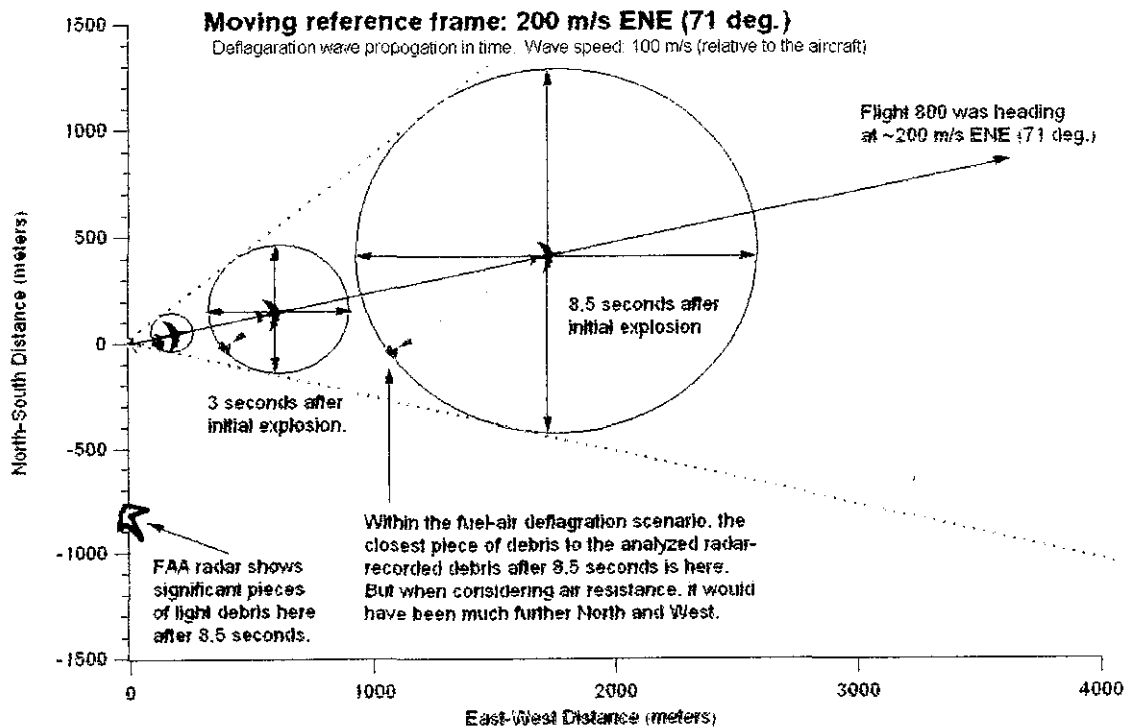


Figure 3: Maximum deflagration wave expansion at three points in time in TWA Flight 800's reference frame. Air resistance is neglected outside the aircraft to provide a best-case scenario for the NTSB's crash sequence. The red arrows point to hypothetical debris ejected by the deflagration. The 747 icons are not to scale.

In Figure 3, the circles represent the maximum expansion of the officially proposed fuel-air deflagration. The red dotted lines represent the maximum horizontal distance any piece of debris could have traveled in the first moments after the explosion. The hypothetical wreckage item colored red at the lower left edge of each circle represents the most dense and streamlined wreckage fragment, since the effects of air resistance would be lowest for such fragments. But as can be seen, even a fragment with those properties would still be more than one kilometer away from where radar sites recorded the debris plume at 8.5 seconds.

Since TWA Flight 800 was traveling about two times faster than the wave propagation speed of the proposed fuel-air deflagration, nothing from that deflagration could have reached the position where radar sites recorded the debris in question, which is represented by a large irregular shape on the left axis of Figure 3, about 800 meters south of the position of the initiation of the explosion. As discussed above in the *Error Analysis* section, the actual position of the debris detected on radar at 8.5 seconds could have been anywhere between approximately 1/3 and 1/2 of a nautical mile due south of the explosion, or between 700 and 1000 meters south of the explosion.

Ballistics Analysis

Since the aircraft began breaking up at 13,800 feet in altitude, air resistance at that altitude must be considered when studying any debris ejected from the airframe by the initial explosion. Formulas based on well understood aerodynamic principles can be used to estimate a range of possible exit velocities for the debris detected by radar. Using a computer program like the one described by Marion and Thornton's text⁵ on classical dynamics, we generated theoretical ballistics curves with data points spaced at five millisecond intervals.

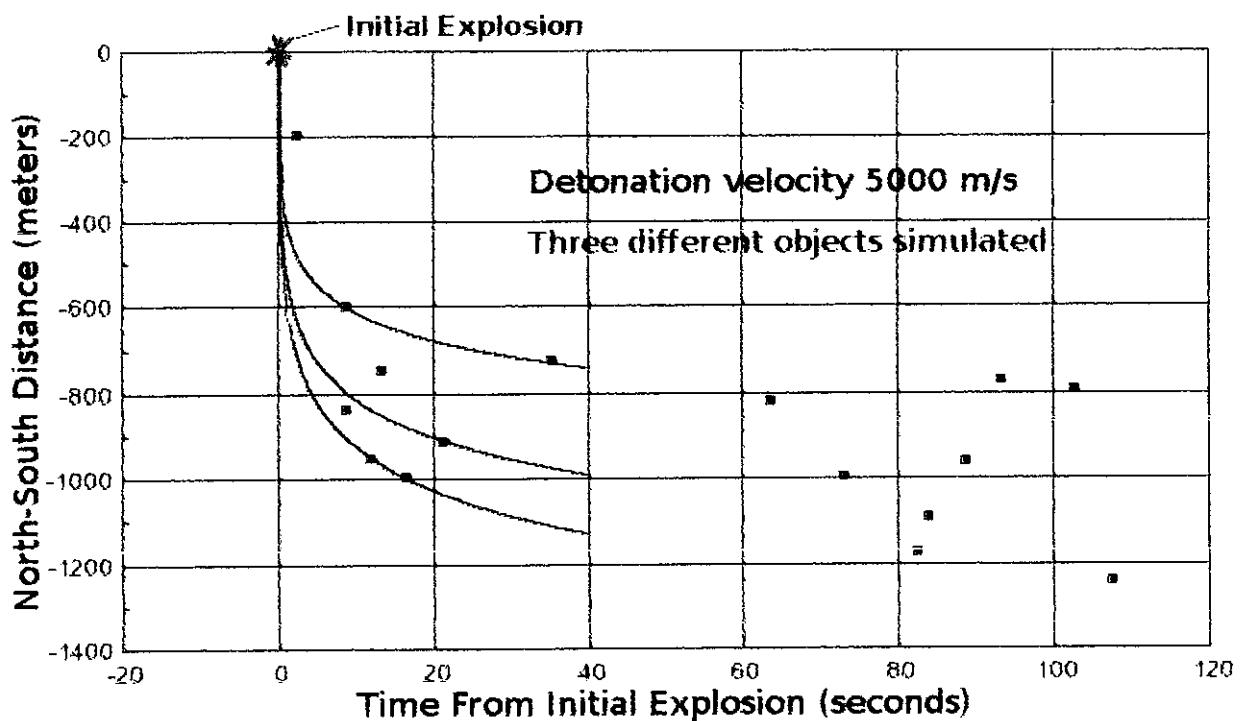


Figure 4: Three ballistics curves fit to north-south position vs. time from the Islip and White Plains radar sites. This plot only shows the north-south distances and speeds. Flight 800 was heading ENE at 385 knots. The small blue squares are a composite of Islip and White Plains FAA radar returns.

Multiple curves fit the data because objects of various shapes and sizes were likely

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Classical Dynamics of Particles and Systems, Third Edition, Jerry B. Marion and Stephen T. Thornton, Harcourt Brace Jovanovich, Inc, 1988, page 65.

ejected from the initial explosion and each would have different inertial and aerodynamic properties. Three ballistics curves fit the data well, each with exit velocities greater than Mach 4 (four times the speed of sound). Curves with exit velocities below Mach 4 and with low drag forces relative to their mass would not decelerate fast enough to fit the data. Curves with high drag forces relative to their mass and with exit velocities less than Mach 4 would not reach the earliest and southern-most debris recorded by radar.

Implications of the New Radar Analysis

We analyzed a dense cluster of radar returns that the NTSB confirmed was created by the explosion that caused the crash.

Two separate analyses show that debris tracked by multiple FAA radar sites moved too far, too fast, and in the wrong direction to have resulted from the officially proposed fuel-air deflagration. A vector analysis shows that even when air resistance is neglected, nothing in the official crash scenario can account for this radar evidence. An analysis that considers air resistance indicates that the debris left the area of the aircraft at a speed greater than Mach 4 (four times the speed of sound). Nothing in the official crash scenario can account for this very high velocity.

Erroneous Finding in NTSB Final Report: Finding 8

Finding 8 states that the “*streak of light reported by most of [the streak of light] witnesses was burning fuel from the accident airplane in crippled flight during some portion of the postexplosion preimpact breakup sequence...*”

We conducted a detailed review of the eyewitness evidence and determined that this finding is incorrect. A far greater number of witnesses who reported a streak of light gave testimony consistent with the streak originating at the surface or horizon rather than where the accident aircraft lost electrical power. Many reported that after rising off the surface, the streak of light climbed sharply and fast, exploding at its apex. The accident airplane did not rise sharply or fast off of the surface, and the NTSB final report mentions no explosion during crippled flight except for the eruption of fuel as TWA 800 descended to the ocean.

In an apparent attempt to match the official crash sequence to eyewitness observations, the NTSB generated simulations of the aircraft climbing in crippled flight. However, these simulations diverge from the radar data precisely when the climb begins, indicating that no such climb occurred.⁶ There are also unexplained control surface

⁶ See the Figure 28d on page 99 of the NTSB Final Report on TWA Flight 800 and similar plots from NTSB Exhibit 22C and its Addendum. The simulation data in all of these plots diverges from

manipulations that appear to be more an effort to make the accident aircraft climb than to factually establish the aircraft's post-explosion flight path. A case in point is the official NTSB animation based on one of these simulations. It correctly shows the aircraft banking left after losing electrical power, but then—without explanation—shows the aircraft turning back to the right in order to perform a climb.

Such a climb in the simulated aircraft resulted in a commensurate decrease in ground speed of the airplane. *This decrease in ground speed caused the simulated aircraft to fall far behind where FAA radar sites actually recorded the accident aircraft position supporting a conclusion that the aircraft did not climb at this point.*

A few pilots in the air and some witnesses on the ground were watching TWA 800 before it exploded, and none reported seeing it climb sharply as depicted in the simulation. The NTSB Witness Group interviewed one such eyewitness at length. Captain David McClaine was asked if he saw any part of the accident aircraft climb, and he answered no.⁷

To determine whether or not the motion of the streak of light was consistent with the path of the accident aircraft, the streak must be compared to a valid simulation of the accident aircraft's post-explosion motion. FAA radar sites tracked the aircraft heading ENE and turning left just after losing electrical power. Since there was no loss of ground speed early in the crash sequence to account for any significant climb, the aircraft then likely rolled over and headed downward.

Since a majority of the streak of light eyewitnesses said that the streak rose upward (many saying that it rose off the surface of the water), it is clear from a thorough review of the FAA radar tracking of the accident aircraft and the eyewitness evidence, including the new witness documents provided with this petition, that the observed streak of light could not have been burning fuel from the accident airplane in crippled flight.

An Accurate Accounting of the Streak of Light

Two separate NTSB reports found a significant percentage of witnesses who said the

the radar data points during the simulated climbs.

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Witnesses Group Chairman Factual Report, Appendix Z, Interview transcript Capt. David McClaine, March 25, 1999. During his NTSB interview, McClaine estimated that TWA Flight 800 exploded at an altitude of between 13 and 15 thousand feet. Its flight data recorder failed at the moment of the first explosion, just after recording an altitude of 13,800 feet. McClaine was asked if “any structure or anything else of this thing zoom[ed] up 1,000, 1,500, 3,000 feet at that time.” McClaine answered “No.”

streak of light rose off the surface or horizon⁸ moments before Flight 800 exploded and fell to the ocean in flames. Therefore, it is important to both consider the possibility that a light did rise off the surface of the water near the flight path of Flight 800 just before it exploded and to determine what the entire event would look like to witnesses in the vicinity of Flight 800 watching from vantage points in the air, on the water, or on land.

In such a scenario, witnesses observing the entire sequence would see a light appear on the horizon and rise upward in the vicinity of Flight 800. Then the aircraft would explode, continue its momentum to the east and begin a descent to the ocean. At some point during the descent, as was determined by the NTSB and seen by eyewitnesses, the wings of the aircraft would break away releasing fuel that would ignite into one or more fireballs.

Nearly all of the 670 eyewitness accounts reviewed by the NTSB match the crash scenario described above. According to the NTSB Witness Group Study, 599 (89%) saw the large fireball or fireballs at the end of the sequence. Two hundred fifty-eight (39%) saw a streak of light and a large majority said the light ascended. Between 25 and 96 of the 258 said the streak of light originated at the surface or horizon.⁷

Most of the witnesses observed the fireball because it was the brightest event and occurred at the end of the sequence. Witnesses compared it to the setting sun or described it as a waterfall of flames. Many witnesses who saw earlier events continued watching until the fireball(s) disappeared in the distance. Entire groups of people reported seeing the fireball(s) after one member of their group pointed to the sky.

According to witnesses, and as determined by the NTSB, the rising light was one of the earliest events in the sequence. Many described it as a point of light. For anyone to see such a streak originate on the surface, they had to just happen to be looking directly toward the streak's point of origin as it started climbing. There would have been no other visual clues to look in that direction, as this was determined to be the first visual event.

A majority of people in groups with one person directing attention to it could have missed seeing it rise off the surface, because by the time their attention was directed toward it and they saw it, the streak may have already been in mid-flight and far above the surface. Therefore, the NTSB's statistic of between four and fourteen percent of the

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According to the original NTSB Witness Group Factual Report released in December of 1997, "102 [witnesses] gave information about the origin of the streak...96 [or 94%] said that it originated from the surface." According to the NTSB Witness Group Study released in February 2000 which relied on a more strict interpretation of the eyewitness accounts, out of 27 witnesses who gave information about the origin of a streak of light and who had unobstructed views to the surface or horizon, 25 (93%) said rose off either the surface or horizon.

total number of eyewitnesses seeing the streak's point of origin appears to be a reasonable estimate.

At the final Sunshine Hearing on the crash in August 2000, NTSB Witness Group Chairman Dr. David Mayer mentioned 56 eyewitness accounts that “didn’t seem to fit”⁹ the NTSB's scenario. These same eyewitness accounts, however, fit well into the scenario described above. In fact, nearly all of the witnesses who observed a streak of light described a scenario that essentially matched the above scenario.

New Eyewitness Evidence

We have obtained twenty FBI eyewitness interview summary documents (FBI form #302s) from the crash of TWA Flight 800 that we could not locate in the NTSB's public docket. We are therefore providing them to the NTSB as an attachment to this petition. To avoid confusion and any conflicts with existing NTSB witness documents that are numbered 1 to 755, we have numbered these documents 800 to 819.

In eight of the twenty FBI 302 summaries that we are submitting with this petition, eyewitnesses describe a rising streak of light before seeing the fireball(s).

New Photographic Evidence

One FBI interview summary provided with this petition mentions that an eyewitness provided the FBI with several photographs of a light or lights in the sky when TWA Flight 800 exploded. We urge the NTSB to request from the FBI this and any other photographic and video evidence the FBI received during its investigation into the crash of TWA Flight 800. All witness, photographic, video, or other evidence of lights or rising streaks off the East Coast of the United States before, during, and after the crash of TWA Flight 800 are relevant, and a thorough investigation into each event could lead to determining the actual cause of the crash.

NTSB Witness Group Sunshine Hearing Presentation

On August 23, 2000 at the NTSB Sunshine hearing in Washington, D.C. on the crash of TWA Flight 800, Witness Group Chairman Dr. David Mayer inaccurately described the observations of important eyewitnesses and omitted crucial details from the accounts of military eyewitnesses who were airborne at the time of the explosion. His conclusions

⁹ Witness Group Presentation by Dr. David Mayer, NTSB Sunshine Hearing, August 23rd, 2000

should be completely disregarded and a new, unbiased and accurate analysis of the witness testimony must be made and evaluated alongside the new and material evidence we are providing to this case.

We have listed some significant problems with the Witness Group Chairman's Sunshine hearing presentation below, and we urge the NTSB to conduct a detailed review of that presentation to identify and correct all of the problems.

Errors and Inaccuracies

Witness 649's FBI file includes four sketches and several FBI witness summaries. It is one of the most thorough and comprehensive set of eyewitness documents in the NTSB docket. The sketches and summaries describe an object ascending and traveling westward, spanning over ten degrees horizontally before approaching a second object that was at a position and altitude consistent with where Flight 800 lost electrical power. An explosion occurred where the two objects apparently met.

At the sunshine hearing, the Witness Group Chairman testified that Witness 649's observations "certainly do sound like a missile attacking the airplane." However, the Witness Group Chairman then discounted this witness evidence by incorrectly stating that witness 649's horizontal view of the accident was limited to just a few degrees--between "two flagpoles". The Witness Group Chairman used this incorrect information to conclude that the witness could not have seen the initiating event because it did not occur between these flagpoles. The word "flagpole" does not exist in witness 649's NTSB or FBI file, nor did this witness indicate to investigators that his observations were ever restricted to a degree that would render him unable to observe the initiating event. Based on the same incorrect information, the Chairman further concluded that witness 649 did not see a missile.

Although Witness 649 did reference a *telephone* pole in the description of where the rising projectile originated, Witness 649 never cited an adjacent telephone pole as a limit of his observations nor did he describe any significant visual obstructions. In fact, Witness 649 indicated that the projectile rose over and beyond other telephone poles, apparently colliding with TWA Flight 800 above structures in the distance, which were well to the right of where the projectile originated, and well below the line of site to the airborne collision. Critically, from Witness 649's perspective, the structures were on a line of site between 196° and 209° magnetic, and Flight 800 lost electrical power on a bearing line of approximately 197° magnetic. Clearly, the Witness Group Chairman misspoke and/or misconstrued the evidence, and Witness 649's FBI file should not have been excluded from consideration.

Neither the Witness Group Chairman nor anyone from the NTSB ever interviewed Witness 649. When Dr. Mayer was Chairman of the NTSB Eyewitness Group, only one out of 670 eyewitness was interviewed by the NTSB. NTSB personnel never returned

to Witness 649's location or to any other eyewitness locations to obtain bearing lines to events in the sky based on the landmarks given.

The Witness Group Chairman provided blatantly inaccurate testimony about the observations of Witness 649 and erroneously discounted some of the most compelling and potentially reliable eyewitness evidence surrounding this tragic incident.

Airborne Military Eyewitness

The Witness Group Chairman's Sunshine hearing testimony should also be questioned and re-examined because he omitted important details provided by an experienced airborne military eyewitness who was in close proximity to the crash and who provided very compelling evidence of a missile strike.

On January 11, 1997, the original NTSB Eyewitness Group interviewed Major Frederick Meyer of the New York Air National Guard. According to the NTSB transcripts from this interview, Major Meyer was in a Black Hawk helicopter, descending into Gabreski Airport, when he saw a streak of light heading toward the area where TWA 800 crashed. At the end of a trajectory consistent with the streak of light, Major Meyer reported he observed explosions that he described to the original eyewitness group as:

“...hard explosions. This looked like flak¹⁰. It's a hard explosion. It's like an HPX explosion, as opposed to soft explosion like gasoline...”

Major Meyer testified during his NTSB interview that while in Vietnam, he “flew a UH-2 Kaman Seasprite rescue helicopter”. And during his tour, he had seen “three different types of missiles...SAM-1s, SAM-2s, and SAM-3s”. He also testified that he could distinguish between different types of explosions, saying that some things “resemble anti-aircraft fire and other things are soft explosions; like if you saw somebody hit a fuel storage depot”.

Even though Major Meyer was uniquely qualified to identify the type of explosion(s) that caused the crash, the Witness Group Chairman never mentioned these crucial details during the Sunshine Hearing Witness Group presentation.

Instead the Witness Group Chairman simply said Major Meyer “saw an explosion and a second explosion, and a large fireball”.

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Flak is the explosion and ejection of shrapnel by a military explosive within an anti-aircraft shell.

Later during the hearing, NTSB Chairman Jim Hall mentioned a letter that Major Meyer sent to the NTSB stating that he felt the NTSB “ignored the eyewitness information”. When Chairman Hall asked if this was true, the Witness Group Chairman answered “Absolutely not.” Then a short time later, Chairman Hall asked the Witness Group Chairman “what did the helicopter pilot tell?” The Witness Group Chairman responded saying “He observed a streak in flight for one or two seconds and then he saw the enormous fireball develop.”

Once again, the Witness Group Chairman failed to inform the NTSB board members of Major Meyer's expert testimony, in which he compared the explosion(s) that caused the crash to military ordnance. Given his years of combat experience and his vantage point, Major Meyer's testimony should have been seriously considered and discussed with the Board at great length, but it was not.

Significant Understatement of Witness Accounts that Conflict with the Official Crash Sequence

The Witness Group Chairman testified that there were fifty-six (56) witness accounts “that didn't seem to fit” into the official crash sequence. These 56 witnesses said they saw a streak of light rise off the surface and/or climb straight up or nearly so. However, this number significantly under counts the number of witness accounts that directly conflict with the official crash sequence. In his count, the Witness Group Chairman failed to include a significant number of eyewitnesses who described a streak of light heading in a direction that conflicted with the accident aircraft's flight path.¹¹

Table 1 below provides raw NTSB statistics of the trajectories of the streak of light described in twenty-five eyewitness accounts that do not match the crippled flight path of the accident aircraft. These additional witness accounts brings the total to eighty-one (81) eyewitnesses providing observations that conflict with the official crash sequence. Further, if the work of the original NTSB Witness Group Chairman Norman Wiemeyer were considered, there would very likely be more than one hundred (100) eyewitness accounts that conflict with the official crash sequence.

Witness 386 is a good example of an eyewitness who reported a streak of light trajectory that conflicted with the official crash sequence, but was not included among the fifty-six witnesses the NTSB said conflicted with the official crash sequence. The

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These witness accounts do not have the Eastern component ascribed to TWA Flight 800 as it allegedly climbed in the official crash sequence. As the streak rose upward, many eyewitnesses said it moved westward, and many others said it moved to the south: two directions the officially climbing aircraft never traveled.

following is excerpted from this eyewitness' NTSB file:

“It seemed like it came off the horizon and rose slowly, weaving as it continued upward. At first they thought it might have been a flare, but realized that it was too huge. It traveled diagonally at an approximate 70 degree angle going in a westerly direction...

The object rose in the sky for approximately six (6) seconds, leaving a white smoke trail in its wake. It then disappeared from sight for approximately 1/2 second. After that time, without a sound of an explosion, a large oval ball of fire appeared just above the area where the object was last seen. ...[Witness 386] thought that the ball of fire came down traveling in an easterly direction. The ball broke into two separate balls of fire before it hit the water.”

Witness 386 said the streak weaved as it climbed westerly (just as Witness 649 had reported and sketched). Flight 800 in crippled flight never traveled in that direction. Official crash sequence animations show TWA Flight 800 traveling in a slowly developing curve as it traveled east-northeast.

Witness 386's account and many others like it that clearly do not fit into the official crash sequence were not included in the 56 witness accounts that the Witness Group Chairman said did not fit.

Witness Number	Trajectory
319	as if further south"
523	"north"
232	"north"
524	"north"
499	"north"
226	"northwest"
345	"northwest"
637	"south"
715	"south"
276	"south"
492	"south"
467	"west"
179	"west"
385	"west"
540	"west"
135	"west"
88	"west"
648	"west"
90	"west"
506	"west"
658	"west"
521	"west"
535	"west"
386	"west"
127	"west"

Table 1: Twenty-five additional witnesses who reported a trajectory for the streak of light that is inconsistent with the trajectory of TWA Flight 800 in crippled flight. Taken from the NTSB Witness Group's raw eyewitness statistics.

Witness Group Analysis not Dependent on Climbing Aircraft

The Witness Group Chairman concluded that the ascending streak was TWA Flight 800 as it "maneuvered in crippled flight". However the NTSB could not simulate the aircraft performing a steep climb while matching FAA radar tracking.¹² In essence, the

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See the Figure 28d on page 99 of the NTSB Final Report on TWA Flight 800 and similar plots from NTSB Exhibit 22C and its Addendum. The simulation data in all of these plots diverges from the East-West vs. Time radar data points during the simulated climbs.

radar evidence showed that the accident aircraft did not climb appreciably or at all after losing electrical power.

NTSB Chairman Jim Hall asked the Witness Group Chairman: “if you could show that the airplane did not climb after the nose departed, will that change your analysis?”

The Witness Group Chairman responded “No sir...”

This meant that without the airplane climbing to explain the ascending streak of light, the Witness Group Chairman would not change his analysis. Therefore he would have to either conclude that most of those who reported an ascending streak of light did not actually see it ascend or that the observed *rising* streak was the horizontally and downward moving aircraft.

The Witness Group Chairman's willingness to overlook such a significant number of eyewitness observations that clearly contradict an officially proposed scenario, to present grossly inaccurate accounts of what other eyewitnesses saw, and to omit crucial details from the observations of an expert military eyewitness when directly questioned about this witness' observations from the NTSB Chairman is troubling.

Findings

1. The explosion that caused the crash was external to the aircraft.
 2. FAA radar sites recorded fast-moving debris that traveled perpendicular to the flight path, just after Flight 800 lost electrical power. A ballistics analysis of this debris plume shows that the explosion that accelerated this debris was high-velocity, a detonation. No mechanism or event in the official low-velocity fuel-air explosion theory can account for this radar evidence.
 3. A significant number of credible eyewitness accounts are consistent with an external event.
 4. The CIA produced an inaccurate crash animation, without consulting with Boeing, the aircraft manufacturer. The group at the CIA who produced the animation were not qualified to simulate aircraft flight paths.
 5. Both the CIA and NTSB crash sequence simulations are inaccurate since they diverge from the radar tracked flight path and deviate from the tolerances imposed by the FAA radar tracking. The simulations do not match the observations of the witnesses with descriptions of the early crash sequence.
-

6. There remain significant anomalies in the way this investigation was conducted. There were numerous violations of customary and normal investigative protocol, which are contrary to the provisions set forth in title 49 CFR 830 and NTSB Board orders.

7. Contrary to legal directives set forth in the Code of Federal Regulations, the NTSB allowed their investigation to be superseded by the FBI's investigation.

8. The NTSB's probable cause determination for the crash of TWA Flight 800 is not supported by the physical evidence, the witness statements, or other facts.

Summary

A preponderance of hard evidence, including radar and forensic evidence, combined with dozens of corroborating eyewitness accounts, refute the NTSB's probable cause determination for the crash of TWA Flight 800. The NTSB concluded that an electrical short circuit initiated TWA 800's demise. The source of that short circuit was never found and no hard evidence supporting the official probable cause has ever been presented. The available hard evidence, which is corroborated by eyewitness accounts, indicates that at least one detonation outside the aircraft initiated its destruction.

Two new analyses of the radar evidence presented in this petition clearly show proof of this high velocity explosion or detonation. We have found no analysis of this radar evidence in the NTSB's final report or any other NTSB report or study.

We have also determined that the eyewitness evidence was misrepresented, resulting in inaccurate conclusions being drawn and conveyed by both the CIA and the NTSB. It should first be noted here that contrary to established NTSB policies and procedures, eyewitness evidence was not made available to NTSB investigators and other parties during the critical early stages of the investigation. The Witness Group Chairman assigned to present the NTSB's final conclusions based upon eyewitness evidence interviewed only one out of 670 eyewitnesses. At the Sunshine Hearing, the Witness Group Chairman misrepresented eyewitness observations and presented inaccurate conclusions based on those misrepresentations.

The new evidence and analyses presented in this petition show that the NTSB probable cause determination and findings are erroneous. Therefore, according to NTSB policy and legal directives, the NTSB must reconsider its probable cause determination of the crash of TWA Flight 800.

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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 7/20/96

[redacted] DOB: [redacted]
Long Beach, Long Island, [redacted] was interviewed at the New York City Police Department, Sixth Precinct, 233 West 10th Street, New York, New York, by Detective [redacted] and Special Agent [redacted] of the Federal Bureau of Investigation. [redacted] was advised of the identities of the interviewing agents and provided the following information:

On Wednesday, July 17, 1996 at approximately 8 p.m. [redacted] and his female friend, [redacted] Montauk, Long Island, [redacted] walked his landlord's dog to the beach by Chauncy's Restaurant, 1051 Ocean Front, Long Beach, Long Island. [redacted] sat near the lifeguard stand approximately 80 feet from Chauncy's Restaurant and were watching the ocean and airplanes. [redacted] was facing the ocean and [redacted] was facing inland when [redacted] noticed a glowing object fly overhead. [redacted] stated that the object was flying lower than the airplanes and went from an inland location traveling out to the ocean. [redacted] added that it swerved a couple of times then disappeared. [redacted] stated that he could not hear anything only the loud roar of the waves. [redacted] said that he was encouraged by his friends to contact the authorities when reports of a possible missile strike were reported by the media. [redacted] stated that he has had some military experience in Great Britain.

Route to **VIA**
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Investigation on 7/20/96 at New York, New York

File # 265A-NY-259028

by SA [signature] Date dictated _____

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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 07/20/1996

On July 20, 1996, SA [redacted] telephonically interviewed [redacted] Mastic Beach, New York, 11951. [redacted] was contacted regarding information he provided to the Federal Bureau of Investigation (FBI) on July 19, 1996, regarding the explosion of TWA Flight 800. [redacted] provided the following information:

[redacted] was sitting on his deck by the bay with his wife watching airplanes fly-out. He described the evening as having had a clear sky. It was twilight, the sun had just set to the degree the land was dark. There was ground haze/ground fog present near the horizon. As [redacted] looked out into the darkness he suddenly saw an incendiary flash, a brilliant white flash followed by a stream of color come down. He described the initial flash as if a flare had ignited leaving a trail of red and orange color. As the flare descended, approximately two-thirds down, there was a second eruption of two umbrella-like showers of fire, red and orange in color which fell to the surface. [redacted] estimates the event lasted approximately ten seconds and occurred at about 8:40 PM.

[redacted] did not see the airplane. He just saw a flare in the air, it exploded and then traveled down.

After seeing the explosion he went upstairs in his home to see where it landed, but he couldn't see anything. What he did notice were headlights heading west in the opposite direction of the crash on the William Flyod Estate. The William Flyod Estate is a federal park adjacent to his property. [redacted] stated there is a check point at the gate entrance to the Estate and only four wheel, all terrain vehicles are allowed on the property. It is a place frequented by fishermen.

[redacted] stated his home is approximately one mile to a mile-and-a-half away from the barrier. The plane may have been about ten miles away, putting him possibly 10-12 miles away from the crash.

Investigation on 07/20/1996 at New York, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] Date dictated 07/20/1996

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265A-NY-259028

Continuation of FD-302 of [redacted], On 07/20/1996, Page 2

Upon reflection of the events he had just witnessed, [redacted] stated that the flare could not have been a distress signal, as he momentarily thought, as it was too great in magnitude. He witnessed an explosion in the sky. He came to the conclusion that the flaming flare was the plane descending engulfed in fire. The plane fell straight down, out of control.

[redacted] recalls seeing much smoke. A white plume filled the space that the plane had occupied. The smoke lingered in the air.

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 7/26/1996

[redacted] white male, date of birth: [redacted]
[redacted] residing at [redacted] Westbrook, Connecticut,
telephone [redacted] mailing address P.O. Box [redacted]
Westbrook, Connecticut 06498 provided the following information
concerning his activities and observations on the evening of July
17, 1996.

[redacted] stated that at approximately 8 PM on July
17,, 1996 he was watching television and taping a National
Geographic show, Heart of Africa which was scheduled to be a one
hour television show. [redacted] home is directly on the
shoreline of Long Island Sound in Westbrook, Connecticut and
after he watched the National Geographic show for about twenty or
twenty-five minutes he walked down to the shoreline to talk to
his brother, [redacted] and a friend of [redacted]
both of whom were seated on the seawall adjacent to the beach.

[redacted] stated that while standing on the seawall and
saying hello to [redacted] he caught sight of something out of the
right corner of his eye over Long Island. [redacted] stated that
he first thought that it was fireworks and then he thought it
might be a boat flare but immediately realized that it did not
have the same pattern as fireworks when it exploded and did not
look like a boat flare floating down after it exploded. [redacted]
[redacted] stated that what he observed travelled in an upward arc
from Long Island into the sky leaving a trail while it was
happening. [redacted] stated that his impression was that the arc
originated at ground level at some point beyond Long Island which
appeared over the horizon and that the arc continued to travel in
an upward direction.

[redacted] stated that at the time of his observation
the contrast of the arc and the sky was very bright. [redacted]
stated that the incident occurred after a recent rain storm and
the sky was bluish and the water was flat and the same color as
the sky. [redacted] stated that it was a pretty night and the arc
which he observed was a bright orange and contrasted against the

265A-NY-259028-SUB 302-411

Investigation on 7/26/1996 at Westbrook, CT
File # 265A-NY-259028
by SA [redacted] / jvc

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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

CR3 [redacted] Rmm

265A-NY-259028

Continuation of FD-302 of _____, On 7/26/1996, Page 2

bluish sky. _____ stated at the time of the observation it was still light out.

_____ stated that the trajectory of the arc was definitely upward.

_____ stated that shortly after observing the arc in the sky the Westbrook Fire and Emergency Volunteer fire horn went off and that this might have been approximately ten minutes after _____ observations. At that point in time _____ stated it had started to get dark and may have been as late as ten minutes to nine. _____ stated that after the fire horn went off he observed two police boats with flashing lights moving out onto Long Island Sound, one moving from the East of his location and one moving from the West of his location.

_____ stated that he is familiar with fireworks and that the pattern of the explosion he observed in the sky did not make any sense and would not have indicated a firework display.

_____ stated that the shoreline of Long Island normally appears as a little blue strip or line on the horizon which is higher to the East at a point around Plum Island and appears to diminish in height and gradually disappear as one looks towards the Western end of Long Island. _____ stated at the time of his observation and at the point where he observed the arc rising from Long Island all he could see was the horizon line and as the shoreline of Long Island began to fade out to the West is the location where he observed the arc originally come from. _____ was furnished with two previously prepared maps of the Connecticut shoreline and one previously prepared map of the Connecticut shoreline in relation to Long Island. On the first map which represents a detailed area of Westbrook, Connecticut to include Magna Lane, _____ placed an X indicating his approximate location at the time of the above described observations. On the second map which contains further details of islands located in Long Island Sound to include Menunketesuck Island, a prominent point of reference for _____ observation, _____ placed an X and drew an arrow indicating direction of his observation on the evening of July 17, 1996. On the third map _____ also drew an arrow with the direction of observation indicating his position on the Connecticut Shore Line at a point where the map indicates Magna Lane. In addition to the maps, _____ provided two pen and

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/26/1996 , Page 3

ink drawings on white paper. The first drawing indicates a view from Magna Lane in Westbrook, Connecticut looking South to Long Island with the arc and explosion depicted with Menunketesuck Island as a point of reference. The second pen and ink drawing detailed the arc as recalled by [REDACTED] and specifically the pattern he recalled which he indicated was a fork shape image or V shape image which [REDACTED] stated stuck in his mind after the explosion. [REDACTED] described the color of the arc and image as reddish-orange and not unlike the bright embers in a fireplace. [REDACTED] stated that after the explosion debris was falling from the sky and was filtering down glowing in the same color.

Again [REDACTED] emphasized that the trajectory of the arc was in an upward direction.

[REDACTED] stated that at the time the upward arc caught his attention out of the corner of his eye he immediately pointed it out to his brother [REDACTED] friend [REDACTED]

[REDACTED] stated that at the initial time he spotted the arc of light he had been looking out towards Long Island from Connecticut and that [REDACTED] were sitting on the seawall facing each other and he pointed the arc of light out to them.

[REDACTED] stated that he further recalls a sound that was contemporaneous with his observation however he stated he could not definitely remember or place the sound before or after his observation. [REDACTED] stated that he definitely did hear a boom which he said almost seemed like two sounds very close together. [REDACTED] stated it was very similar to a sonic boom and was about the same intensity of that type sound.

[REDACTED] stated that he discussed his observation with his brother [REDACTED] friend [REDACTED] and that he thought his observations were odd and wondered what happened and whether someone was in trouble. [REDACTED] stated that it was not until the following morning, July 18, 1996, when a friend of his [REDACTED] picked him up in his van and asked if he had heard about the TWA flight that blew up over Long Island that he made a connection between his observations and the news of TWA 800. [REDACTED] stated that his response to [REDACTED] words were that he got goose bumps and said "I think I saw it".

265A-NY-259028

Continuation of FD-302 of [redacted], On 7/26/1996, Page 4

In addition to the above maps and documents [redacted] indicated that he was an artist and subsequent to the interview prepared a 5" X 7" colored pencil drawing to indicate the color of the evening sky and water on the evening of July 17, 1996 and the reddish-orange contrast of the arc that he had observed on that evening.

Each map and drawing provided by [redacted] was signed and dated by him. The original maps and drawings will be maintained in an exhibit envelope and copies are attached hereto.

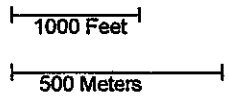
Subsequent to interview, [redacted] advised that he would prepare a larger detailed color sketch representing his observations with regard to the above described incident and provide that to the Federal Bureau of Investigation.



LEGEND

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| ••••• | Population Center | — | Major Street/Road |
| ○ | State Route | — | State Route |
| □ | Geo Feature | — | Interstate Highway |
| ◇ | Town, Small City | — | US Highway |
| ⬮ | Interstate, Turnpike | —+—+— | Railroad |
| ⬮ | US Highway | □ | Land Mass |
| — | Street, Road | ▨ | Open Water |
| — | Hwy Ramps | | |

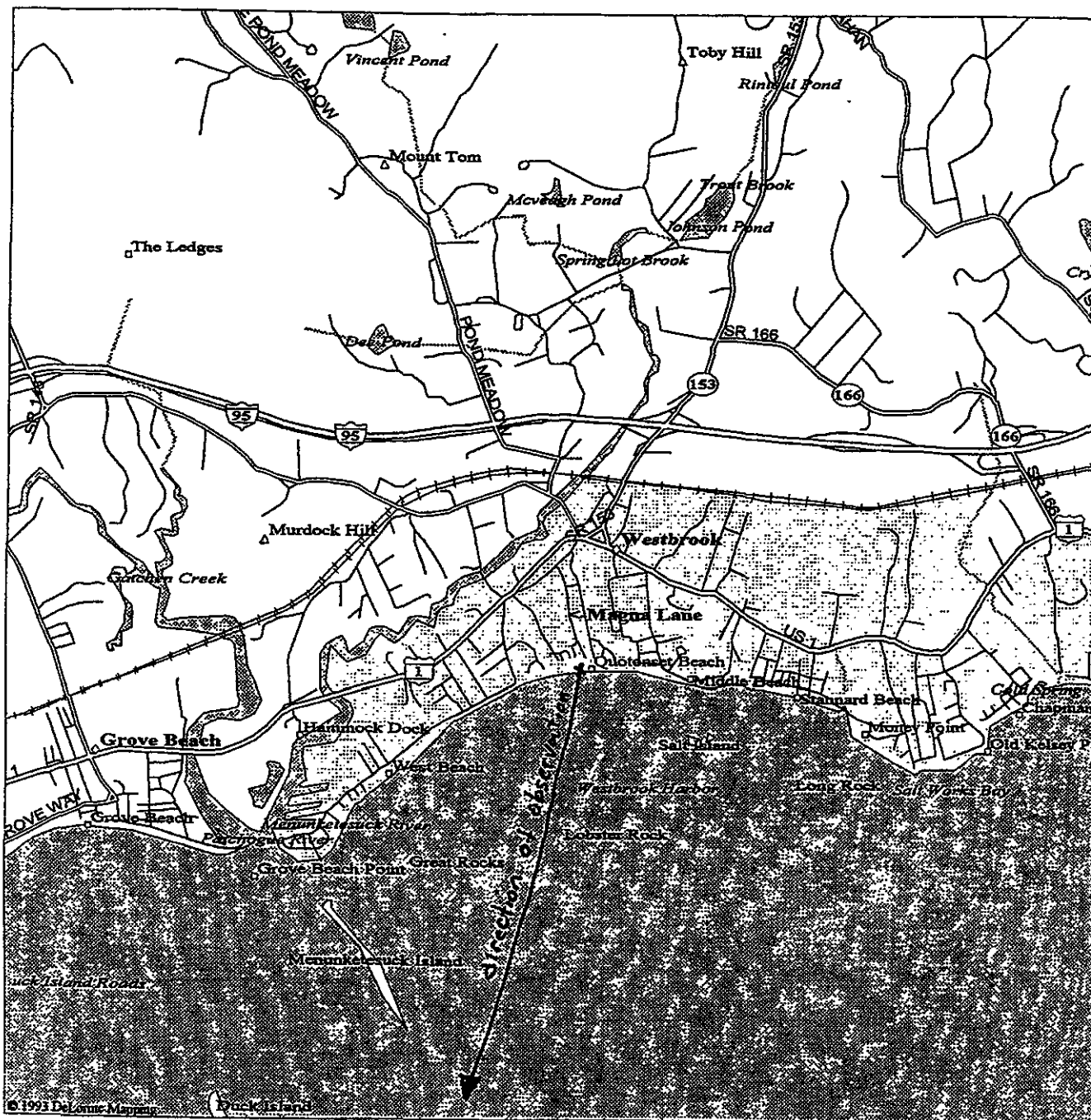
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Mag 15.00
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| • | Population Center | — | Hwy Ramps |
| ○ | State Route | — | Major Street/Road |
| □ | Geo Feature | — | State Route |
| ◇ | Town, Small City | — | Interstate Highway |
| △ | Hill | — | US Highway |
| ▭ | Interstate, Turnpike | + | Railroad |
| ▭ | US Highway | ~ | River |
| ▭ | Street Road | ▭ | Land Mass |

Scale 1:31,250 (at center)

2000 Feet

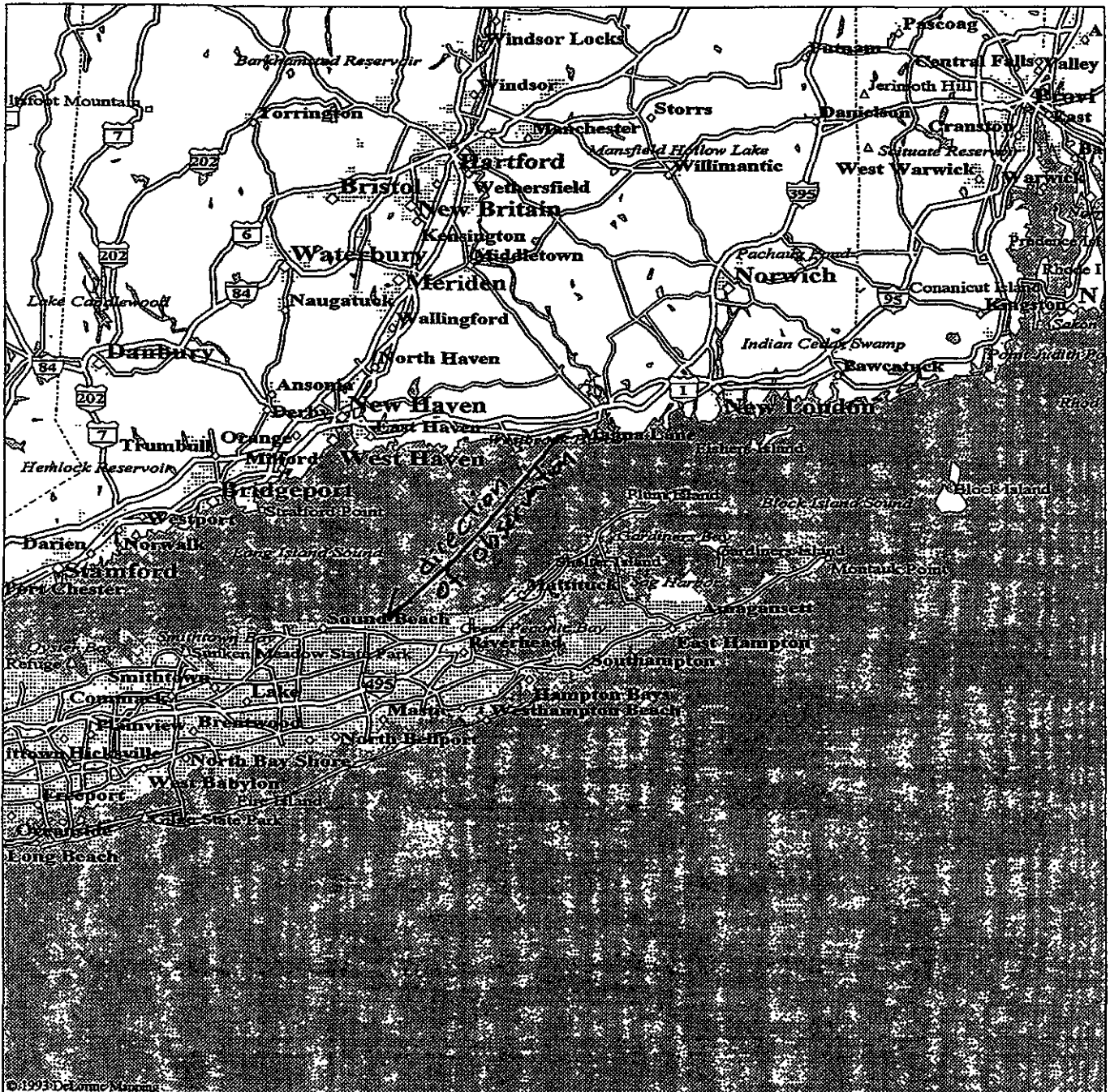
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Thu Jul 25 12:49:16 1996

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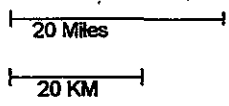


©1993 DeLorme Mapping

LEGEND

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| ⊙ | Population Center | ⬮ | US Highway |
| □ | Geo Feature | --- | State/Prov Boundary |
| ★ | State Capitol | — | Major Street/Road |
| ◇ | Town, Small City | — | State Route |
| ◇ | Large City | — | Interstate Highway |
| △ | Hill | — | US Highway |
| △ | Park | ~~~~~ | River |
| ⬮ | Interstate, Turnpike | ▭ | Land Mass |

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Mag 9.00
Thu Jul 25 13:06:40 1998

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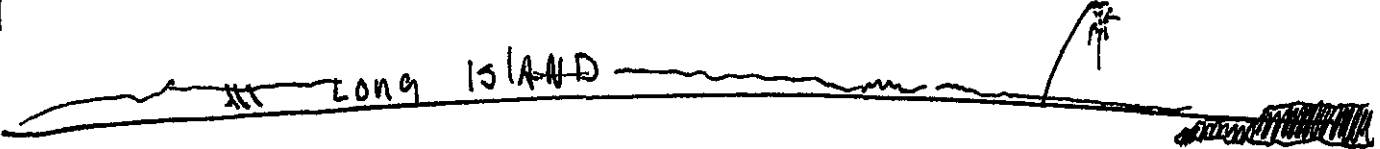
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Long Island

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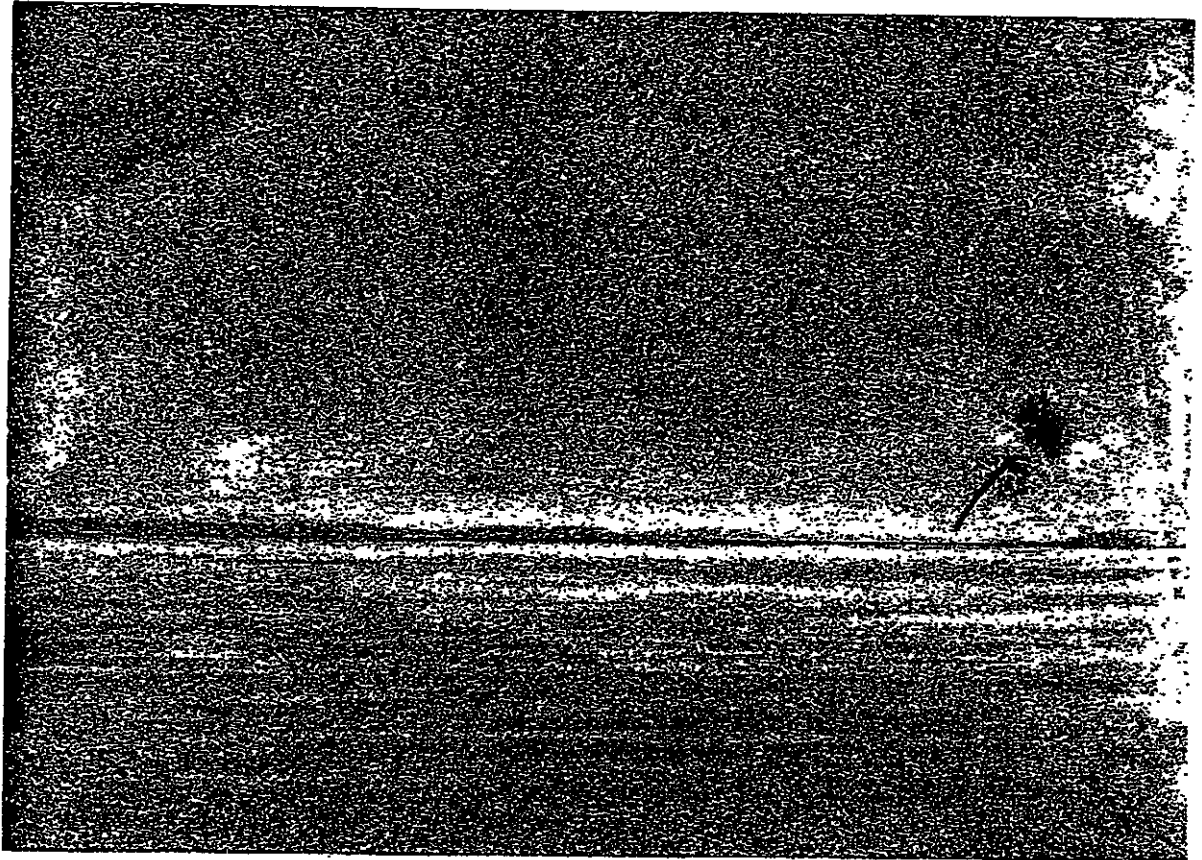
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/1996

On August 2, 1996, [redacted] date of birth [redacted] [redacted] Development Assistant, Warner Bros., 4000 Warner Boulevard, Burbank, California, [redacted] was advised as to the identity of the interviewing agent and thereafter provided the following information:

[redacted] was vacationing at her parents home in [redacted] Connecticut when she went to visit a former employer, [redacted] and his brother, [redacted] Connecticut. After dinner [redacted] and the DIXONS were sitting on a deck in the yard of the [redacted] residence approximately four feet above the beach. All three were looking around the beach area commenting on how pleasant the area was. At that moment, [redacted] recalls seeing a flare-like light rush up into the sky. [redacted] first thought was that there was going to be a fireworks display. The flare built up and then pieces of fire fell. At that time [redacted] believed it was a firework that failed to function. [redacted] now understands that what she was seeing was on a much smaller scale because she believed it was closer in proximity to Connecticut than it turned out to be. [redacted] recalls some "clipper" boats (possibly Coast Guards) immediately responding to the area of the explosion where she thought it to be and then quickly disperse. She believes this occurred because the boats also thought the incident was closer and then the boats probably responded to the correct location.

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[redacted] drove [redacted] home to [redacted] parents house approximately one hour later. [redacted] parents advised [redacted] and [redacted] of TWA Flight 800 exploding. It was at this time, [redacted] and [redacted] realized what they actually had witnessed earlier in the evening.

Li: 0843.302

Investigation on 08/02/1996 at Los Angeles, CA
File # 265A-NY-259028 -302-804
by SA [redacted] aln Date dictated 08/06/1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

On July 20, 1996, [redacted] Date of Birth [redacted]
[redacted] Social Security Account Number (SSAN) [redacted]
[redacted] Manorville, New York (NY), [redacted], was
interviewed by Agents [redacted] and [redacted] of the Federal Bureau
of Investigation (FBI). On July 26, 1996, [redacted] was contacted
for a routine follow-up interview by Agent [redacted] and New York
Police Department Detective [redacted] [redacted] provided
the following information:

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[redacted] works as a full time Pararescue/EMT-I for the
New York Air National Guard (NYANG), currently at the rank of
Tech Sergeant, 106th Squadron based in Westhampton, NY. On July
17, 1996, he was involved in routine training at the base. At
approximately 8:05PM he executed a parachute jump from a HC-130
aircraft and landed at a drop zone north of the base. An HH60
helicopter was scheduled to pick him up for additional training.
At approximately 8:35PM to 8:40PM he was facing south towards the
ocean, when he saw an orange/red object descending rapidly out of
the sky. The object was moving downward at a slight angle in an
eastbound direction, away from [redacted]. He turned to [redacted]
who was standing on the drop zone with him and asked, "Did you
see that?" The object appeared like a perfect circle which did
not change its shape or size. [redacted] advised the object moved
like a meteor, falling from a height of eight thousand-nine
thousand feet (8,000'-9,000'). [redacted] described it as screaming
out of the sky. He watched it for five to six (5-6) seconds at
which point it exploded into a massive fireball in the sideways
direction. At that point he realized it was an airplane. The
object never changed shape or speed until it exploded. The plane
then fell out of his view and he observed black smoke rising. He
did not hear any sound when the plane exploded.

The helicopter that was to pick up [redacted] and [redacted]
headed directly towards the explosion. Approximately one half
hour later the helicopter returned and [redacted] and [redacted] entered
it and headed out to the crash site. Approximately forty (40)
minutes later they found the wreckage and several bodies, which
had drifted in a southwesterly direction from the area they were
initially located. A fishing trawler could be seen picking up

Investigation on 07/20/96 at Westhampton, New YorkFile # 265A-NY-259028by SA [redacted] (KBH:amo) Date dictated 07/20/96

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265A-NY-259028

Continuation of FD-302 of

[Redacted]

, On 07/20/96 , Page 2

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bodies at this point. As no survivors were observed, no rescue operations were undertaken.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, [redacted] Date of Birth [redacted]
[redacted] of [redacted] New York Home Telephone number [redacted]
[redacted] Work Telephone number [redacted] was interviewed
by Special Agent [redacted] After being advised of the
identity of the interviewing Agent and that the nature of the
interview was regarding the plane crash of TWA Flight 800 on July
17, 1996 [redacted] provided the following information:

[redacted] stated that as President of the Bellport Chamber
of Commerce, he was attending a club function at the Bellport
Yacht Club, Bellport Lane, Bellport, New York, the evening of
July 17, 1996. [redacted] advised that at 8:31PM, on July 17, 1996,
he was standing outside on the south veranda of the Yacht Club
looking at the sky in a southeasterly direction facing the bay
when he observed what appeared to be a bright headlight of a
plane. He stated that the bright light was facing a westerly
direction and that it looked similar to a sparkler with a
whitish-silvery glow. [redacted] now believes that the light was
metal which was burning.

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[redacted] stated that he observed the light explode into a
fireball of solid mass the size of a basketball which began to
fall and break into two fire masses described as a "curtain of
flame dripping from the sky". [redacted] advised that the right mass
was larger than the left mass and that through the left fireball,
he saw what appeared to be a large section of the plane.

[redacted] stated that he did not see any smoke throughout
his observance nor did he hear or feel anything unusual.

[redacted] advised that at the time he believed the
incident had occurred over the Smith Point Park and that it was
possibly a mid air collision between two airplanes. He
telephoned Suffolk County Police at 911 within two minutes of the
crash to notify them of same.

Investigation on 7/22/96 at Long Island, New York
File # 265A-NY-259028
by SA [redacted] (KCM: meg) (KCM) Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

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[redacted] Hampton Bays, New York, was contacted at his residence. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

[redacted] advised he had been at the north end of Shinnecock Inlet Beach down from his home on July 17, 1996. At approximately 8:40 P.M. [redacted] was taking pictures of his friend, [redacted] while facing the direction to the ocean, slightly southwest. [redacted] stated he noticed a ball of light in the frame of his camera as he snapped the picture. [redacted] also stated he believes he took approximately four to six pictures at the end of the roll which may have the ball of light in the pictures. [redacted] described the ball of light as a yellow flame.

Later in the evening [redacted] learned of the TWA Flight 800 plane crash. [redacted] had not contacted the Federal Bureau of Investigation (FBI) because he was not sure what to do with the film. [redacted] was interested in selling the pictures to the media. [redacted] had taken the roll of black and white film to a photo processing center for developing. [redacted] agreed to obtain and release the film to interviewing agents for potential evidentiary reasons. A receipt was given to [redacted] for the film.

[redacted] Date of Birth is [redacted]; former address [redacted] Long Island City, New York. [redacted] advised [redacted] works at [redacted] in Southampton. [redacted] telephone number is [redacted]

Investigation on 7/31/96 at Hampton Bays, New York
File # 265A-NY-259028
by SA [redacted] /MAM Date dictated 7/31/96

EM
8/14/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

On July 22, 1996, [redacted] Date of Birth [redacted] of [redacted] New York, home telephone [redacted], work telephone [redacted] Social Security Account Number [redacted] was interviewed by Special Agent (SA) [redacted] was first advised of the identity of the interviewing agent and that the nature of the interview was regarding the July 17, 1996 TWA flight 800 airplane crash. [redacted] provided the following information:

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[redacted] stated that on July 17, 1996, at approximately 8:30 PM, he was working at Gabreski Airport, Westhampton Beach, New York, as a member of the Air National Guard - New York State Fireman 106th Civil Engineering Squad - Fire Department.

[redacted] advised that at approximately 8:30 PM, July 17, 1996, he was seated in a stationary crash truck on the first finger past the T-hanger facing south on the southern portion of the airfield.

[redacted] advised that upon looking at the sky, he observed what appeared to be a red flare similar to a roman candle about tree line bearing in a southeasterly direction. The flare had a consistent brightness and left no trail of smoke. He stated that the flare appeared for a period of at least 15 to 20 seconds, possibly as long as 30 seconds, and at a latter part appeared almost stationary in movement. Upon seeing the flare, he exited his truck to continue watching it.

[redacted] stated that he then observed the flare become a ball of fire which separated into two equally sized balls dropping from the sky with no audible sound. The two distinctive balls were in his vision from five to ten seconds.

Investigation on 7/22/96 at Hampton Bays, New YorkFile # 265A-NY-259028by SA [redacted] mam *(KCM)* Date dictated 7/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Date of Birth (DOB) [redacted]
 Social Security Number [redacted]
 [redacted] telephone [redacted] another residence in [redacted]
 [redacted] telephone [redacted] provided the following
 information:

At approximately 8:20 or 8:30 PM, [redacted] was on his deck which faces the south shore. [redacted] was having dinner with his wife, [redacted]. [redacted] wife observed a white ball shooting across the sky and brought this to his attention. [redacted] advised that it looked like a shooting star. [redacted] advised that the white ball travelled on an arc from right to left (approximately west to east). The arc travelled on a decline from its initial sighting. The ball left a "skinny" white trail. From their position, looking south, at approximately a nine (9) o'clock position the ball exploded into a large whitish grey ball of smoke. Then a wide orange/reddish flame travelled upward to the smoke ball. Shortly after the wide flame disappeared, two strong earthquake type rumblings were felt and heard. [redacted] advised that the entire incident occurred in ten (10) seconds or less. [redacted] commented that the fireball and arc were east of the accident site. Additionally, he advised that it appeared to occur over the bay. [redacted] corroborated the above information.

Investigation on 07/19/96 at [redacted]File # 265A-NY-259028by SA [redacted] (AB:hrg) Date dictated 07/19/96

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2/13/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 21, 1996, [redacted] Date of Birth (DOB)

[redacted] telephone [redacted] was advised of the identities of the interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, at 8:00 PM [redacted] drove to the SILLY LILLY'S FISHING STATION, Adelaide Avenue, East Moriches, New York, and parked in the parking lot to wait for a friend. During this time, [redacted] was facing south watching the boats and jet skis in the water. At approximately 8:40 PM, [redacted] observed what appeared to be a red flare begin its ascent above the horizon line (half way between the water and the point of explosion). The direction of the flare-like object (FLO) was due south from [redacted] at a distance of seven-eight (7-8) miles. The FLO's path was straight up for approximately three (3) seconds and at a high rate of speed and terminated in a bright white explosion at an undetermined altitude and followed by a boom. After the explosion [redacted] described a sheet of flames that fell towards the water which turned to thick black smoke that also descended from the point of explosion and to his left (easterly). After [redacted] lost sight of the flames below the horizon, he heard four (4) booms.

[redacted] advised that he thought the flames landed in the vicinity of Dune Road to his south although his estimate of its distance from him was 7-8 miles. [redacted] stated that several small boats (not commercial) and jet ski's were in the water to his front but he said that there was nothing unusual or peculiar. [redacted] reiterated that he did not see a point of origin of the FLO in the water and that it appeared to have originated at a distance halfway to the point of explosion. [redacted] stated that the FLO was red in color but he was unable to describe any smoke trail.

Investigation on 07/21/96 at East Moriches, New YorkFile # 265A-NY-259028by SA [redacted]
SA [redacted] /hrgDate dictated 07/21/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 24, 1996, [redacted] date of birth [redacted] home [redacted] telephone number [redacted] was interviewed telephonically. He was advised of the identity of the interviewing agent and the nature of the interview. He then provided the following information:

On July 17, 1996, at about 8:30 p.m. local [redacted] [redacted] was surfing with his brother, [redacted] and a friend at Smith's Point, and was paddling South. [redacted] stated that he saw a "flare" in the sky to the South and said "Holy shit, what is that? Is that a flare?". The "flare" was a consistent color of red, about three to four times the size of a star, went "more straight up" for about one second, and covered a distance about half of a finger length at arm's length, about one and a half inches. The "flare" then dropped straight down approximately three inches at an arm's length and [redacted] observed a flame off the back of the flare - a "tail" about three times the size of the "flare". It took two to three seconds from the time [redacted] first saw the "flare" until he noticed the "tail". The "tail" turned into a smokey, fiery trail and exploded into a burst a little less than the size of a quarter (at an arm's length). The burst broke into two pieces - a big fiery piece and a smaller piece. The big piece was almost the size of the moon and looked like it was spinning, while the smaller piece was about ten percent the size of the big piece and "all fire" - still connected to the bigger piece but a separate section. The bigger piece was "fiery", flame orange and yellow at the bottom and trailing a long "tube of fire". It took approximately six to seven seconds for this large section to fall to the horizon. Approximately twenty seconds later, [redacted] heard a deep rumbling sound for three to four seconds.

Investigation on 7/24/1996 at New York, New York (telephonically)

File # 265A-NY-259028 - 302 - 1688 Date dictated 7/30/1996

by SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/26/96

[redacted] date of birth: [redacted] home address: [redacted] home telephone: [redacted] ship cellular telephone number [redacted] truck cellular telephone number [redacted] contact number [redacted] [redacted] was advised of the identities of the interviewing Agents and of the nature of the interview. [redacted] advised as follows:

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He has been [redacted] the fishing boat CALLI-LIN-ELIZABETH for the past two months. The CALLI-LIN-ELIZABETH is [redacted] of Montauk, New York, where it is registered and has its home port. It is operated, however, out of Point Judith, Galilee, Rhode Island. It is a fishing vessel that trawls for squid, butterfish and fluke. During the summer months, it spends a considerable amount of time off the coast of Long Island, New York.

At approximately 8:20 p.m. the evening of July 16, 1996, the CALLI-LIN-ELIZABETH left Point Judith and proceeded to Fire Island, Long Island, arriving at 7:00 p.m., July 17, 1996. The crew fished the waters in that area until 5:00 p.m. when they realized there was not enough fish left to make remaining profitable, so they departed, heading east, planning to return to Point Judith to change nets.

At approximately 8:20 p.m., [redacted] came up the bridge and asked [redacted] if he [redacted] had seen two flares in the sky. The Captain responded in the negative. [redacted] who arrived on the bridge a few moments after [redacted] and had heard [redacted] question said that what they (he and [redacted] had seen could not be flares because they were too big.

[redacted] went on to report to the Captain that they had observed two (2) large, separate and distinct fireballs in the sky a few degrees off the starboard stern of the ship. They also said that at the time they saw the fireballs in the sky, the ship was approximately six (6) miles east of Shinnicock Inlet, Hamptons, Long Island.

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Investigation on 7/22/96 at GALILEE, RHODE ISLAND 302 - 1144

File # 265A-NY-259028

by WNSA [redacted] SA [redacted] Date dictated 7/22/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/22/96 , Page 2

The crew wound the net up onto the ship, turned the ship around and headed west in the direction of the fireballs. At that time the fireballs were not visible.

After turning the ship, [REDACTED] called the Shinnicock, Long Island, Coast Guard station and reported the sightings, since [REDACTED] had estimated the fireballs to be approximately five (5) miles behind the ship when they were observed, this placed the fireballs in the general vicinity of that Coast Guard station. Shinnicock Coast Guard advised that they had no knowledge of the incident but requested the Captain report any subsequent findings. [REDACTED] noted that the boat radio traffic indicated other boats reporting similar sightings. He believes that these reports were coming in from pleasure craft.

As they proceeded west, they heard reports of "fire on the water" over the boat radio which was set on Channel 16, VHF. [REDACTED] also heard several people contact the Coast Guard station at Moriches, Long Island, to report that whatever was in the water was still burning. At some point during their approach they heard that the Coast Guard cutter, ADAK, was dispatched to an area approximately eight or nine miles southeast of Moriches Inlet.

At approximately 9:00 p.m., Moriches Coast Guard station called a Coast Guard cutter and advised that the object in the water was a 747 and then designated Channel 6, VHF, as the working frequency.

At approximately 9:20 p.m., about five (5) miles from the airplane, [REDACTED] noticed that his shipboard radar, which registered objects up to six (6) miles in every direction indicated that other boats were converging on the area. The ship's radar did not show any vessels moving away from the area. At the time of the original sighting of the fireball by his crewmen, the radar did not show any other boats or ships in the area that the CALLI-LIN-ELIZABETH was located in.

From five (5) miles off, from the burning airplane looked like a large orange search light. The wind was blowing in a southeasterly direction and the crew could smell the smoke as they approached the area.

Upon arriving in the vicinity of the airplane, at approximately 9:55 p.m., there were six to seven boats in the area including two (2) 41' Coast Guard cutters. Two (2)

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/22/96, Page 3

helicopters were hovering so low over the water that the ship radar was reading them as boats. Flames as high as eighteen (18) feet were shooting into the sky and debris was floating from the wreckage. [REDACTED] called the Coast Guard who advised him to search the southeast section of the debris line for survivors. Later, the Coast Guard called to advise that they should search for bodies because there would not be any survivors.

The CALLI-LIN-ELIZABETH spotted a body approximately two hours after arriving in the area. Due to the size of the ship (approximately 100 feet) they could not easily get the body aboard so they hailed a small fiberglass pleasure boat in the area which took the body aboard. They later found a male body which they did take aboard and subsequently turned over to a SUFFOLK COUNTY SHERIFF'S DEPARTMENT vessel nicknamed the "VESSEL KILO". They spotted a third body which another pleasure boat picked up.

They searched for another three and a half hours but due to the number of boats in the area, the Captain felt they could no longer safely operate so they broke off at approximately 3:45 a.m., July 18, 1996, and proceeded towards Point Judith, Rhode Island.

One mile off Point Judith they were called by their [REDACTED] home telephone; [REDACTED] who told them that whiting fish were being caught fifty miles east of Point Judith. They were also told that CHANNEL 6 NEWS was waiting on the dock to interview them. [REDACTED] took his vessel out of the recommended fishing area without docking at Point Judith and remained there until returning to Point Judith at approximately 8:30 p.m., July 20, 1996.

[REDACTED] did not notice any unusual vessels from July 16 through July 18, 1996, and had not heard of nor seen any stolen or abandoned vessels. He has been [REDACTED]
[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/22/96

On October 21, 1996, [redacted] DOB [redacted] POB Austria, [redacted] Palm Springs, California 92263, telephone [redacted] was contacted telephonically at the above address. [redacted] was advised of the identity of the interviewing agent, SA [redacted] and advised that the interview was in reference to the Trans World Airlines (TWA) Flight 800 crash on 07/17/96. [redacted] voluntarily provided the following information:

[redacted] advised that he holds Ph. D's. in [redacted] and [redacted] and teaches at the [redacted] California on a part-time basis. [redacted] further advised that he is currently in the process of writing a book.

On 07/17/96, [redacted] stated that he was out for an evening walk while visiting friends, somewhere in the vicinity of East Moriches, New York, when he noticed a flash of light ascending from the ocean which was followed by a small explosion and then a larger explosion. However, [redacted] advised that he was unable to hear either explosion. [redacted] further advised that the sky was overcast and visibility was approximately ten miles at the time of the explosions. [redacted] would not provide the address of the individuals that he was visiting on Long Island, nor could he remember the exact location of the township where they reside. [redacted] advised that he was visiting his daughter [redacted] (LNU), address unknown, who lives in the New York City area.

[redacted] stated that TWA flight 800 was shot down by a U.S. Navy Aegis missile which was launched from a guided missile ship which was located in area "W-105" approximately thirty miles from where TWA flight 800 exploded. [redacted] advised that area "W-105" is a warning area off the southeast coast of Long Island, and is utilized for military operations, including missile firing. [redacted] further advised that he attained this information from [redacted] (LEU), who manages the Welwood Murray Memorial Library, Palm Springs, California, telephone (619) 323-8296. He believes that [redacted] (LEU) retrieved this information from the Internet. This information was mailed to TWA by [redacted] along with a letter describing what he observed on 07/17/96. TWA then mailed this data to the New York office of

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Investigation on 10/21/96 at PALM SPRINGS, CA (telephonically)
File # 265A-NY-259028 Date dictated 10/22/96
by SA [redacted]

7/31/96

On 7/21/96, [redacted] called the 800 number and reported that on 7/17/96, he saw what appeared to be a Roman candle go up and burst into balls of flame. [redacted] was on a sailboat at the time. (control no. 1779)

On 7/31/96, [redacted] Easton, MD, was interviewed telephonically by SA [redacted] New York Office, Federal Bureau of Investigation regarding his observation on 7/17/96. [redacted] furnished the following information.

During 7/14/96-7/28/96, [redacted] were on a boating trip. On 7/14/96, they left Annapolis sailing on "TARKA" (WCEB011). By Wednesday evening on 7/17/96, they were about 22 miles off of SHINNECOCK. [redacted] was on the companion way about 8:30-8:45 p.m. [redacted] He was looking toward the land when he saw what appeared to be a Roman candle or a flare come up from the horizon in an angle leaving a streak of light. The flare went off leaving a trail of red glow behind it and burst into red flame about a size of a beach ball. A second or two later, he saw another flare. It was lower than the the first flare. Then streaks of light fell into water dispersing black, heavy smoke.

[redacted] stated that he could not tell from where he was whether the flare came up from land or water. He further stated that as he faced the land the first flare ascended from his left to his right and a second flare went in the same direction.

[redacted] initially thought this occurrence was only about 2-3 miles away from where he was given the size of the flare. He could not reach the Coast Guard on Channel 22 because of another communication being transmitted at the time.

[redacted] location at the time was latitude: 40-28-62, longitude: 72-22-79. He calculated that he was approximately 16 miles from the occurrence of the flare. He also heard a radio message from a helicopter belonging to the National Air Guard who

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WITH/TEXT _____
WITHOUT TEXT _____
BY OB _____
DATE 11-25-96 _____

NY-259028-302-2398

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was at the scene in about four minutes. Its life raft which served as a locator was latitude: 40-39-03, longitude: 72-38-43.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/28/96

On July 21, 1996, [redacted] also known as (aka) [redacted] white, female, Date of Birth (DOB) [redacted] Social Security Number [redacted] residing at [redacted] Long Island, New York, telephone number [redacted] was interviewed at her residence. [redacted] was advised of the identities of the interviewing agents and the nature of the interview, which was to ascertain her knowledge and observations regarding an explosion which occurred on July 17, 1996, at approximately 8:30 PM. Thereafter, [redacted] provided the following information:

On July 17, 1996, [redacted] was watering plants in the front yard of her residence which is located on the northern shore of Shinecock Bay. At approximately 8:30 PM, [redacted] observed a bright, hot orange elongated ball of fire falling toward the horizon south, southwest of her location. The fireball was quite elongated and was visible to [redacted] for approximately five (5) seconds until it disappeared into the horizon.

[redacted] estimated that the elongated fireball was approximately two (2) miles away. This estimate was based on the large size and clarity of the elongated fireball. [redacted] advised that the actual explosion occurred approximately ten (10) miles from her location. [redacted] heard no noise associated with the elongated fireball.

INDEX WITH SAME ADDRESS & PHONE AS ABOVE

Upon viewing this fireball, [redacted] immediately yelled to her husband, [redacted] who was inside the residence at the time. [redacted] was present during the interview and concurred with the observations made by [redacted]

[redacted] described the fireball as cylindrical in size, red/orange in color and descending downward, curving east prior to disappearing into the horizon. No noise was heard by [redacted] regarding the fireball.

[redacted] estimated the fireball to be approximately two (2) miles away at the time of the occurrence. [redacted] estimates the actual explosion occurred approximately fifteen (15) miles away.

Investigation on 07/21/96 at Hampton Bays, New York
File # 265A-NY-259018
by SA [redacted] /hrg Date dictated 07/24/96

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Continuation of FD-302 of

[REDACTED]

. On 07/21/96 , Page 2

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[REDACTED] could not provide any additional information regarding the explosion. They were advised that if they recall any other information/observations related to the explosion to recontact the Federal Bureau of Investigation (FBI).

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

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On July 28, 1996, [redacted] Date of Birth [redacted]
of [redacted] Mastic Beach, New York
(NY) 11951, telephone number [redacted] Social Security
Account Number [redacted] an electrician for the Long Island
Railroad, Hillside Avenue, NY telephone number 1 800-728-3922,
was advised of the identities of the interviewing Agents and the
purpose of the interview. [redacted] provided the following
information:

On July 17, 1996, [redacted] was on a boat fishing with
his father-in-law, [redacted], and brother-in-law, [redacted]
[redacted], on the southern tip of the east jetty (Moriches). At
approximately 8:30 pm [redacted] observed a small red dot then a
flash/ball of fire followed by flames. This ball of fire sizzled
out and fell vertically when another flash/ball of flames
appeared. This second ball of flames went out and fell
vertically toward the water. The two flashes/balls of flames
lasted only approximately ten seconds in the sky. [redacted] was
approximately six to seven miles away from the flames. The
flames were in a southeastern direction from [redacted] and were at
approximately a 70 degree to 80 degree angle upward in the sky.
[redacted] did not see the point of origin of the flames but
informed the Agents that he thought the flames were from a flare
gun at first. [redacted] did not hear an explosion nor did he
observe the object which was on fire.

At approximately 7:45 pm [redacted] observed a 25-foot
(approximate) inboard high speed boat go out of the Moriches
inlet, direction unknown, prior to the balls of flames in the
sky. [redacted] did not remember seeing the boat after the flames
but recalled a White male and White female being on board the
speed boat (no further descriptions given).

265A-NY-259028-SUB 362 - 2706

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Investigation on 7/28/96 at Mastic Beach, New York (telephonically)
File # 265A-NY-259028
by [redacted] Date dictated 7/28/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 22, 1996, [redacted] Date of Birth [redacted] telephone [redacted] was advised of the identities of the interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was surfing approximately one to two miles east of Smith Point Park with [redacted]. Between 8:30 pm and 8:45 pm, [redacted] was looking southeast when he observed a flare-like object (FLO). [redacted] described the FLO as reddish-white in color ascending in a straight line at a one o'clock angle (from perpendicular) from his vantage point. [redacted] immediately faced back towards the shore (northward). At that time, [redacted] directed [redacted] attention back to the southeast where he observed an explosion at approximately one to two thousand feet which he described as two house-sizes in diameter. [redacted] advised that as the explosion quickly descended, it separated into two reddish-orange sections. [redacted] continued to observe the two sections until he lost sight of them in the ocean. [redacted] advised that the explosion was bright enough to light up the sky and the ocean. Approximately one minute after [redacted] lost sight of the explosion, he heard a thunder-like noise which lasted from one - two seconds in duration.

[redacted] stated that he did not see the FLO's point of origin, its termination point, nor a smoke trail. Additionally, [redacted] did not observe any boat traffic.

265A-NY-259028-SUB 302-

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[Signature]

Investigation on 7/22/96 at Bayport, New York
File # 265A-NY-259028
by SA [redacted] SA [redacted] Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 26, 1996, [redacted] Date of Birth [redacted] was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was on a boat located at Great Gun Dock, Moriches, New York. Also on the boat was [redacted]

[redacted] At approximately 8:45 pm [redacted] looked southeast above the dune line and noticed what appeared to be a rocket ascending straight up. The rocket was silver in color with sparks coming out of the end. [redacted] estimated the distance to the rocket location was 3-4 miles. [redacted] observed the rocket ascending for a lengthy period of time and then develop into a whitish glow. The glow then turned into a massive burst of reddish flames which descended towards the ocean.

At no time did [redacted] see a smoke trail from the ascending rocket and theorized that a small aircraft was involved.

SEARCHED [initials]
SERIALIZED [initials]
INDEXED [initials]
FILED [initials]
FEB 27 1997
FBI - NEW YORK
TC

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TC

265A-NY-259028-SUB 302-
3271

Investigation on 7/26/96 at Southampton, New York

File # 265A-NY-259028

by 9/1 SAs [redacted] JDF/dap Date dictated 7/26/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

On July 22, 1996, [redacted] White, Male,
Date of Birth [redacted] Home address [redacted]
[redacted] Home telephone number [redacted] was
contacted. [redacted] was informed of the identity of interviewing
Agents and furnished the following information:

[redacted] had gone down to Robert Moses Beach, Field
number 5 on July 17, 1996. [redacted] arrived at the beach a little
after 6:00PM. [redacted] said that at approximately 8:30PM, he saw
a flash out of the corner of his eye. [redacted] said that at the
time this occurred, the sun had gone down beyond the horizon but
there was still light in the sky.

[redacted] was looking directly out to the water when he
saw the flash. He initially thought that it could have been a
camera flash going off or a lightning bolt in the distance.
[redacted] said that the flash came from southeast of his position.

[redacted] said that when he looked in the direction of
the flash, he saw a small white star point followed by a fine-
line smoke trail. The smoke trail may have been slightly wavy at
the edges. [redacted] was unsure of the distance of this object but
initially thought that it had occurred on his side of the
horizon. [redacted] said that the star point and the smoke trail
were arching in a north easterly direction. When [redacted]
observed the star point, it was on a downward arch. [redacted] said
the white star point was brighter than the smoke trail which
followed it.

[redacted] initially thought that this star point was some
type of flare. The star point disappeared and two-three seconds
later [redacted] saw a bright orange ribbon slash across the sky at
the same point. The orange ribbon appeared to be slashing toward
[redacted] This event seemed to last two - three seconds and then
the object began dropping, straight down. [redacted] said the
object was orange/red in color and seemed to be rotating and
turning end over end as it descended. [redacted] said the object
appeared more "wavy and fiery" as it descended beyond the
horizon. [redacted] did not see the object strike the surface of
the ocean.

Investigation on 7/22/96 at [redacted]File # 265A-NY-259028by SA [redacted] (AH:meg)
SA [redacted] *s.f.l.*Date dictated 7/23/96

818

265A-NY-259028

Continuation of FD-302 of [redacted], On 7/22/96, Page 2

[redacted] said that earlier in the evening, he had observed an unusual boat operating about 200 yards off-shore. [redacted] described the boat as an "old ugly iron-hulled trawler" about hundred feet in length. [redacted] said that he noted the boat because it appeared unusual. It was a trawler but had no outriggers and the railing and cabin appeared rusty and decrepit. The hull of the boat was white and the bow was very round.

[redacted] did not observe the name of the boat and did not see any person on the boat.

[redacted] provided two diagrams which he had made representing the events he observed the night of July 17.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

[redacted] Date of Birth (DOB) [redacted]
 [redacted] home residence of [redacted]
 [redacted] MOGM WAREHOUSE, 164 Waverly Avenue,
 Patchogue, New York 11772, telephone (home) [redacted]
 (work) [redacted] Social Security Account Number (SSAN) [redacted]
 [redacted] was interviewed at his place of employment and was
 advised of the identities of the interviewing agents and the
 nature of the interview, which was to ascertain his knowledge and
 observations of the evening of July 17, 1996. Thereafter, [redacted]
 provided the following information:

[redacted] stated that at approximately 8:30 pm to 8:35 pm,
 on July 17, 1996, he was sitting on his pool diving board looking
 at the sky from behind his house, facing and looking in a
 southwesterly direction, when he observed what appeared to be
 five or six shooting stars, white in color, with 20 to 30 feet
 white tails trailing behind. [redacted] further stated that the
 shooting stars came down one after another approximately two
 seconds apart. [redacted] advised that the shooting stars fell one
 after another except for two which fell together; however, all
 were white in color. [redacted] stated that the total time duration
 of the stars in his sight before they were out of sight was
 approximately 15 to 20 seconds. [redacted] further stated that the
 shooting stars seemed to travel from the northeast to the
 southeast at an 80 degree angle (approximately), three miles away
 from his location. [redacted] stated that he saw no smoke and heard
 no noise, as the shooting stars travelled southwest over the roof
 at his house and over the [redacted] developments disappearing
 from sight. [redacted] advised that he saw nothing go from the ground
 up and that the shooting stars moved quickly across the sky, each
 one in sight for only a second.

265A-NY-259028-SUB 302-
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BY

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 25 1997	
FBI - NEW YORK	

Investigation on 7/22/96 at Patchogue, New York

File # 265A-NY-259028

by SA [redacted] SA [redacted] cam [redacted] Date dictated 7/24/96

PETITION

I hereby petition the NTSB to reopen the accident investigation of TWA 800 .

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

The TWA 800 Project , June 9, 2013

Name John Desmond Signature 

date: June 10, 2013

(Titles, qualifications): IFFA/IAM Accident Investigator - TWA F800 Cabin Interiors

Address: 

Nottingham, NH 03290

Email address: 

PETITION

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The TWA 800 Project , July 15, 2012

Name VERNON L. GROSE Signature 

date: 8 JAN 13

(Titles, qualifications): NTSB MEMBER, 1983-84

Address: 

ARLINGTON, VA 22202

Email address: 

PETITION

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The TWA 800 Project , July 15, 2012

Name CHARLES V. WETLI MD Signature 

date: 01-17-13

(Titles, qualifications): FORENSIC PATHOLOGIST

Address: 

ALPINE NJ 07620

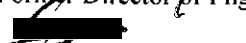
Email address: 


FINDINGS


1. The explosion that caused the crash was external to the aircraft.
2. FAA radar sites recorded fast-moving debris that traveled perpendicular to the flight path, just after Flight 800 lost electrical power. A ballistics analysis of this debris plume shows that the explosion that accelerated this debris was high-velocity, a detonation. No mechanism or event in the official low-velocity fuel-air explosion theory can account for this radar evidence.
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7. Contrary to legal directives set forth in the code of federal regulations, the NTSB allowed their investigation to be superseded by the FBI's investigation.
8. The NTSB's probable cause determination for the crash of TWA Flight 800 is not supported by the physical evidence, the witness statements, or other facts.


Henry F. Hughes
NTSB Senior Accident Investigator (Retired)



Robert A. Young
Former Director of Flight Safety, Transworld Airlines



Dr. Thomas F. Stalcup
Physicist and Independent Investigator


 Lisa Michelson 7-15-12


 Anceelyn Sorenson 7-15-12

 Volker Lemmer 7-15-12

 Margaret Gughiano 7-15-12

 Nanda Kery 7-15-12

 Marjorie Krugar 7-15-12

 Paul Argente 7-15-12

 Marjorie Krugar 7-15-12

 Paul Argente 7-15-12

PETITION

I hereby petition the NTSB to reopen the accident investigation of TWA 800. Please add my name and petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's. Finding and determination of the probable cause of TWA Flight 800.

The TWA 800 Project

Name: SANDRA JACOBSON Signature: [Handwritten Signature]

Address: [Redacted] Phone Number: 502 779 9546

Date: 9/2/2017

FINDINGS

1. The explosion that caused the crash was external to the aircraft.
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Robert A. Young
Former Director of Flight Safety, Transworld Airlines

Dr. Thomas F. Stalcup
Physicist and Independent Investigator

KENNETH MOORE

SONOMA

JACKOLYN B. STADTMAN

Jackolyn B. Stadtmann

Sonoma, CA 95476

PAULINE BRECKINRIDGE


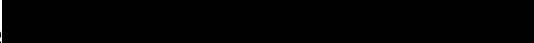
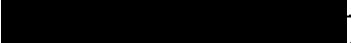
Pauline Breckinridge

Sonoma, CA 95477

PETITION

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The TWA 800 Project


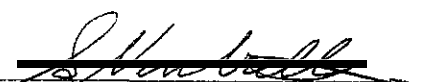

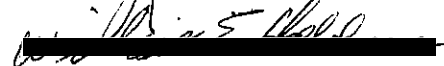
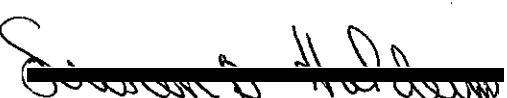


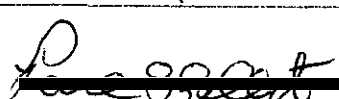
Name: Madelyn Agriamenti Signature: 
Address:  Phone Number: 
Date: 9-2-12

TWA Flight 800 Petition

I hereby petition the NTSB to reopen the accident investigation of TWA 800 .

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation

Safety Board's Finding and Determination of the Probable Cause for the Crash TWA Flight 800

Name	Address	Phone #	Signature	Date
ALAIN DUGUAY	[REDACTED] N 11415 BLVD	[REDACTED]		09/09/12
SUSAN VENTRELLA	[REDACTED] GUALALA, CA 95445	[REDACTED]		09/15/12
Tony Ventrella	"	"		09-15-12
William E Halderman	[REDACTED] Gualala, Ca. 95445	[REDACTED]		09-18-12
Susan D. Halderman	"	"		09-18-12
Rosie Iversen	[REDACTED] Gualala CA 95445	[REDACTED]		9-20-12
STEVE HARDER	[REDACTED] 95497 THE SEA RANCH	[REDACTED]		9/20/12
Paul Skellet	[REDACTED] 95445 Gualala Ca.	707 [REDACTED]		9/20/12

TWA Flight 800 Petition

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Safety Board's Finding and Determination of the Probable Cause for the Crash TWA Flight 800

Name	Address	Phone #	Signature	Date
GREGG TOSELLO	[REDACTED] CALIF. 95745	[REDACTED]	[REDACTED]	8/30/2012
Laura Petkovic	[REDACTED] 19703 Claysmont DE	[REDACTED]	[REDACTED]	9-2-12
Neal Sitt	[REDACTED] NY NY 10128	[REDACTED]	[REDACTED]	9/2/12
LINDA CENERIZIO	[REDACTED] 02884 TRENTON, NJ	[REDACTED]	[REDACTED]	9-2-12
MARY ANN WILSON	[REDACTED] Kew Gardens, NY 11415	[REDACTED]	[REDACTED]	9/3/12
JUDY HARRIS	[REDACTED]	[REDACTED]	[REDACTED]	9/3/12
BARBARA SANNA	[REDACTED] Kew Gardens, NY 11415	[REDACTED]	[REDACTED]	9/13/12
DORNA SHERVITZ	[REDACTED] Kew Gardens N.Y. 11415	[REDACTED]	[REDACTED]	9/11/12
Nancy McLean	[REDACTED] Rancho Santa Margarita Calif 92688	[REDACTED]	[REDACTED]	9/9/12
Susan Linares	[REDACTED] Belmont CA 94002	[REDACTED]	[REDACTED]	9/20/12

TWA Flight 800 Petition

I hereby petition the NTSB to reopen the accident investigation of TWA 800 .

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Safety Board's Finding and Determination of the Probable Cause for the Crash TWA Flight 800

Name	Address	Phone #	Signature	Date
MARY NAREN	FAIRFAX, CA 94930	[REDACTED]	[REDACTED]	9/3/12
Michelle Thomas	CONYERS GA 30994	[REDACTED]	[REDACTED]	9/4/12
Dave Carnaghi	ST. LOUIS, MO 63118	[REDACTED]	[REDACTED]	9/6/12
JACK HARRIS	JACKSONVILLE, FL 32210	[REDACTED]	[REDACTED]	9/14/2012
Camele Fisher	CENTREVILLE, OHIO 45753	[REDACTED]	[REDACTED]	9/15/2012
Janis R. Williams	Peoria, AZ 85381	[REDACTED]	[REDACTED]	9/15/12
Lisa Lorusso	NY, NY 10028	[REDACTED]	[REDACTED]	9/15/12
Allan Bigelow	Chesterfield MO 63019	[REDACTED]	[REDACTED]	9/15/12
Tonya Schwartz	Waltham IL 62893	[REDACTED]	[REDACTED]	9/17/12
Lucille Uldrick	Belmont, CA 94002	[REDACTED]	[REDACTED]	9/20/12

On Fri, Aug 24, 2012 at 4:54 AM, Rick Carlton wrote:

Hi friends -

I have received an alternate form and method for submitting the TWA-800 petition.

This subject is very important to many of us in aviation, and there are many mysteries surrounding this "crash" and investigation. I am urging you to take this small step to insure that justice has been served. Ours is in the mail.

Many thanks,

Rick Carlton

METHOD 1:

Copy, print, fill out this short form, add address, phone #, e-mail, etc., and snail mail to Bill Smith.

**I hereby petition the NTSB to reopen the accident investigation of TWA 800.
Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800**

The TWA 800 Project

Name James A. Barber Signature James A. Barber

date: 8/24/12

Address [REDACTED]
Bellevue, WA 98006
United Airlines Captain (retired), etc.

You are welcome to add any other title or degree like former Navy or Air Force Pilot, Flight Surgeon, Scientific titles or degrees, etc. anything that would indicate that you are knowledgeable and experienced in aeronautics and the associated fields, which would indicate that you understand the subject and disagree with the findings. It would not be helpful to make political comments on this form, so resist the urge.

Add your address and phone number or email address.

METHOD 2:

I hereby petition the NTSB to reopen the accident investigation of TWA 800.

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

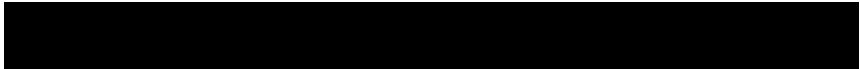
**The TWA 800 Project
July 15, 2012**

Name ~~Frederick P. Meyer~~ **Signature**

FREDERICK P. MEYER

date: 8/23/2012

United Airlines Captain (retired)



CASTLEROCK, CO.

80100

PETITION

I hereby petition the NTSB to reopen the accident investigation of TWA 800 .

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

The TWA 800 Project , July 15, 2012

Name DENNIS J. O'MALLEY Signature _____

[Handwritten Signature]

date: AUG. 21, 2012

United Airlines Captain (retired)

La Mesa, CA 991941

I hereby petition the NTSB to reopen the accident investigation of TWA 800.
Please add my name as Petitioner for the Reconsideration and Modification of the National
Transportation Safety Board's Findings and Determination of the Probable Causes for the Crash
of TWA Flight 800.


The TWA 800 Project

July 15, 2012

Name Harold C. Lloyd, Jr. Signature  date August 25, 2012

United Airlines Captain (retired)

USAF Flight Examiner Pilot Colonel (retired)


Islamorada FL 33036



FINDINGS

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Henry F. Hughes
NTSB Senior Accident Investigator (Retired)

Robert A. Young
Former Director of Flight Safety, Transworld Airlines

Dr. Thomas F. Stalcup
Physicist and Independent Investigator

KW VANWORMER ~~ALPINE CA~~ ~~91901~~

CAPT RET AAC 29 AUG 2012

Roberta S. Van Wormer ~~ALPINE CA~~ ~~91901~~ *ALPINE CA*

Deborah S. Van Wormer ~~ALPINE CA~~ ~~91901~~ *ALPINE CA*

TWA Flight 800 Petition

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Safety Board's Finding and Determination of the Probable Cause for the Crash TWA Flight 800

Name	Address	Phone #	Signature	Date
Ursula Smith	[Redacted] Belmont, Ca 94002	[Redacted]	<u>Ursula Smith</u>	7/26/12
William F. Vidal	[Redacted] San Francisco Ca 94123	[Redacted]	<u>William F. Vidal</u>	8/26/12
Virginia R Vidal	[Redacted] SF Ca 94123	[Redacted]	<u>Virginia R Vidal</u>	8/26/12
Steve Colborn	[Redacted] 11210 Angelena, Ca 95	[Redacted]	<u>Steve Colborn</u>	8/26/12
Sally Rogers	[Redacted]	[Redacted]	<u>Sally Rogers</u>	8-26-12
ROBERT SMITH	[Redacted] Belmont, CA 94002	650 [Redacted]	<u>Robert Smith</u>	8-28-12
LAWETA VAN PELT	[Redacted] Menlo Park CA 94025	[Redacted]	<u>Laweta Van Pelt</u>	8/29/12
MARY K. BIMBA	[Redacted] FOSTER CITY, CA 94404	[Redacted]	<u>Mary K. Bimba</u>	8/29/12
Judy SMITH-KENNEDY	[Redacted] FOSTER CITY, CA 94404	[Redacted]	<u>Judy Smith Kennedy</u>	8/29/12
Marica Chambers	[Redacted] Foster City, Ca 94404	[Redacted]	<u>Marica Chambers</u>	8/29/12

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**The TWA 800 Project
July 15, 2012**

Name George E. Nolly [Redacted]

Signature [Handwritten Signature]

date: 8/25/2012

George E. Nolly, Captain, UAL, Retired
Doctor of Business Administration

Henry F. Hughes
NTSB Senior Accident Investigator (retired)

FINDINGS

1. The explosion that caused the crash was external to the aircraft.
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Henry F. Hughes
NTSB Senior Accident Investigator (Retired)

Robert A. Young
Former Director of Flight Safety, Transworld Airlines

Dr. Thomas F. Stalcup
Physicist and Independent Investigator

Ricardo Longo

[REDACTED]
Clinton Twp,
Michigan, 48036

Michele Dakroub
~~Robert Dakroub~~

[REDACTED]
Clinton Twp,
Michigan 48036

Warren MI 48088

Bob Longo

MISSISSAUGA ONTARIO 48014

Henry W. Bell

33770 N. KEMIS

Fraser MI 48026

Sueba

33770 N. KEMIS

Fraser MI 48026

Gregory Bell

[Redacted]

Fraser MI 48026

Robin Longo

[Redacted]

City Rd.

Capac MI

48017

Jerry Longo

[Redacted]

Brockway Mich

48097

Michele Longo

[Redacted]

Brockway Mich

48097

Carissa Longo

[Redacted]

Clinton Twp. MI

48035

Warren MI 48090

Eric Smorch

3111 James

Manly MI 48046

JOSEPH W. BUCCERI

[Redacted]

CLINTON TWP MI

48036

Bob Longo

39255 TWIN FALLS

Clinton Twp MI

48038

Bob Longo

[Redacted]

Chesterfield MI 48031

SANTA LONGO

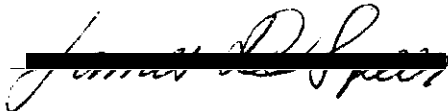
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48038

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Captain James Speer
Pilot and former Airline Pilots Association Aircraft Crash Investigator



PETITION

I hereby petition the NTSB to reopen the accident investigation of TWA 800.

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

The TWA 800 Project

Name: Carl A Hankwitz

Signature:  _____

Date: August 29, 2012

Address: 

Marana, AZ 85658

Email: 

Certifications:

Retired FAA Aircrew Program Designee: B-747, B-737

Retired Standards Captain, United Airlines: B-747, B-737

Prior Lt., United States Coast Guard – Rescue Acft. Cmdr.

The TWA 800 Project

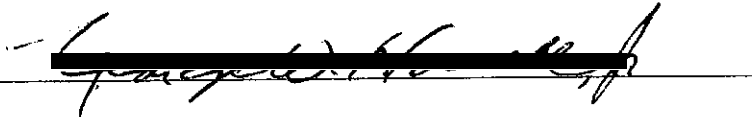
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Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800.

Name George W. Howell, Jr.

Signature



Date: August 26, 2012

Address: [REDACTED], Rolla, MO 65401

Title: (Captain, United Airlines (retired))

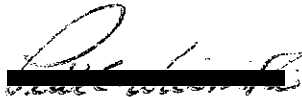


FINDINGS

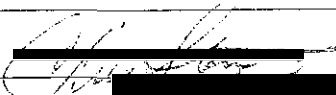

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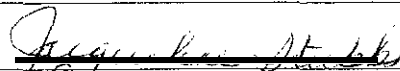

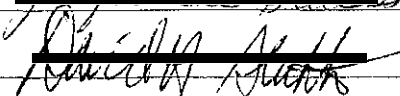

Henry F. Hughes
NTSB Senior Accident Investigator (Retired)

Robert A. Young
Former Director of Flight Safety, Transworld Airlines

Dr. Thomas F. Stalcup
Physicist and Independent Investigator

PETER E. WIGINSKI 
  SARASOTA, FL 34276-1327

CHARS STAVA 
 JENOMER, CT 06476

JACQUELINE STUBBS   SOUTHERN CA 95476
DAVID STUBBS   SOUTHERN CA 95476

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Dr. Thomas F. Stalcup
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~~Robert H. Schuman~~ CHAL SPESU
~~Alexander Seo~~
~~Susan A. Tucker~~
~~Brian Kump~~
~~Lyman Moore~~

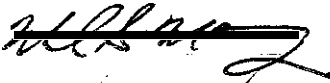
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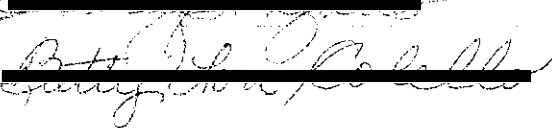
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Matt Hanifan

NO CROSS, 6A 30091

Debra Baretta

Debra Baretta

Petaluma, CA 94954

PAUL LEAKE

PURCHASE NY 10577

Southlake

✓

✓

✓

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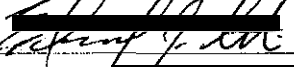


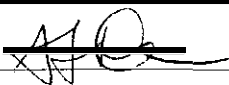

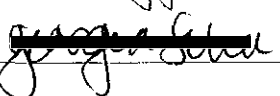

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EDWARD J. Silvia   SF, CA 94127
KAYE JOHL  VACAVILLE CA 95688
Alicia J Donahue   SF CA 94127
Georgia Silvia   SF, CA
94127

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EILEEN ZAHARIOUDAKIS, CA. 95476
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[Redacted] 707-933-5884
[Redacted] SONOMA, CA 95476
[Redacted] SONOMA, CA 95476
[Redacted], SONOMA, CA 95476
[Redacted] SONOMA, CA 95476
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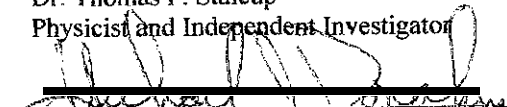

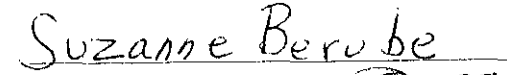

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 [redacted] Sonoma CA 95476
 [redacted] Sonoma CA 95476
Suzanne Berube [redacted] Sonoma CA 95476
 [redacted] Sonoma, CA 95476
George A. Ely
Kathy Hillback-Ely [redacted] Sonoma CA 95476
Kathy Hillback-Ely
JAMES D. PATRICK [redacted] SONOMA, CA 95476
 [redacted] Santa Rosa CA 95407
Patricia Adams

PETITION

I hereby petition the NTSB to reopen the accident investigation of TWA 800 .

Please add my name as petitioner to the Petition for the Reconsideration and Modification of the National Transportation Safety Board's Findings and Determination of the Probable Cause for the Crash of TWA Flight 800

The TWA 800 Project , June 9, 2013

Name DENNIS F. SHANAHAN **Signature** 

date: JUNE 8, 2013

(Titles, qualifications): M.D. M.P.H.

Address: 

CARLSBAD, CA 92009

Email address: 

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The TWA 800 Project

Name Pauline Berbecan Signature [Signature]
Date: 19 Sept 2012

[Redacted] Trenton NJ 48183-2939
Title, Degrees, Certifications BSN, MSA

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The TWA 800 Project

Name Tom ERICKSON Signature [Signature]
Date: 9-4-12

Address [Redacted]
CROSSLAKE, MN 56442

Title, Degrees, Certifications
BA U. OF MINNESOTA, PILOT USAF/ANG, RETIRED PILOT NW AIRLINES
727, 707, DC-10, B-747, B-747-400 INSTRUCTOR PILOT

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**The TWA 800 Project
July 15, 2012**

Name ALAN L. BLACK

Signature 

date: AUGUST 24, 2012

United Airlines Captain (retired)


BLAINE, WA 98230


**The TWA 800 Project
July 15, 2012**

Name Richard L. Carlton

Signature 

date: August
23, 2012

United Airlines Captain (retired)

Name Jill A. Carlton

Signature 

date: August
23, 2012

United Airlines Flight Attendant (retired)


Vero Beach, Fl. 32963


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 Pilot and former Airline Pilots Association Aircraft Crash Investigator

Ray Lahr PL
 [Redacted Signature]

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The TWA 800 Project

Name: H. RAY LAHR Signature: [Redacted]
 date: AUG 24, 2012
 Address: [Redacted] MALIBU, CA 90265
 United Airlines Captain (retired), etc. WWII NAVY PILOT, ALPA SAFETY REPRESENTATIVE

You are welcome to add any other title or degree like former Navy or Air Force Pilot, Flight Surgeon, Scientific titles or degrees, etc. anything that would indicate that you are knowledgeable and experienced in aeronautics and the associated fields, which would indicate that you understand the subject and disagree with the findings. It would not be helpful to make political comments on this form, so resist the urge.

Add your address and phone number or email address.