

DOCKET NO: SA-517
EXHIBIT NO. 6B

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

NTSB SURVIVOR QUESTIONNAIRE

By: Cynthia Keegan
(28 page)

NTSB Survivor Questionnaire

Name _____

Male or Female _____

Address _____

Date _____

Phone Number _____

Age _____

Seat Number _____

1. Did you move from your assigned seat?
2. Did you see any other passengers move from their assigned seats?
3. What type of child restraint was used for passenger's with infants (age 0-2 years.)
4. Immediately after the crash were you in your seat with your seatbelt fastened?
5. How did you escape from the airplane?
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
7. What was the condition of the airplane interior immediately after the crash?
8. What obstacles did you encounter during your escape?
9. Were you aware of passengers who were unable to escape?
10. How long did it take for you to be rescued?
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
12. Was there anyone issuing directions on how to escape the airplane?

NTSB Survivor Questionnaire

Name Lee Yoon Ji

Male or Female F

Address [REDACTED]

Date 28 Aug '97

Oksan-Dong Kyongsan City, Kyungbuk-Do,

Phone Number [REDACTED]

Age 24

Seat Number R-5 Cabin attendant seat

1. Did you move from your assigned seat?

The accident happened while I was standing on the way to my seat.

2. Did you see any other passengers move from their assigned seats?

Yes.

3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

No.

5. How did you escape from the airplane?

At first, I walked out of the airplane, and found the fire outside. So I evacuated back to the airplane, and again escaped outside finally.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

Yes.

7. What was the condition of the airplane interior immediately after the crash?
Oxygen mask fell down from the ceiling, baggages fell and piled on the bottom from overhead compartment.

8. What obstacles did you encounter during your escape?

There were some obstacles. But I can not identify what those were.

9. Were you aware of passengers who were unable to escape?

I did not see anyone.

10. How long did it take for you to be rescued?

It took about 50 minutes. I was rescued by military force.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured and fractured during the crash, and also injured outside of my body during escape.

12. Was there anyone issuing directions on how to escape the airplane?

No answer.

NTSB Survivor Questionnaire

Name Park Ju Hee

Male or Female F

Address [REDACTED]

Date 28 Aug '97

Seocho-Ku, Seoul, Korea

Phone Number [REDACTED]

Age 17

Seat Number 4A

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
I can not remember.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I went to the bright direction with flames through the gap among the seats smashed and squeezed by the crash, and met a woman attendant outside.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
Yes.
7. What was the condition of the airplane interior immediately after the crash?
It was destructed and totally a mess like a construction site.
8. What obstacles did you encounter during your escape?
I crawled outside from the narrow space among the seats crushed by the crash.
9. Were you aware of passengers who were unable to escape?
I did not see anyone.
10. How long did it take for you to be rescued?
I was rescued by military force about 1 hour after the crash.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was fractured during the crash, and injured outside of my body during escape.
12. Was there anyone issuing directions on how to escape the airplane?
None.

NTSB Survivor Questionnaire

Name Lee Yong Ho

Male or Female M

Address

Mapo-Ku, Seoul, Korea

Date 28 Aug '97

Phone Number

Age 34

Seat Number 65 E

1. Did you move from your assigned seat?

Yes, I moved to 63J.

2. Did you see any other passengers move from their assigned seats?

Yes.

3. What type of child restraint was used for passenger's with infants(age 0-2 years)

I don't remember seeing that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

5. How did you escape from the airplane?

I found myself to fell down on the ground away from the airplane, when I got conscious from the faint.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I did not see anyone.

7. What was the condition of the airplane interior immediately after the crash?

I can not remember.

8. What obstacles did you encounter during your escape?

I can not remember.

9. Were you aware of passengers who were unable to escape?

I can not remember.

10. How long did it take for you to be rescued?

I was rescued by US woman soldier about 1 hour after I restored myself from the faint.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was fractured during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

I did not see anyone.

NTSB Survivor Questionnaire

Name Shin Hyun

Male or Female M

Address [REDACTED]
Dong-Ku, Kwangju City, Korea

Date 27 Aug '97

Phone Number [REDACTED]

Age 41

Seat Number 33 K

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
Yes.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No, I did not see that.
4. Immediately after the crash were you in your seat with your seat belt fastened?
No.
5. How did you escape from the airplane?
I can not remember.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
I can not remember.
7. What was the condition of the airplane interior immediately after the crash?
I can not remember.
8. What obstacles did you encounter during your escape?
I can not remember.
9. Were you aware of passengers who were unable to escape?
I can not remember.
10. How long did it take for you to be rescued?
I restored my consciousness when I was rescued outside the airplane.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was injured during the crash.
12. Was there anyone issuing directions on how to escape the airplane?
I can not remember.

NTSB Survivor Questionnaire

Name Kwon Jin Hye

Male or Female F

Address [REDACTED]
Seoul, Korea

Date 27 Aug '97

Phone Number [REDACTED]

Age 25

Seat Number 60 JFK

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
Yes.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No, I did not see that.
4. Immediately after the crash were you in your seat with your seat belt fastened?
No.
5. How did you escape from the airplane?
I can not remember.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
I can not remember.
7. What was the condition of the airplane interior immediately after the crash?
I can not remember.
8. What obstacles did you encounter during your escape?
I can not remember.
9. Were you aware of passengers who were unable to escape?
I can not remember.
10. How long did it take for you to be rescued?
I restored my consciousness when I was rescued outside the airplane.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was injured during the crash.
12. Was there anyone issuing directions on how to escape the airplane?
I can not remember.

NTSB Survivor Questionnaire

Name Oh Sang Hee

Male or Female F

Address [REDACTED]

Date 27 Aug '97

Kangnam-Ku, Seoul, Korea

Phone Number [REDACTED]

Age 26

Seat Number L-2 Door, Cabin attendant seat

1. Did you move from your assigned seat?

No.

2. Did you see any other passengers move from their assigned seats?

Yes.

3. What type of child restraint was used for passenger's with infants (age 0-2 years)

No, I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

5. How did you escape from the airplane?

I could see the grass since the door was being open. I unfastened the seatbelt, fell down to outside, crawled for a while, and fainted.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I heard screaming voices, but I did not see any survivors escape.

7. What was the condition of the airplane interior immediately after the crash?
Red flame was passing by my body, so I had no time to look at inside the airplane.

8. What obstacles did you encounter during your escape?

None.

9. Were you aware of passengers who were unable to escape?

I did not see anyone.

10. How long did it take for you to be rescued?

I was rescued by Navy about 1 hour after.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was burned with the flame during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

None.

NTSB Survivor Questionnaire

Name Song Yun Ho

Male or Female M

Address [REDACTED]
Seoul, Korea

Date 27 Aug '97

Phone Number [REDACTED]

Age 28

Seat Number 63J

1. Did you move from your assigned seat?

I moved to the seat forward.

2. Did you see any other passengers move from their assigned seats?

Yes.

3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No, I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

5. How did you escape from the airplane?

I found I was on the ground and stuck between the seats. So I unfastened the seatbelt. And then I moved about 15m and fainted.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

Yes.

7. What was the condition of the airplane interior immediately after the crash?

I felt the heat and it was dark. I felt gas smells very much.

8. What obstacles did you encounter during your escape?

I got out while moving something away.

9. Were you aware of passengers who were unable to escape?

None.

10. How long did it take for you to be rescued?

I was rescued by Navy about 1 hour after. The day was just dawning when I got to the hospital.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

None.

NTSB Survivor Questionnaire

Name Kim Duck Hwan

Male or Female M

Address [REDACTED]
Seoul, Korea

Date 27 Aug '97

Phone Number [REDACTED]

Age 25

Seat Number 57D

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
Yes.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No, I did not see that.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I unfastened the seatbelt, and tried to jump to the wing to avoid the flame. but I failed and fell to the ground. So I climbed up to the hill.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
I did not see anyone.
7. What was the condition of the airplane interior immediately after the crash?
I felt the heat and it was dark. I felt gas smells very much.
8. What obstacles did you encounter during your escape?
It was difficult to identify inside the airplane, because it was damaged.
9. Were you aware of passengers who were unable to escape?
None.
10. How long did it take for you to be rescued?
I heard helicopter noise 20 minutes after the crash, and was rescued by soldiers about 1 hour later. The day was just dawning when I got to the hospital.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
During the crash.
12. Was there anyone issuing directions on how to escape the airplane?
None.

NTSB Survivor Questionnaire

Name Hong Hwa Kyeong

Male or Female F

Address [REDACTED]
Secho-Dong, Secho-Ku, Seoul, Korea

Date 26 Aug '97

Phone Number [REDACTED]

Age 15

Seat Number 104

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
No.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I fainted first. I found My arms were outside and legs were inside the airplane when I got conscious. I just remember I was seated on the doorside seat.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
It seemed to me that the man who were seated behind me was escaping.
7. What was the condition of the airplane interior immediately after the crash?
I can not remember the inside, because I was outside the airplane
8. What obstacles did you encounter during your escape?
None.
9. Were you aware of passengers who were unable to escape?
I did not see anyone.
10. How long did it take for you to be rescued?
I was rescued by US soldier. I can not remember the time.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was injured in the head by the damaged part of the airplane during escape.
12. Was there anyone issuing directions on how to escape the airplane?
None.

NTSB Survivor Questionnaire

Name Lee Jae Nam

Male or Female F

Address [REDACTED]
Secho-Dong, Secho-Ku, Seoul, Korea

Date 26 Aug '97

Phone Number [REDACTED]

Age 43

Seat Number I 02

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
No.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I was on the seat beneath the baggages fell down from overhead compartment, and my arm was outside the window.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
My daughter got out first and was crying outside. I did not see any survivors around.
7. What was the condition of the airplane interior immediately after the crash?
Overhead compartment was broken down and hanging over. I can not see anything else.
8. What obstacles did you encounter during your escape?
I could not move because I was under the baggages fell down from overhead compartment.
9. Were you aware of passengers who were unable to escape?
I just heard someone was calling their children.
10. How long did it take for you to be rescued?
I felt someone was nearby when the day was dawning.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was fractured in the rib during the crash.
12. Was there anyone issuing directions on how to escape the airplane?
None.

NTSB Survivor Questionnaire

Name Kim Min Seok

Male or Female M

Address [REDACTED]
Seongnam City, Korea

Date 26 Aug '97

Phone Number [REDACTED]

Age 30

Seat Number J 35

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
Yes.
3. What type of child restraint was used for passenger's with infants (age 0-2 years)?
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I was on the ground near the airplane. I unfastened the seatbelt and escaped to the hill.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
My wife was on the next seat burning with fire. I put down the fire, unfastened the seatbelt, and escaped to the hill.
7. What was the condition of the airplane interior immediately after the crash?
I just saw fire light. I do not remember any other thing inside the airplane.
8. What obstacles did you encounter during your escape?
There were no obstacles. There was the ground just beside me.
9. Were you aware of passengers who were unable to escape?
I did not see anyone.
10. How long did it take for you to be rescued?
About 1 hour. The day was just dawning when I got to the hospital.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was burned with the flame when I put down the fire on my wife's seat beside me.
12. Was there anyone issuing directions on how to escape the airplane?
None.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

Pan Suk Lee, date of birth [REDACTED], was interviewed at the Guam Memorial Hospital, Oka Tamuning, Guam. Lee was a passenger on Korean Airlines flight 801. Because Lee did not speak English, the interview was translated by FBI Language Specialist Eugene Moon. Lee's address and telephone number were not obtained by the translator. However, an address and telephone number were obtained for Lee's in-law, Jae Sung Kim, also a survivor of Korean Airlines flight 801: [REDACTED] (subward), Book-Ku (ward), Kwangju City, Cholla Namdo (South Province), Korea, telephone number [REDACTED]. After being advised of the identity of the interviewing agent and the purpose of the interview, Lee provided the following information:

Lee advised that he was traveling with six others, his wife, So Soon Chung, his son, Jung Hwan Lee, his daughter-in-law, Mi Hee Kim, his granddaughter, La La Lee, and Mr. and Mrs. Jae Sung Kim. Out of the seven, only Lee and Jae Sung Kim survived the crash. Lee advised that he was sitting in seat 58-G at the time of the crash.

Lee advised when leaving Korea, the plane attempted several take-offs. The first was aborted due to bad weather.

During the flight, the plane flew through a bad storm. The passengers were eating and suddenly the plane dropped. Lee's soup spilled all over. The PA system came on and instructed the flight attendants to stop feeding the passengers.

Lee advised that there was no warning of the crash. The plane hit something and then began to shake all over. Lee advised that he passed out. When he woke up, there was a big bang and then the plane exploded.

Lee did not believe the crash was related to a terrorist act.

Investigation on 08/07/97 at Tamuning, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

Yong Ho Lee, date of birth [REDACTED], residing at [REDACTED], Seoul, Korea, telephone number [REDACTED], was interviewed at the U.S. Naval Hospital, Agana Heights, Guam. Lee was a passenger on Korean Airlines flight 801. Because Lee did not speak English, the interview was translated by FBI Language Specialist Eugene Moon. After being advised of the identity of the interviewing agent and the purpose of the interview, Lee provided the following information:

Lee advised that he was sitting in seat 65-J at the time of the crash. Lee was traveling with one other person, Yun Ho Song, who also survived the crash.

Lee advised that the plane was delayed fifty minutes when leaving Korea. Lee did not know why the plane was delayed.

Lee did not notice anything unusual about the flight except that the plane flew through a storm and the plane vibrated and dropped. Lee advised that the vibration and drop was more severe than usual.

Lee advised that there was a PA announcement that they were in Guam. Lee heard the landing gear "pop out" of the plane. Lee advised that there was a PA announcement that they were landing. Lee looked at his watch and it read 1:43am. Lee thought the plane had landed but thought it was just a bad landing. Lee described that it felt like the wheels had gotten into ditches next to the runway or that the plane missed the runway all together. The plane rocked and trembled. According to Lee the plane was intact for about a minute. Lee advised that it could have been shorter than a minute. Lee lost consciousness. When he woke, he was outside in a field. It was raining.

Lee advised that he did not notice any fire on the plane before the crash.

Investigation on 08/07/97 at Agana Heights, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

Jae Sung Kim, date of birth [REDACTED], residing at [REDACTED], Book-Ku (ward), Kwangju City, Cholla Namdo (South Province), Korea, telephone number [REDACTED] was interviewed at Guam Memorial Hospital, Oka Tamuning, Guam. Kim was a passenger on Korean Airlines flight 801. Since Kim did not speak English, the interview was translated by FBI Language Specialist Eugene Moon. After being advised of the identity of the interviewing agent and the purpose of the interview, Kim provided the following information:

Kim advised that he was traveling with six of his relatives: his wife, Bong Duk Lim, his daughter, Sun Hee Kim, his son-in-law, Jung Hwan Lee, his granddaughter, La La Lee, and Mr. and Mrs. Pan Suk Lee (parents of Jung Hwa Lee). Kim advised that out of the seven of them, he and Pan Suk Lee were the only survivors. Kim advised that they were seated around 54 on the plane. Kim could not remember the exact seat he sat in but remembered that he was in an aisle seat and his wife was in a window seat.

Kim advised that the plane was delayed leaving Korea but Kim did not know why it was delayed. Kim did not notice anything unusual during the take-off. However, during the flight, Kim remembered the plane dropped without any warning.

Kim advised that sometime during the flight, the plane hit bad weather. The vibrations from the plane caused his refreshment to spill.

Kim advised that the crew was preparing for landing. There was a PA announcement for passengers to get their passports and tickets ready. Moments later, the plane crashed. Kim could not remember how he got out of the plane. At the time of the crash he did not know where his wife was.

Kim advised that he did not see a fire on the plane before the crash.

Kim advised that he did not remember the crash well enough to know if it could have been a terrorist act.

Investigation on 08/07/97 at Tamuning, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

REPORT OF INTERVIEW

On August 6, 1997, Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawaii (HNL CASFO) went to Guam Memorial Hospital to interview survivors of KAL Flight 801.

With the assistance of Dr. Moon G. Yun as an interpreter I was able to interview passenger Jungjae Yoo (DOB: [REDACTED]) at approximately 12:30P.

I asked Dr. Moon to ask Ms. Yoo if she heard or saw anything prior to the crash. She responded that she heard the announcement that they were going to land and to fasten their seat belts. Ms. Yoo was talking to her companion when the plane hit the ground and then there was fire. Ms. Yoo stated she was seated in Row 34 by the window. The plane opened up and she walked out. She saw people on fire. Ms. Yoo has burns all over her body.

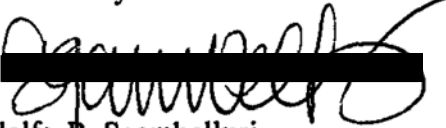


JANET LORENZ
Special Agent, HNL CASFO
[REDACTED]

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1214 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor identified as Mr. Seung Bong PARK (DOB: [REDACTED] ADD: [REDACTED] Dongjak-Ku, Seoul, Korea) located in Room 325, Third Floor, GMH. Mr. PARK was occupying seat 64H and traveling with his girlfriend, Choe Yeun Hee, who was occupying seat 64J. According to Mr. PARK, prior to departing from Seoul, Korea, KAL FLT 801 was delayed approximately 10 minutes, however, he is uncertain why. According to Mr. PARK, the flight crew did not inform the passengers of the delay. Mr. PARK did not notice anything unusual during the initial takeoff of KAL FLT 801, however, he indicated that during periods of the flight, "it was very rocky." In addition, he said that the aircraft experienced "huge vibrations." He believes the vibrations could be contributed to the bad weather they experienced in flight. Mr. PARK said that at one point in flight, the aircraft suddenly dropped in altitude. As a result, many of the passengers began screaming. Mr. PARK stated that upon initial impact with the ground, Mr. PARK observed the aircraft's right wing break off. However, Mr. PARK was unable to recall any other occurrences thereafter. Mr. PARK stated that there was no warning given by the pilot or flight crew prior to impact. Mr. PARK concluded by stating that he was uncertain if there were any VIP's onboard and that he did not believe that this incident was the result of any terrorist act.

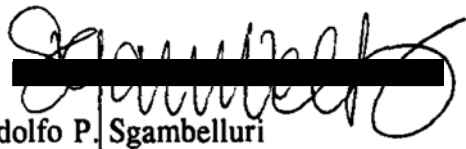


Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45
Honolulu HI, 96819
[REDACTED]

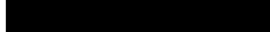
AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1300 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor identified as Mrs. Jin Hae KWON (DOB: [REDACTED] ADD: [REDACTED], Seoul, Korea; TEL: [REDACTED] located in Room 320, Third Floor, GMH. Mrs. KWON was occupying seat 60J and traveling with her husband, Jin Hwa KIM, who was occupying seat 60K. According to Mrs. KWON, KAL FLT 801 was delayed approximately 35 minutes. She stated that neither the captain or airline representatives gave an explanation for boarding late. Mrs. KWON said that the passengers began boarding the flight at about 2030 hours. She stated that she sat in the plane a long time before departing Seoul, Korea. According to Mrs. KWON, the Captain indicated to the passengers that the flight was to arrive in Guam at about 0140 hours. During the flight, Mrs. KWON stated that the aircraft experienced a heavy storm. During the storm, the aircraft began to vibrate and suddenly drop in altitude. During this period, she observed the flight attendants drop to the ground and many passengers began screaming. Immediately thereafter, the flight attendants returned the beverage carts to their storage locations and an announcement was made declaring that the incident was the result of rough weather. As she looked outside she noticed a lot of lightning. Prior to the crash, she said her husband was laying his head on her lap with his feet facing the window on the right side of the aircraft and occupying the remaining seat in their row. Mrs. KWON stated that as the flight attendants began collecting earphones, the aircraft experienced a sudden drop in altitude. When the aircraft hit the ground, the oxygen masks dropped from above. As the aircraft came to a halt, she stated that the oxygen masks were dangling at an angle. Mrs. KWON remembers being thrown from the fuselage in her seat and crawling away from the flames. after the aircraft crashed, she heard her husband from a distance. However, she was uncertain where he was located nor his condition thereafter. Mrs. KWON concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.


Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45

Honolulu HI, 96819



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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/97

Barry Small, survivor of Korea Airlines flight 801, was interviewed in the emergency room of the Naval Hospital. Medical personnel advised the interviewing agent that although Small was under the influence of pain medication and awaiting surgery, he was lucid and agreed to talk to investigators. Small was advised of the identity of the interviewing agent and provided the following information:

Small advised that he is a citizen of New Zealand residing and working on Guam. Small is employed as a heicopter pilot by Big Eye Helicopter Tours, [REDACTED]. Small stated that he is also an aircraft engineer. Small was seated in seat ~~13K~~ ^{26K} during the flight and stated confidently that he noticed nothing unusual about the flight. Small thought that they were on a normal descent, and when they first hit the earth Small thought that they had just had a hard touch-down. Small stated that instants after the touch-down the plane disintegrated around him. Small was then asked again if could not relate anything unusual about the flight, to which Small replied to the negative. Small then requested that someone notify his employment of his crash survival, and that they should get word back to his ill father in New Zealand that he was alive.

Investigation on 8/6/97 at Agana Heights, Guam

File # 149A-HN-14503 Date dictated 8/6/97

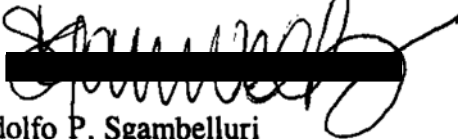
by ^{KEP} Kevin C. Peterson

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AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1346 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor identified as Mrs. Sun Yeo SON (DOB: [REDACTED] ADD: [REDACTED], Seocho-Ku, Seoul, Korea; TEL: [REDACTED] located in the Intensive Care Unit, Second Floor, GMH. Mrs. SON was seated in the approximate right rear of FLT 801 and traveling with her sister, You Mi SON, and her husband, Chang Sup Shim, who were seated nearby. According to Mrs. SON, KAL FLT 801 was delayed in Seoul, Korea for approximately 10 minutes before departing to Guam. She does not recall hearing an announcement indicating the reason for the delay. She stated that she did not feel good about the flight since departing Seoul, Korea. During the flight, Mrs. SON stated that the flight experienced a drop in altitude. She recalls many passengers screaming during this incident. Later in the flight, she heard an announcement informing the passengers that they are approaching Guam and instructing the passengers to prepare for landing. At this time, while the flight attendants were collecting earphones, Mrs. SON stated that she heard a loud bang and the aircraft suddenly crashed. According to Mrs. SON, she felt a strong vibration prior to impact. The sound she heard prior to the crash sounded as if the wheels were breaking off the aircraft. She later lost consciousness and could not recall the details of the incident thereafter. Mrs. SON concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.

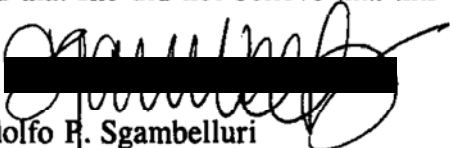


Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45
Honolulu HI, 96819
[REDACTED]

AGENT'S STATEMENT

At 1500 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Naval Hospital, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at the Naval Hospital with the survivors. Six of sixteen survivors admitted in the Naval Hospital were interviewed by the agents. Of the remaining sixteen survivors, two survivors had already been interviewed by other agents while the remaining fourteen survivors were either unable to respond questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1545 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor identified as Mrs. Sang Hee OH (DOB: [REDACTED]; ADD: [REDACTED], Kangnam-Ku, Seoul, Korea; TEL: [REDACTED] located in Room 3A, F2 Wing, Naval Hospital. Mrs. OH, a flight attendant of KAL FLT 801, was occupying seat L2 prior to the crash. According to Mrs. OH, KAL FLT 801 was delayed approximately 45 to 50 minutes due to transfers from other connecting flights. She stated that KAL FLT 801 was the fourth aircraft waiting to depart from Seoul, Korea. Although she felt that there was a little more vibrations during the flight than usual she was not alarmed. Prior to the final moments before the crash, Mrs. OH stated that she observed the light indicating preparation for landing turn on. At this time, prior to impact, she assumed her position in seat L2 and strapped herself in. She does not recall any other details thereafter. According to Mrs. OH, no warning was given by the pilot to prepare for a crash landing. Mrs. OH concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.

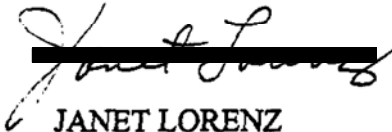

[REDACTED]
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REPORT OF INTERVIEW

On August 6, 1997, at approximately 10:30 a.m., Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawaii (HNL CASFO) interviewed by telephone First Officer Eric Lemon employee of Ryan Air. Mr. Lemon was staying at the Guam Hilton, 646-1835 Room #740.

Mr. Lemon advised that he and Captain Steve Thorton were flying in from Truk behind Korean Airlines Flight #801 on August 6, 1997. They were about 125 miles out when he saw a red flash in the clouds. Approximately 12-15 minutes later approach control requested them to look for an airplane crash. They located the crash at Nimitz Hill.

Telephone number for Ryan Air is [REDACTED] The telephone number for Captain Thorton, a local resident, is [REDACTED] and was provided by John Persson, Aircraft Mechanic for Ryan Air.



JANET LORENZ
Special Agent, HNL CASFO

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

Yun Ho Song, date of birth [REDACTED], residing at [REDACTED], Seoul, Korea, telephone number (02) [REDACTED], was interviewed at the U.S. Naval Hospital, Agana Heights, Guam. Song was a passenger on Korean Airlines flight 801. Because Song did not speak English, the interview was translated by FBI Language Specialist Eugene Moon. After being advised of the identity of the interviewing agent and the purpose of the interview, Song provided the following information:

Song advised that he was originally sitting in seat 62-J at the beginning of the flight, but changed to 63-J because it was empty. Song was sitting in 63-J at the time of the plane crash. Song was traveling with one other person, Yong Ho Lee, who also survived the crash.

Song advised that the flight was delayed leaving Korea but Song did not know why.

Song advised that about one hour into the flight, the plane ran into bad weather. At the time they hit the storm, the flight attendants were serving food. All of a sudden, the plane dropped. The flight attendants stopped serving food.

Song advised that about 15 minutes before the crash, there was a PA announcement asking the passengers to prepare their immigration cards before landing. Just before the crash, there was a PA announcement saying that they were in Guam. Song remembered that after the announcement that they were in Guam, he looked out the window and saw lights.

Song advised that he felt severe vibrations like a truck on an unpaved road. Song explained that after the vibrations, it felt like the power to the plane was cut off. Then, suddenly, the plane dropped. Song advised that the drop before the crash felt the same as the drop during the bad weather.

After the plane dropped, Song lost consciousness. When Song came to, he was still strapped in his seat. Song released the seatbelt and crawled out of the plane. Song advised that once out of the plane, he was able to walk away from the plane. Song

Investigation on 08/07/97 at Agana Heights, Guam

File # 149A-HN-14503 Date dictated 08/11/97

by SA Michelle C. Renauld MCR

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Continuation of FD-302 of Yun Ho Song, On 08/07/97, Page 2

advised that he saw a few people gathered together outside the plane.

Song advised that there was no fire on the plane prior to the crash. After exiting the plane, Song saw the plane engulfed in flames. Song advised that there was one big explosion followed by smaller explosions.

Song did not think the crash was caused by a terrorist act.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

Min Seok Kim, date of birth [REDACTED], residing at [REDACTED] Boondang-Ku Sungnam City, Kyonggi Do (Province), Korea, telephone number [REDACTED], was interviewed at Guam Memorial Hospital, Oka Tamuning, Guam. Kim was a passenger on Korean Airlines flight 801. Since Kim did not speak English, the interview was translated by FBI Language Specialist Eugene Moon. After being advised of the identity of the interviewing agent and the purpose of the interview, Kim provided the following information:

Kim advised that he was traveling to Guam with his wife Sejin Ju. Ju survived the plane crash and was being treated at the U.S. Naval Hospital. Kim advised that he was sitting in seat 35-J and Ju was sitting in seat 35-K at the time of the crash.

Kim advised that the flight leaving Korea was delayed. According to Kim, the passengers were supposed to board the plane at 7:30pm but actually boarded at 8:10pm. Kim believed that the reason for the delay was heavy plane traffic at Seoul, Korea. Kim advised that there was nothing unusual about the take-off.

Kim advised that sometime during the flight before the crash (could not remember how long before the crash), the plane flew through a storm. Kim heard thunder.

Kim remembered that just before the crash there was a PA announcement to put up tables and fasten seat belts. Kim thought the plane had a rough landing. Kim heard "bangings". Kim advised that there were two big bangs followed by a flash of flame or fire against the ceiling. Kim could not remember if the flash came from the front of the plane or the back.

Kim advised that his section of the plane was separated from the main part of the plane. Kim advised that his wife was engulfed in flames. Kim burned his arms while he helped his wife out of her seatbelt. Kim had noticed that his wife's arm was broken. The lower part of the arm was dangling from the top part. Kim did not know how his wife hurt her arm but thought it might have something to do with her being seated next to the window.

Investigation on 08/07/97 at Tamuning, Guam

File # 149A-HN-14503 Date dictated 08/11/97

by SA Michelle C. Renauld MCR

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Continuation of FD-302 of Min Seok Kim, On 08/07/97, Page 2

Kim had no reason to believe that the crash had been a terrorist act.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/97

Hyun Seong Hung, survivor of Korea Airlines flight 801, was interviewed at the Naval Hospital, Guam. Medical personnel advised that Hung was well enough to speak to investigators, and Hung agreed to the interview. Although in obvious pain, Hung seemed to the interviewing agent to be in a lucid condition. Hung was advised of the identity of the interviewing agent and provided the following information:

Hung advised that he is a United States citizen residing in Guam, contact number [REDACTED]. Hung stated that he was seated in seat 3A, which was located on the lower deck of the 747 aircraft. Hung stated that the cockpit had made a normal fasten seatbelt announcement, and that he heard what he thought from past flight experience was a normal lowering of the landing gear. Hung stated that he felt the plane touch down and realized that the plane was not on the runway. Hung thought that 5 to 7 seconds passed from the time he felt the touch-down until the plane began to come apart. When asked if he noticed anything unusual about the flight, he stated that over the Pusan, South Korea the plane may have been struck by lightning. Hung could not think of anything else of value to state about the flight.

Investigation on 8/6/97 at Agana Heights, Guam

File # 149A-He-14503 Date dictated 8/6/97

by ^{REP} Kevin C. Peterson