



Fred Liddell

International Association of Machinists  
and Aerospace Workers  
Kansas City, Missouri

Bob Young

Trans World Airlines  
St. Louis, Missouri

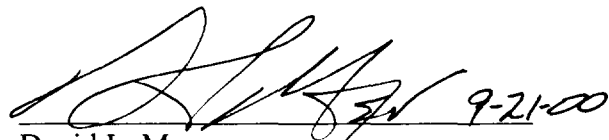
**C. Summary**

On July 17, 1996, at about 2031 EDT, a Boeing 747-131, N93119, crashed in the Atlantic Ocean, about 8 miles south of East Moriches, New York, after taking off from John F. Kennedy International Airport (JFK). The airplane was being operated on an instrument flight rules flight plan under the provisions of Title 14 Code of Federal Regulations (CFR), Part 121, on a regularly scheduled flight to Charles De Gaulle International Airport (CDG), Paris, France, as Trans World Airlines (TWA) flight 800. The airplane was destroyed by explosion, fire and impact forces with the ocean. All 230 aboard were killed.

**C. Details**

The Safety Board has received additional documents that pertain to an eyewitness to the accident. One of these documents is a three-page Form 302 prepared by the Federal Bureau of Investigation. This document pertains to an interview conducted on July 19, 1996. The other document is a two-page statement and one-page sketch provided on November 14, 1997, by the same witness to his employer, Trans World Airlines (TWA). This statement was provided to the Safety Board by TWA on July 14, 2000, along with a cover letter signed by Captain Robert Young of TWA.

The above referenced documents comprise this addendum.

A handwritten signature in black ink, appearing to read 'D. L. Mayer', with a date '9-21-00' written to the right of the signature.

David L. Mayer  
Witness Group Chairman

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On July 19, 1996, Special Agent STEPHEN A. COCCO of the FEDERAL BUREAU OF INVESTIGATION interviewed DONALD E. EICK at Hangar #12, John F. Kennedy International Airport, Jamaica, New York. After being advised as to the identity of the interviewing agent and the nature of the interview, EICK furnished the following information:

EICK stated that on July 17, 1996, sometime between 8:30 and 8:45pm, he, his wife JANA and their 12 year old daughter DEBORAH were returning to a private marina in West Sayville, New York after a short cruise on their personal boat. EICK was in the process of mooring the craft, further described as a twenty one and one half foot Four Winds "Cutty", when all of a sudden his daughter said "look" and pointed upwards in an easterly direction.

EICK and his wife and daughter observed a sudden flash in the sky which was immediately followed by two huge pieces of flames falling to the ocean below. EICK described the fireballs with particular detail: While looking east, he observed a large, brilliantly burning fireball plunging rapidly toward the ocean. To the right of this was another, longer piece which was falling a bit more slowly. EICK described this second piece as falling in somewhat of a "feathering" or "arching" pattern.

He continued and said that the piece sort of "zig-zagged" downward. Although he did state that the piece on the right was not falling quite as fast as the left one, they both fell quite rapidly and hit the ocean in fewer than twenty seconds, in his estimation. He described both of them as "firing wreckage".

EICK emphasized that he did not know at the time if the pieces actually hit the ocean because, given the fact that he was some ten miles away from the incident, he could not see where they landed. Furthermore, he heard no noise or explosion at the time he saw the fireballs but added that the motor on his boat was still running and could have drowned out the noise of the blast. 7/19/96 JAMAICA, NEW YORK

~~265A NY 259020~~Investigation on SA STEPHEN A. COCCO at

File #

Date dictated 7/19/96

by

265A-NY-259028

Continuation of FD-302 of DONALD E. EICK, On 7/19/96, Page 2

Significantly, EICK observed a third object which he described as a "projectile". This object was not a ball of fire at all, but rather a "plume" that continued upwards from the two fireballs, leveled off and then began a descent.

When asked if he saw anything in the sky in the split second after the flash but before the appearance of the fireballs, EICK said that he has given this much thought. He said he "might" have seen something like a "missile" or "white flare" shooting upwards, but cannot say for sure. He does seem to remember something but cannot really put it into words.

After the blast, EICK saw grayish-colored smoke billowing up which quickly dissipated.

When asked what measures he took after these observations, EICK said he contacted the Coast Guard on channels 16 and 22 and began to relay what he had seen. He thought the wreckage might have impacted in the Great South Bay but later learned that it fell to the ocean.

EICK stated that he considered responding to the scene to provide assistance but decided not to inasmuch as he had his family with him and he knew that the water in the bay was very shallow and can only be navigated safely by paying close attention to the buoys located throughout the area.

The weather that evening was perfect, with no precipitation or lightning in the vicinity.

EICK knew from the time he observed the fireballs that an aircraft was involved and thought it was a midair collision of two small planes. It was not until around 10:00pm that evening that he heard it was a TWA aircraft that apparently exploded in midair.

At around 10:00pm he spoke to a co-worker of his by the name of JOE AMATO. AMATO is the director of aircraft dispatch for TWA at JFK. He called him in response to an emergency page he received on his beeper. EICK told AMATO that he witnessed the explosion and subsequent plunge of wreckage to the earth. He also informed MARTIN HAMROGUE of his observations on the morning of July 18, 1996. HAMROGUE is the General Manager-Operations Control for TWA at JFK.

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Continuation of FD-302 of

DONALD E. EICK

, On

7/19/96

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EICK is a licensed private pilot and has held his pilot's certification for some 19 years. He has a degree in meteorology and in aeronautics. He has been employed by TWA for 13 years.

EICK is described as follows:

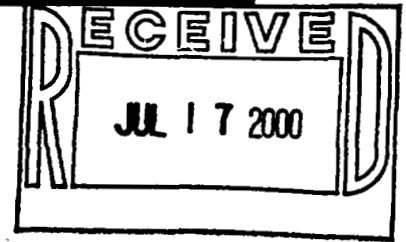
NAME: DONALD E. EICK  
SEX: [REDACTED]  
DOB: [REDACTED]  
POB: [REDACTED]  
HEIGHT: [REDACTED]  
WEIGHT: [REDACTED]  
SSAN: [REDACTED]  
ADDRESS: [REDACTED]  
PHONE: [REDACTED]

EMPLOYMENT: MANAGER, METEOROLOGY AND ADMINISTRATION  
TWA  
HANGAR 12  
JFK INTERNATIONAL AIRPORT  
JAMAICA, NEW YORK  
[REDACTED]

The interview then terminated.

**TWA**

Trans World Airlines, Inc.  
Flight Operations Training Center  
17195 Natural Bridge Road  
Shreveport (St. Louis), Missouri, U.S.A. 63044



July 14, 2000

**Via Federal Express**

National Transportation Safety Board  
490 L'Enfant Plaza, East SW  
Washington, DC 20594-0003

Attn: Dr. Bernard Loeb  
Director, Office of Aviation Safety

Dear Dr. Loeb,

In response to your recent request, enclosed is a copy of the written statement of Donald E. Eick, as given to TWA attorneys.

As you know Mr. Eick was employed by TWA as a meteorologist at the time of the Flight 800 accident. He was interviewed by the F.B.I at TWA offices at Hangar 12, JFK International Airport on the day after the accident.

We would have preferred that the NTSB obtain this statement directly from Mr. Eick. However, you have told us that Mr. Eick was unable to locate his copy. In the interest of assisting the Board in having access to all the relevant information, we are providing this material with the understanding that Mr. Eick has no objection to TWA turning over the statement.

Very truly yours,

A handwritten signature in cursive that reads "R. Young" followed by the initials "by PB".

Captain Robert Young  
Dir. Flight Operations Safety

Encl.

### STATEMENT OF DONALD E. RICK

On July 17, 1996 I was boating with my wife and older daughter (who was 12 years old at the time) on the Great South Bay. On my arrival at the dock at Sayville, right after sunset, at approximately 8:30 pm, my daughter pointed to the sky at what I first thought was a firework or boat flare. I saw a bright red to reddish orange dot, with no plume, rising in the sky at a 60 degree angle, traveling from North to South. It did not take a straight parabolic upward path that typically occurs with a flare or firecracker but instead, at one point, zig zagged in the sky, as though it was purposely changing or adjusting its course.

While we were still pulling into our boat slip, I was momentarily distracted by having to get the docking lines on. Within approximately twenty (20) seconds of seeing the "flare" rise in the sky, I saw a large fireball in the sky, in the area that the flare was heading to. I never heard anything and did not see the actual explosion of the "flare". (The last time I saw this flare it seemed closer to the north wreckage area, just above the tree line to the east where I was facing -- see my drawing).

I saw three distinct sections of wreckage fall from the sky which I instantly recognized as parts of an aircraft. I initially saw this wreckage at approximately 20 to 30 degrees above the horizon and thought it was a light aircraft at approximately 1,000 feet. I saw two major sections in flames, going down in an arc, including the leading edge of an aircraft wing which was trailing fire. The third section had no flames and looked like it was going upward.

The wreckage was in the water within what seemed to be 20 to 30 seconds. Our marine radio also called in the accident and I hesitated to go out as I was low on fuel and without a flashlight.

I was only interviewed once by the FBI, on the day after the accident. The FBI told me that they found my account to be credible. I told them my wife and daughter had also witnessed this event but the FBI declined to interview them because they saw the same things I did. The FBI was more curious about the section of the wreckage that I saw go upward.

On July 17, 1996 there was a thin alto-stratus layer to the west and northwest. I provided information to TWA for the accident report and weather was ruled out early as a factor in the explosion.

I have been a meteorologist for TWA for the past 13 years and a copy of my resume follows. I drew the attached notes to indicate the direction I was facing and the relative position of the events I witnessed.

Dated: November 14, 1997

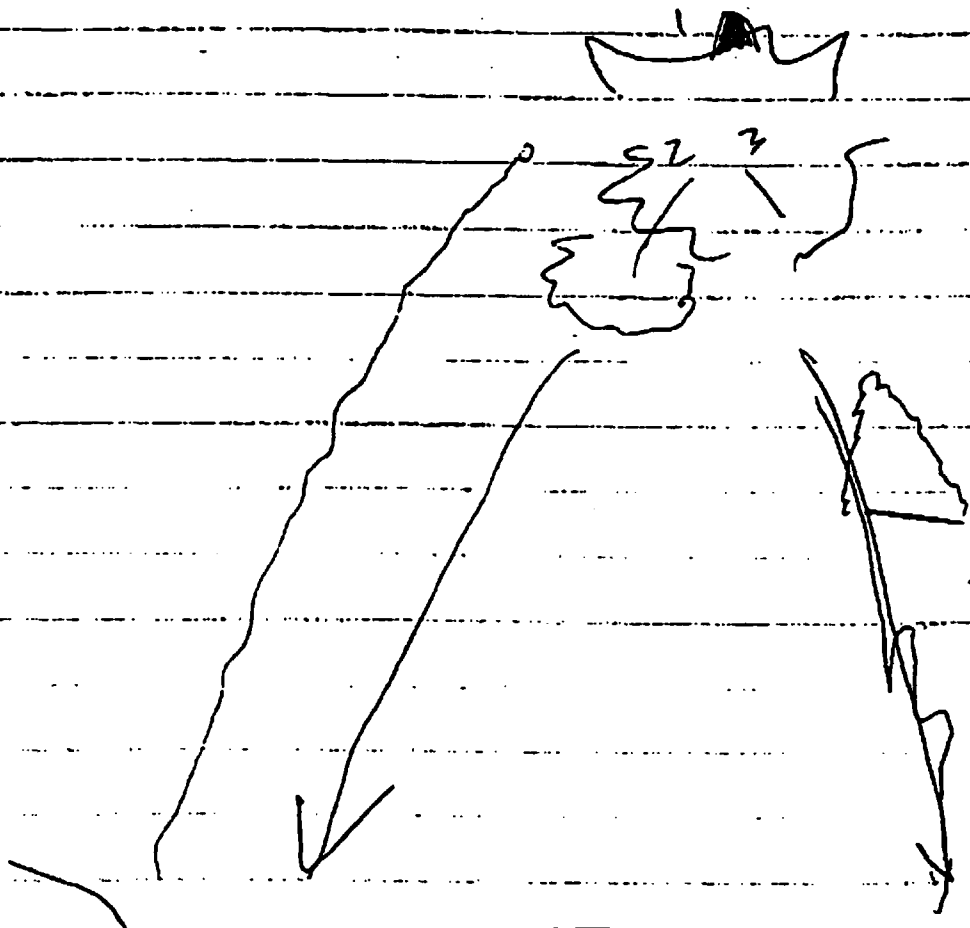
Donald E. Eick  
Donald E. Eick  
Evelyn M. Guishard  
Witness: Evelyn M. Guishard

Sworn to me on the 14th  
day of November, 1997

MARGARET GIUGLIANO  
Notary Public, State of New York  
No. 0238033011  
Qualified in Nassau County  
Commission Expires January 2, 98



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West Snyville

