Witness Group Factual Report

APPENDIX B

Documents Pertaining to Witnesses 1-50

DCA02MA001

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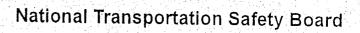
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Telephone Memorandum

Date: January 9, 2002
Person Interviewed:
Present: Luke Schiada, Witness Group
Subject: DCA02MA001, Witness Interview
was employed as a crane operator for the New York Transit Authority and witnessed the subject accident airplane from the Rockaway Park train station. During our
conversation, he stated:
He was working on a crane facing the accident site, when he thought he heard the Concorde. He looked up and observed the airplane, "fairly level" with its wing on fire. The airplane made a turn and went "straight down, close to 90-degrees." He then observed smoke and fire rising from the ground.
stated the fire was located "more toward the middle of the wing, near the engine" however, he was not certain if the fire was present at the left or right wing. Additionally, he did not recall which direction he observed the airplane turn prior to it's descent.
stated he did not observe any parts separate from the airplane and estimated that he observed the airplane for "at least 20 seconds."
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National Transportation Safety Board

Telephone Memorandum

Date: July 3, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane while he was walking on Beach 133rd Street, approaching Newport Avenue. During our conversation, he stated:

He heard a "different kind" of airplane engine noise, he described as "laboring." He looked up and observed the airplane heading southeast. He also observed the right wing separate from the airplane and "something illuminate" near the right wing, followed by white smoke. The airplane then began to descend. He further described the illumination as a "flash of light", and he was not certain if he observed the right wing separate before or after the flash. stated he was "not sure" if the flash he observed was a fire and he did not recall observing any "flames." The airplane was descending "straight down." He knew the airplane was going to crash and "looked away."

was 73 years old, and semi employed as an accountant. He estimated he observed the airplane for about 8 to 10 seconds.

· Re	NFORMATIONAL PD 313-0814 (Rev. 4-89)-31		st Plane Crash	100		Follow Up No.	PEAP
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Page 2 of 2 Pages

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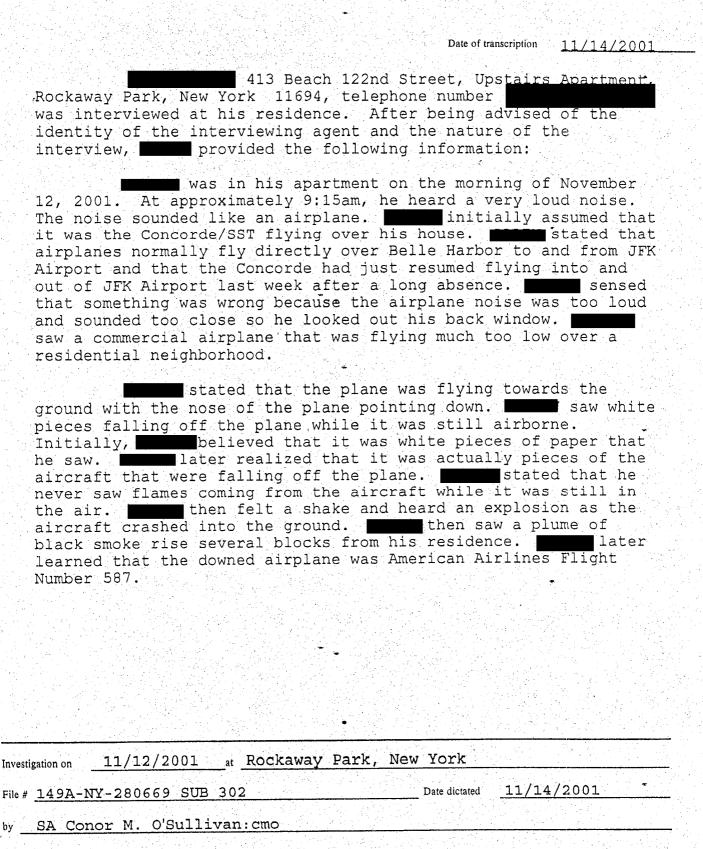
DETAILS

of states that he was walking on B. 133 St.
when he heard a noise. He looked up and saw the plane and the wing of the plane come off
and the plane then did a nose dive into the ground. Cam be contacted at his home
phone #

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FEDERAL BUREAU OF INVESTIGATION



Complaint No. 3325

Date of This Report

She was home at the time and was in the rear bedroom on the 2nd floor. The window in this room faces west. She stated she had worked at the airport for 15 years and first heard the plane and it sounded funny. She looked out the window, and saw the right side of the plane on fire. The plane then tilted left and began to spiral straight down. The plane then hit the ground; she knew it was bad. No debris was found on her property, all family members are accounted for.

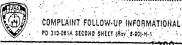
3. This case is active.

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FEDERAL BUREAU OF INVESTIGATION

		Date of transcription	11/14/01
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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.



All S

[AILS]

Interview #3...

A third interview was conducted by Fire Marshal Schmidt with off duty EMS worker,
Shield #1600. Was on Beach 174th Street and Shore Front
Parkway heading west in his car when he heard a muffled noise. He then observed the plane
smoking and the rear right quarter panel come off from the plane. The plane then arched and took a nosedive.

Case Active

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MR. Schiada,
The following: is my account of what,
happened on November 12, 2001 in Belle-Harbor,
N.Y. Concerning the crash of American Airlines
Plight 587.

I was in the kitchen of my parents house at 196 Beach 13.14 Street; located on Rockaway Beach Boulevard. I had just looked at the clock and noted that it was 9:07 am. Within the next 3 minutes, I heard a plane approaching overhead. It sounded very loud and tow and the house was shaking from the roar. I told my self. that it must be the Concord and continued to read the newspaper. Then it sounded like someone turned up the power of the engines to "HIGH" I don't know how else to explain it. The blades in the engine were whirring and then they Seemed to go super fast, on high speed. About 2-3 seconds after that, it went completely Silent. I walked over to the window and looked up into the sky and saw the plane dropping from the sky. I had a clear view against the blue sty and saw that the Plane was nose down, with the belly

facing me. I could see the nose, the wings, and the body and tail. It was intact but I did not see any engines on it. I was i cally had a clear view of the outline of the plane, from the side of the belly. There was no fire coming from it, no parts Flying off of it, no smoke traiting from it. It was just falling straight down from the sky. I looked away from the window and tried to Collect myself. About 2 seconds later, I looked back out the window and saw the plane again, Still nose down and falling, only closer to the ground. I saw that it was going to land very close to our house, so I grabbed my 3 year old and van to the Staircase Ecreaming for my mother to come down stairs. She stopped on the landing, with 3 windows behind her, and asked what was wrong. I started to tell her that a plane was about to crash and we heard a low boom and immediatly saw large black clouds of smoke in the windows behind her.

That is what I experienced that day. If you have any further questions, please feel free to contact me at Thank you.

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DETAILS:

New York, NY 15K HEARD an engine having problems. I went to look out of the window and I waw a plane, belly facing my direction, in a nose dive. I ran and went to get my son and I left.

Chot	DATE REVIEWED/CLOSED	IF ACTIVE.	DATE OF NEXT REVIE	N	
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National Transportation Safety Board

Telephone Memorandum

Date: February 27, 2002

Person Interviewed:

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed via telephone. During the conversation, she stated:

She was in her car, heading west, approaching the parkway. There were no cars around, so she sat in her car, watching the airplane. Her focal point was the right side of the airplane.

She saw the tail section of the airplane break off and watched as it fell toward the ground. She saw a 'ring of fire' – no flames shooting or smoke- coming from the inside of the tail end of the fuselage. The airplane was on an incline, then leveled off, then took a nose dive. She saw no debris falling from the airplane.

She believes she had the aircraft in view for about 5 minutes. She lost view of the airplane after the nosedive, but knew it had crashed because she saw black smoke.

FEDERAL BUREAU OF INVESTIGATION

an explosion at the tail end of the plane, but did not hear an explosion. After the explosion the tail separated from the fuselage and the tail end fell toward the ground along with some debris. The fuselage of the plane, with both wings still intact, arched and went nose down toward the ground. stated that she saw a lot of smoke coming from the area where the plane impacted. concluded that she could provide no further information regarding the plane crash, but will contact the interviewing agents if she recalls additional details.	Brooklyn, New York, home telephone was telephonically interviewed at her place of employment, Lets Paint Fifth. 82-09 Fifth Avenue, Brooklyn, New York, work telephone by Special Agents (SA's) Daniel K. McCall and Timothy Flannelly of the Federal Bureau of Investigation. After being advised of the identities of the interviewing agents and the nature of the interview she provided the following information: At approximately 9:15 a.m. this morning was driving on the entrance ramp to the Belt Parkway (West) from Flatbush Avenue, Brooklyn, New York. She saw the plane that crashed taking off and gaining altitude at what appeared to be normal flight configuration, with the gear retracted. After the explosion the tail separated from the fuselage and the tail end of the plane, but did not hear an explosion. After the explosion the tail separated from the fuselage and the tail end fell toward the ground along with some debris. The fuselage of the plane, with both wings still intact, arched and went nose down toward the ground. Stated that she saw a lot of smoke coming from the area where the plane impacted. Concluded that she could provide no further information regarding the plane crash, but will contact the interviewing agents if she recalls additional details.				
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Da	te of transcription 11/14/2001
Brooklyn, New York; home telephone number telephone number on Wednesdays, number on Thursdays, Fridays, and Saturdays, interviewed at her residence. After being acidentity of the interviewing agents and the rinterview, she provided the following informations.	dvised of the nature of the
On November 12, 2001, having driver Avenue, Brooklyn, New York, toward the Belt I New York (the "Belt Parkway"), was entlanes of the Belt Parkway when she saw an air The airplane was ahead of and to her same direction as she was, such that observe the airplane's right side. The airplane was not down.	Parkway, Brooklyn, tering the westbound rplane in the sky. left, moving in the was in a position to
watched the airplane climb three seconds, then saw an explosion just in airplane's tail and well behind the airplane drew for the interviewing agents a sketch of position of this explosion on the airplane (a	front of the swingsthe relative
that appeared to originate inside the airplan outward. advised that the ball of fix perfect sphere of flames, approximately the the airplane itself; that these flames were grey, and appeared to contain no blues or grey of fire was tight and "contained", with no flicking out of it; that the ball of fire appearing height and width of the airplane; and fire continued to travel with the airplane, position on the airplane, as the airplane continued to the smoke appeared to surround the ball of fire continually emitted.	re was almost a same width across as red, orange, and eens; that the ball lames shooting or eared to engulf the that the ball of at its same relative ntinued to fly. ed charcoal-grey all of fire, and the
thickness of the smoke layer around the ball	of fire was
Investigation on 11/13/2001 at Brooklyn, New York File # 149A-NY-280669-302 < 10 Date div SA Kevin C. Donovan	ctated N/A
by SA George P. Choundas	

149A-NY-280669-302

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approximately the same in size as the width of the ball of fire itself. It appeared to as if there was "not a lot of smoke" for the size and suddenness of the ball of flames which it accompanied.

also saw pieces of debris spray out of the airplane from the same spot from which, and at the same moment as, she observed the ball of fire emerge.

advised that these pieces of debris were small and appeared grey:

did not see any debris spray out of, or fall from, any other part of the airplane, including either of its wings.

did not see any pieces of debris spray out of, or fall from, any part of the airplane at any point in time after the initial burst of flames.

At the same moment as the ball of fire emerged from the airplane, the tail piece of the airplane fell away from the rest of the aircraft—falling back and down. This tail piece did not appear "to take time falling off"; rather, it fell off quickly, as if from the force of the explosion just ahead of it. The tail piece remained whole as it fell off the airplane, and did not itself split or disintegrate after falling off.

advised that that portion of the tail that fell from the airplane included the vertical portion of the airplane's tail—that which resembles a "shark's fin". was not certain whether that portion included any other parts of the airplane's tail, including any horizontal extensions from the airplane's tail.

did not see any smoke coming from or accompanying the tail piece that fell away from the airplane, or coming from or accompanying that portion of the airplane from which the tail piece had fallen off.

advised that, excepting this tail piece and that portion of the airplane engulfed in a ball of fire, all other parts of the airplane--including the wings--appeared to remain intact.

Immediately after the emergence of the ball of fire and

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the simultaneous falling away of the airplane's tail piece, the airplane continued flying, but leveled off—a change from its prior apparent climb through the air. The airplane did not appear to be out of control, but rather flew as if its pilots were bringing it into a level flying course. The airplane flew this level course for no more than three seconds (and possibly for a much shorter time period) when it suddenly took a nose dive.

subsequently saw dark grey smoke billowing straight up from the ground somewhere near the point toward which the airplane appeared to have been diving. The smoke billowed straight up, then formed a ball in the air.

After seeing this billowing smoke, pulled her car over to a grassy plot alongside the Belt Parkway.

knew no one else who had witnessed the above events, or any other events afflicting American Airlines Flight 587 on November 12, 2001.

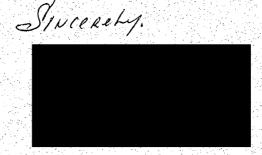
This is a statement Regarding the CRASH OF FLIGHT 587

ON NOV 12, 2001 WHICK I WILMSSED.

I was Driving my Greekend To work in Success I drive her To WORK OFTEN And WE ALWAYS TAKE The SAME ROUSE. ON NOV 12-2001 Wewere Together in the Vehicle And I WAS akiving on the Belt PARKWRY E Bound in the LEFT LINE AND my Speed is Normally 50 to 05 I had Jost possed Exit 9B IN Sheep head Bay and Was IN The Vicinity of Plum Beach STILL IN The LEFT LANE I WAS COMMING UP TO THE INCLINE IN The Highway And I OBSLAVED A POLICE VEH SUV DAKED ON the GRASS And I believe the Recorder in the Veh was a remal officer AS I got to the Top of the Inchine my girl Friend Stated To ME JOHN that place in TROUBLE IES ON FIRE. I Took my eyes OFF the ROAD LOOK UP IN the SKAY And SAN A VERY LARGE PLANE C'Lining up into the Sky And I Also oBSERVED TWO Others AIR CRAFT IN The VICINITY ONE A HELICOPOTEN The other A PRIVATE PLANE THE LANGE PLANE IT Appeared To BED SURROUNDED IN White Smoke OR Fog it IUNE ChimBing And then ALI OF A SUDDEN STILL And then It Fall To the Right. LIVE Sudday it Stood Still and then It Fall To the Right. going To FALL out OF the CKY BEFORE IT FAIL TO the right White it Stand Still I Stan white Smoke Come From the Tail Section. IT STANSED TO FAIL FROM the SKY. Then It went into A SIVE BOMB IT'S NOSK WAS POINTED STRAIGHT DOWN LIKE IN the MOVIES I Told We schoold stant praying for ALL The people on Board Betwee they were all going To die We started PRAYING I would LOUR UP And sway AS I was driving And died Not want To get IN AN Decident The plane went stronget down. Book driving on The Road Stanfed Stopping their can in the model of the Road To WASCH the CRASH I had TO witten the Road. I SAN A MAN BOINTING TO the Worten I did not CAII 911 BETOUSE I Know the Police ouch 10

Vet. SAN EXACTLY WhAT I SAN. I LOOK UP AND Their down to I would not get in in secretary I son wary thing AHE WILL WRITE OUT HER STATEMENT Also. As WE CONTINUED ON WE OBSERVED Where the Place news down. ALL you could set WH-A LARGE BLACK SMOKE LIKE AN ATOM BOMB JUST Exploded.

This is a TRUE AN ACCURATE OTATOMENT I hope it helps you in your Envertigation.



- 2. I did not a BSEARL any part FARING BEAURE I was driving Looking up and livele on the Kord.
- 3. OBSERVED White Smoke Comming From Thit Section when plant stood still BEFORE FALLING.
- 4. 3 to 5 minutes.
- 5. PLANT DIVING STRAIGHT down TO EARTH And ORBIT SITE BLACK SMOKE LIKE ATOM BUNG. WELLOUING.

Home #
Cell Phre #

FEDERAL BUREAU OF INVESTIGATION

Date of transcription	11/23/2001
date of birth , how York, 11220 telephone , cellular telephone number was telephonically. After being advised of the identity of interviewing agent and the purpose of the interview, provided the following information:	number -
is a retired New York City Police	Detective.
On 11/12/2001, was driving a fried traveling westbound on the Belt Parkway. Somewhere be 9B and 11B, friend looked out the window a exclaimed "look that plane is on fire!" look window, and saw an airplane, which was still climbing, in white smoke. As came to the crest of an the road, he noticed that the plane appeared to stutte stall in midair. At this point the plane had white sm spilling from the tail area as well. After appearing the plane then banked right slightly, then nose-dived down. averted his eyes from the plane befor actually hit the ground.	etween exits and oked out the engulfed incline in er, then to stall, straight
advised that while he was looking plane, he noticed two other aircraft in the area, a he and what believed to be a private jet. estimates the helicopter was approximately 1000 feet a the damaged plane, and the private jet much further aw provided this additional information in hope investigators gaining eye-witness accounts from others in the air at the time.	licopter, - way from ay. s of
Investigation on11/23/2001 at Melville, New York (tele	phonically)
File # 149A-NY-280669 Date dictated	



by SA Christopher W. Wrobleski

	's Name - Last, First, M.1.		Victim's Name - It Differe		Apt., No
8-	Name, First, M.I.	Business Telaphone	Position / Relationship	Sex Race	Date of Birth Age
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Cata	Crash O Falling Follow Up No.
10.00	1/12/01 11/12/01 / DS Gang Investigation Squad
Com	mplainant's Name - Last, First, M. I. Victim's Name - Il Oilterent
8 8	PSNY - Last Name, First, M.I Last Name, First, M.I Address, include City, State, Zip - Apt. No
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¥ S	Home Telephone Business Telephone Position / Relationship Sex Mace Date of pinth Age
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2	Investigation: Crash of Flight 587
1	Subject: Canvass of Beach 135 St.
-	1. On 11/12/Olthe undersigned along with Det Hennessy of BSGS did
	respond to the vicinity of the 100th Pct in regards to crash of flight
2	587 and met with the following results.
	2. Canvass conducted in the vicinity of Beach 135 St:
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	heard rumble like a Concorde and
77	heard rumble like a Concorde and saw plane conde down, straight down wing to nose intact, but flaming

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				17	<u> </u>			and Arena

Texarkana, AR 71854 January 21, 2002

Lucke Schiada
Air Safety Investigator
National Transportation Safety Board
2001 Route 46, Suite 504
Persippany, NY 07054

Dear Mr. Schiada:

On November 12, 2001, I was located at Floyd Bennett Field adjacent to JFK Airport when I observed AA587 go down.

I was looking out the Red Cross office trailer window and I saw AA587 headed in a south eastern direction. I observed the plane make a sharp bank back to the north then spiral downward nose first.

I did not see any parts falling off the plane

When I first saw the plane, it was on fire. It looked as if the whole right side of the plan, the side facing me, was on fire. It continued to burn until it was out of site.

It looked as if the plane falling from the sky was in slow motion but I'm sure it took only a few seconds. I lost site of the plane just before it made contact with the ground. One minute it was falling, the next was a big black cloud of smoke.

I can be reached a 24 hours a day, if you have additional questions.

Sincerely,

THE PORT AUTHORITY OF NY & NJ
One Path Plaza, Jersey City, NJ, 07306.
POLICE NON-CRIMINAL INCIDENT
FOLLOW-UP REPORT

TEL. EXT. (201) 216-6800

Follow-up #

			UF	1 Number	Agency 03	Facility JFK		of Offense	NCIR Number 22230-01
1	Complaint Investigate Aircraft Crash	Law	v/Sect		Crime Code	Date Occu 11-1		P.A. Locat	<u> </u>
2	Complaint	Law	v/Sect		Crime Code	Day Occur Mon			Irred (From-To)
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FEDERAL BUREAU OF INVESTIGATION

	1/19/01
, dob and advised of the identity of the writer and the purpos contact. The following is a summary of the information by	se of the
advised that he was fishing in Jamaica Bay on the of November 12, 2001, when he heard a loud pop from the stated that he looked up in the sky and witnesse on fire, and appear to have some debris break off and hi tail section, which subsequently separated from the plan then observed the plane tilt to one side, and pl the ground. Advised that debris continued to fa the bay, and he began to assist the NYPD Marine Bureau i recovering the debris. Advised that he was one first boats to respond, because there were not any other	sky. d a plane t the e. ummet to ll into n of the
the bay.	
11/16/01 Queens, NY	
Investigation on at	
File # 149A-NY-280669 - 302 - 175 Date dictated 11/17/05 by William K. Hekel	1

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.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription $11/19/01$	
Harbor, New York 11694, telephone was advised of the identity of the interviewing Agent and of the purpose of the interview. He then provided the following information:	
advised that some time after 9:00 AM this morning, he heard a loud roar which was too loud for a normal airplane sound. He looked out from his kitchen window, which is in the rear of his home. As he was looking in an eastward direction, he saw an airplane descending from the sky going south. It was going straight, then it went into a spiral. He did not see any flames or smoke coming from the plane. He did not observe any parts in his backyard.	
149A-NY-280669 at Belle Harbor, New York Date dictated 11/17/01	
149A-NY-280669 Date dictated 11/17/01	

2/12/02 Dear Muschiada, letter concerning the accident on November 0/2,2001, That marring, my husband vil muse in our kitchen. We heard. an unusually loud varplane naise. I rushed to the window which was facing last. To my harrows of saw a plane coming down somewhat I did not obstroe any parts falling or see any smake or fire. elt was about a minutes before the plane was out of seight. We then saw black me smoke rising I in the sky; to me, you may call anytime after 4 PM. My phone # is

Dear Luke Schiada at the NTSB, At about 8:30ish on the day of Nov 12Th I was comming out of the coffee and sandwich shop on the corner of 116Th St and newport Auve when I was looking into the sky drinking my coffee when I noticed an American airliner flying. I thought to myself imagine If they hijacked It. Next I could not imagine what I saw next(I saw the aircrafy make a thirty degree turn in flight(With the left hand extended and the pinky turning left It maid a turn and pieces began to fly off of the air craft, what I saw comming off of It or apearded to me as a wing flap. Then It belly dived but before It crashed It had a spiral motion then nosed dived. It fell so close to where my mother was sleeping I said oh my God. I ran home and woke my mother and told her a plane crahed down the block. Then I went into the street I saw croeds and foremen so I felt since I was in the service I could use my experience. I began to help another citizen in helping direct traffic. We were pretty successfull in that. I went an bought food and first aid for the firemen. on my porch struning through the flowers whem I found to be a part of that crashed airliner, since I was in the Navy, I know about being a plane captain. I taxied aircraft in Naval airstation Corpus Christie Texsas Then became an Airtraffic Controller aboard the USS Kitty Hawk CV-63.So I know what aircraft are maid out of This appearded to be a small part of debri from arond the tail sectin on the fusilogue is. It had a missing rivet and one intactct. It measurements were three inches by Two. Sincerly what I felt what I saw It almost seemed that that airliner was targgeted to that neighborhood. It just had that appearance to It's fate.

If you have any other questions please feel free to contact me. Also I will be putting in a claim twards American airlines so please write me telling to whom It may concern that I not only was a wittness to the crash but It also feel debree on my home.

Sincerl (Rokaway Queens) New York

TRANSPOON ON THE PROPERTY OF T

National Transportation Safety Board

Telephone Memorandum

Date: February 5, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane from the corner of 116th Street and Newport Avenue, as he exited a coffee shop. He submitted a written statement to the Safety Board, and provided the following additional information:

He did not observe any smoke or fire emanating from the airplane at anytime during his observation. He reiterated that he observed the airplane in a left turn, when "pieces began to fall off," he believed one of the pieces was a "wing flap." The airplane then began to nose dive and "spiraled down" to the ground.

stated he was retired from the Navy, where he was involved in air traffic control.

Date of	ol Orlg. Report	Date: Assigna		No.	Unit Report				·	21.7		
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Taliffate de l'estat en l'élection de

January 29, 2002 Dear. Mr. Schiada, Unfortunately, I did see Flight 587 crash. Jon November 12, 2001 In buckled my son into his carsest. We I leaned out of the Car, (in my driveway in the front of the house I heard a plane above I looked up and saw a large commercial AA plane. I saw the plane was too low and there was something falling to the right of the Toplane. De I did not think I the plane was going to crash because there was no smoke or flames. The plane was headed toward the Ocean, the way all planes are headed over Rockaway. I was under the plane to Tits left. I saw the plane during the last 5 seconds of flight Tonly. The plane seemed to be showing Slowly and then took a noted dive into what I know were houses. The plane was horizontal in the sky as I was watching it

I believe I saw the right engine Saw The american airlines I red & blue striptes with silver belly. I saw the windows on the plane. During the last 5 seconds of flight, I I did not see any Viennoint. Planes from my viewpoint. I were of the plane was when it turned its nose forward the ground. Then I saw an explosion. May stod bless all those poor people or the plane and in the houses. assistance my phone bumber is

Sincerely,

	PO 313-08 Date of Orig. Report	Dale Vasidued	Case No.	Plane Crash	100 OCCA No.	Complaint No. 3325	Date of This Report 11/13/01 FORIOW-UP NO.
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AA587 Witness

From:

Sent: Saturday, January 12, 2002 10:54 AM

To: aa587wit@ntsb.gov
Subject: response to info request

I saw the plane as it hit its apex(as far up as it went) before it fell downward. At that time the plane started downward, spiraling round and round as if it were a model being dropped from someones index finger and thumb. While descending it looked as if something on the wing was on fire(presumably an engine). Once I knew what was actually happening I looked away as it hit the ground and then looked back at it after it blew up into flames and heavy black smoke. I then got on my VHF radio to the USCG and reported my location on the water and what I had witnessed.

F/V CODFATHER

-1 -

FEDERAL BUREAU OF INVESTIGATION

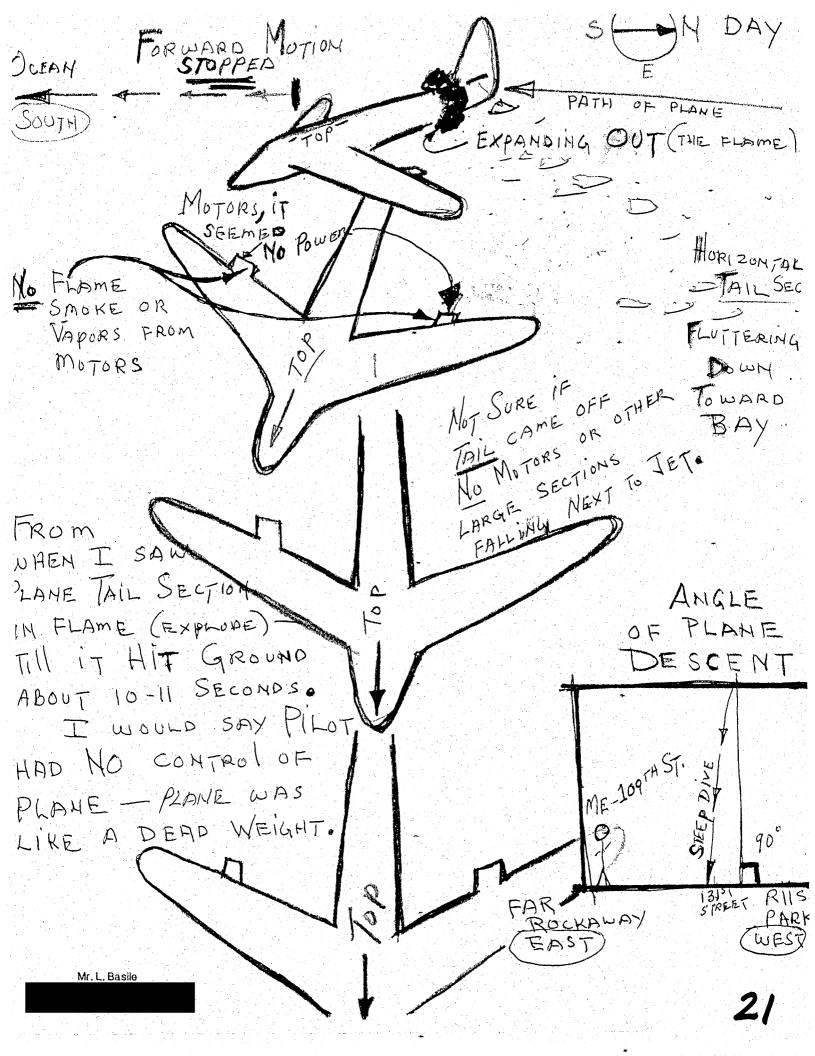
11/13/2001

Date of transcription	
On 11/12/2001, DOB address	7
Freeport, New York, telephone	
was interviewed in the company of DOB DOB	
address Wantagh, New York, telephone	
on the charter Boat "Cod Father" at the Woodcleft Fishing	
Station, Freeport, New York by SA John M. Mifsud and Dawn L.	
Martin. After being advised of the identity of the interviewing	
agents and the nature of the interview. Provided the	
following information.	
is the owner of the charter boat "Cod Father."	
is the mate on the boat. They were fishing with two	_
passengers, and and advised that	R.
the boat was two and a quarter miles off Riis Park beach facing	
south. advised that at 9:15 A.M. one of the passengers	
said "look up" and saw flames coming from the right wing	4
of a passenger jet airplane. One of the customers saw something	
fall from the plane. The plane spiraled down, hit the ground and	
then he saw smoke. advised that because the diesel	•
engines on the boat were running, he did not hear any strange	i.
noise or an explosion from the plane.	

Investigation on	11/12/2001	at	Freeport, New York	
File # 149A-NY	-280669-302		Date dictated 11/13/2001	
SA Dawn by SA John I	L. Martin M. Mifsud/jmm			

Valley Stream NJ 11580 Il did not hear any explosion but did see back section - explode in an expanding way . Tet traveling south bound toward Atlantic, over Rockaway (Belle Harbor). Then, after explosion, falling like a stone. First dipping left wing down and turning 90'- now in a steep dive toward tor Rockawa (EAST BOUND). Il was walking west bound (toward Belle Harbor at 10974. Street and Rockaway Freeway - at this point a clear view of the sky. Il looked up (did not see the

first second) but saw fire expanding from rear section of jet - jet dipped left wing, turned from south bound to east bound and fell like a rock at the did not see smoke, fine, or vopors coming from engine - they (engines) seemed dead to me (fire from rear of jet). I observed jet from a second after explosion all the way down of from start; the finish-10-11 seconds). Did not see it filling ground, because it was out of sight view blocked by trees and buildings. In between I saw it all.



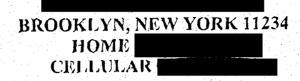
FEDERAL BUREAU OF INVESTIGATION

	Date of transcription <u>11/15/2001</u>
	by Special Agent was advised of the identity of purpose of the interview, after
flagman for Asplund Tree Experiment where Rockaway freeway ends in the center divider he looked up looked like it had expanded and that as the plane started to to stabilizer (looking from the bathe aircraft. He indicated the	the Rockaways. While walking on and observed a plane whose tail was on fire. Indicated indicated are he saw the left horizontal ack of the plane) fall away from at he did not see anything else unsure if the tail section was on
nvestigation on 11/15/2001 at Valley S	tream, NY Date dictated 11/15/2001

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.

SA Christopher J. LaManna

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TO: THE NATIONAL TRANSPORTATION SAFETY BOARD RE: EVENTS OBSERVED ON NOVEMBER 12, 2001

On Monday, November 13, 2001, I was driving South on Flatbush Avenue, heading towards the entrance to the Belt Parkway, intending to travel to Manhattan, where I was to drop off my seventeen year old daughter and to take my wife to a doctors appointment. Also with us was my seven year old son, we were all in our Honda Odyssey minivan.

who was sitting behind me, screamed and cried out for As we drove, us to look at the plane in the sky, it was on fire! She was crying and the rest of us immediately observed a huge airliner, clearly in our view, on fire, flying scemingly level, from left to right. The fire we all observed was a raging fire, bright yellow and red, and we observed this on the right side of the jet (the only part we could see), and it was in the front one-third section, between the nose of the jet and the mid point. This was not a smoke condition but a roaring fire. What was surreal was that the jet kept flying, on fire. As I drove, we had an unobstructed view of this entire incident. I slowed to perhaps 5 or 10 mph, and we were all shouting various things like 'oh my God', 'I can't believe what I'm seeing' 'oh no' and other expressions of disbelief and horror. We continued to observe the jet for what must have been 20 to 30 seconds, until it stopped flying and fell from the sky. There immediately were two huge plumes of dark black smoke, one larger than the other. We cried. I called 911 and reported that a plane had just crashed. I observed that seemingly within moments of the impact there were two helicopters hovering high over the crash site.

The reason I have reduce my observations to writing is to be certain that the proper investigative authorities have this account. I would think hundreds of people could have made the same report, but I need to be certain. On the day of and the day after the crash, I heard several reports on the radio and television of witnesses having observed black smoke coming from the left side of the jet before the crash. I never saw that left side and cannot comment. I was surprised that I never heard any reports of what we had so

clearly and shockingly observed. Based upon this, I tried to reach out to the NTSB but the phone numbers I was provided by directory assistance all proved fruitless. Based upon this, I called the FBI, was placed in touch with the FBI group investigating this crash, based at Floyd Bennett Field, and spoke to Special Agent Jim Rothe. He was very professional and seemed interested in hearing my account. He asked if I would mind if the FBI sent two Agents to interview me, and I said of course not, I was calling to try to be helpful and would assist in any way possible. I provided both my home and cellular numbers to him. That night, he called me at approximately 7:30 P.M. at home, and he interviewed me by telephone. I told him of my interest in airplanes in general, that as a grad student I worked as a Summer Customs Inspector at JFK, I now recall I didn't mention that I had taken flying lessons many years ago, but made clear that all four of us saw the same thing and were very certain as to what we observed.

Last night I saw the Assistant Director of the NTSB live on CNN state that there was no evidence of fire until impact. He may very well have been referring to fire in the engines, per se, but hearing his words made me again want to be certain that the NTSB knew what I had observed.

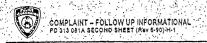
I work part-time for the New York State Assembly Standing Committee on Oversight, Investigation and Analysis, have been with the Assembly for 25 years, am a Community Board member, Bergen Beach Youth Organization volunteer baseball coach, I graduated Magna Cum Laude from The State University of New York at Buffalo, was elected to Phi Beta Kappa, and so on: My wife is a Certified Social Worker/MSW with the NYC Board of Education, and my older son is a freshman at Harvard. I mention this otherwise irrelevant personal information simply to try to assure you of my roots in my community and hopefully of my credibility should there be any doubts as to what I have described. I know that these tragedies cause people to make up stories for the attention they may receive. I assure you I have no such agenda. My brother thankfully escaped from the 92nd Floor of 2 WTC on September 11th, and I am acutely aware of the times in which we Americans are living. I'd rather err on the side of being too chatty rather than fail to share what I observed.

If I may be of any assistance or recount any of what I just spoke of, please do not hesitate to contact me and I will be pleased to cooperate in any way possible, as will my family.

I would appreciate an email simply indicating that this 'report' has been received and read.

Respectfully submitted,

Brooklyn, New York November 16, 2001



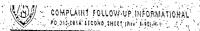
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FEDERAL BUREAU OF INVESTIGATION

Date of Birth Rockaway, New York 3671, Cellular Telephone Number telephonically because he was in route to Colorado Springs. Upon being advised of the nature of the interview and the identity of provided the following information On November 12, 2001 at approximately 9:00 AM witnessed a plane flying very low over his neighborhood. While still in flight observed a fire in one of the planes wing engines. Shortly after seeing the fire engine seperate and fall from the plane's wing. Shortly after the engine fell, the wing became unstable, moved violently, and then broke away from the plane causing the plane to fall and crash. had no further information to add at this time.
3671, Cellular Telephone Number was interviewed telephonically because he was in route to Colorado Springs. Upon being advised of the nature of the interview and the identity of the interviewing agent provided the following information On November 12, 2001 at approximately 9:00 AM witnessed a plane flying very low over his neighborhood. While still in flight observed a fire in one of the planes wing engines. Shortly after seeing the fire witnessed the engine seperate and fall from the plane's wing. Shortly after the engine fell, the wing became unstable, moved violently, and then broke away from the plane causing the plane to fall and crash.
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who does not reside thereat but was doing some outdoor work in the rear yard of the location. Observed the plane in the sky. It was tilted to it's left, like it was attempting to turn. The right wing was up and the left wing was down. The right wing then fell from the plane. Saw fire from engine on right wing.

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NATIONAL TRANSPORTATION SAFETY BOARD

2001 Route 46, Suite 504 Parsippany, New Jersey 07054 (973) 334-6561 Fax (973) 334-6759

January 2, 2002

Dear Sir or Madam,

The National Transportation Safety Board is investigating an accident that occurred on November 12, 2001, involving American Airlines flight 587, that crashed in Belle Harbor, New York. You have been identified as an eyewitness or a potential eyewitness.

On behalf of the Safety Board, I would like to request your assistance by asking that you please take the time to provide a written statement of your observations, to be returned in the self addressed stamped envelope. A hand written statement on a separate sheet of paper is fine; it does not have to be typed. If you prefer, you may email your statement to me using the address AA587WIT@NTSB.GOV.

In your statement please indicate your location and what you observed and/or heard. If applicable please discuss the following:

- 1. The direction the airplane was traveling (up/down-igh/left?)
- 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts?
- 3. Did you observe any smoke or fire coming from the airplane? If so, where was it coming from and was it present the entire time you observed the airplane?
- 4. How long did you observe the airplane? らこ / ひ んかいんと
- 5. If you lost sight of the airplane, what was your final view of the airplane? 1 16 5 1-4-m

Additionally, I would appreciate it if you would provide me with a telephone number and the best time to contact you should future need arise.

Thank you for your time and cooperation. Your help is greatly appreciated. Please feel free to contact me at 973-334-6561, if you have any questions.

Sincerely,

Luke Schiada

Air Safety Investigator

ON STANKS

National Transportation Safety Board

Telephone Memorandum

Date: June 28, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane while driving across the Cross Bay Boulevard Bridge toward the Rockaway's. During our conversation, he stated:

He used to live in the Rockaway's and currently operates a flower shop. He observed the airplane off his right "wobbling" in the distance. The airplane was "very low" and he noticed smoke and orange flames; however, he could not tell where it was emanating from. The airplane was descending and it wobbled left and right, and the next thing he observed was black smoke rising up from the ground. He followed the smoke to the accident scene.

added that he observed the airplane for about 8 to 10 seconds and did not observe any parts separate from the airplane.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription $\frac{11/16/2001}{1}$
owner of the Flower Shop on Beach 116th Street, Rockaway, New York, business telephone number 4990, home telephone number was interviewed at Beach 129th Street in Queens, New York. After being advised of the name of the interviewing Agent and the nature and purpose of the interview, provided the following information:
was driving his automobile across the Marine Parkway Bridge when he observed an airplane wobbling from side to side in the air. He then saw a ball of orange flame coming from and engine and then major black smoke. then lost sight of the airplane. did not provide any further information.
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y SA Kurt F. Dengler
his document contains neither recommendations nor conclusions of the FBL. It is the property of the FBL and is loaned to your agency;
and its contents are not to be distributed outside your agency.
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II Closing Case "No Results," Check Appropriate Bo	x and State Justification in Details:	O.5 "Leads" Exhausted	
DETAILS:	: Investigate accident/plane crash	PERFIT	
CVMAVSE	WITNESS CANVASS	PERP 2	
	7100 house Tidid conduct a canvass for v	vitnesses to	
1 On above date @ approximatel	et was checked with negative results.		<u> </u>
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REVIEWING / CLOSING SUPERVISOR!

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 3325
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411 B133rd St - Spoke to an f/white stated that she observed a low flying place thats wing fell off and then the plane nose diversity she states that she did not see any fire or smoke coming from the plane prior to the plane nose diving

4) In view of the above facts, the undersigned requests that this case remain active.

		IF ACTIVE, DATE OF NEXT REVIEW.
	CASE DATE REVIEWED/CLUSED	
	REPORTING RANK SIGNATURE	MURDHY, TOBERT E 893437 HNGS
	REVIEWING/CLOSING CASE ENTER DESTONATION SIG	SAATORE C.O.S. INITIALS
j	SUPERVISOR: CLOSED: C. C.	

National Transportation Safety Board



Telephone Memorandum

Date: March 12, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

was interviewed by a witness group member via telephone. During the conversation he stated:

He was home in the kitchen, when he felt the house "rumble" for a brief period. He then noticed out of the corner of his eye, the tail of and airplane descending. He observed the airplane for a "split second," before it impacted the ground and a fireball erupted. He did not observe any flames or smoke prior to the airplane's impact with the ground. He also stated he did not hear any sound associated with the airplane.

stated he did not observe any parts separating from the airplane or falling from the sky.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

하는 물론 하는 사람이 그리고 있는 사람들이 하는 것이 되었다. 그는 사람들이 되었다면 하는 것이다.
Date of transcription $\frac{11/13/2001}{1}$
On 11/12/2001, residing at 189 Beach 123 Street, Belle Harbor, New York, telephone number was interviewed by Special Agent Jin W. Kim of the Federal Bureau of Investigation. After being advised of the identity of the interviewing agent and the nature of the interview, provided the following information:
On 11/12/2001, at approximately 9:15 A.M., was sitting at a table in the kitchen with his wife when he heard a loud plane noise from outside. He immediately looked out through the kitchen window and observed a tail end of a plane falling straight down from the sky. He did not know where it landed but his kitchen window faced Northwest. Planes usually do not fly low in his neighborhood. However, this plane appeared to have been flying low because of the loud engine noise it made. was unsure if the tail end of the plane which he observed was detached from the rest of the plane as it fell from the sky.
이 사용한 지수가 되고 있는 소리 하시는 어린 시간 방법 등 사람들로 가는 학교에 보고 하는 사람
보다. 마늘은 하면 환호 인상도 보안하다. 하는 그는 다른 사람들은 사람들은 하다고 한 시네는 날리다.
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지역 통기는 이 사람이 얼마를 하는 것이 없는 것이 되었다. 그 아이들은 지원을 다양하는 것이 되었다.
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FEDERAL BUREAU OF INVESTIGATION

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THAMSO PARTIES AND A STREET AND

National Transportation Safety Board

Telephone Memorandum

Date: June 26, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane from his residence located at 125 Beach 124th Street, Apartment 6L. During our conversation, he stated:

A window in his apartment over looked Jamaica Bay, and while his was getting dressed, he looked up and observed what he believed was "the belly of an airplane;" however he did not remember observing any engines or tail surfaces. The airplane was in view at an elevation of about 20 degrees from the window. The airplane was perpendicular to his vision, in an "almost 90 degree turn" toward the right, descending. He did not observe any smoke or fire until the airplane disappeared from his view. He then observed a large explosion and smoke rising from the ground. He did not recall observing any specific parts separate from the airplane; however, he did observe "some debris" falling.

estimated that he observed the airplane "for about 5 seconds." He was 73 years old and a retired stationary engineer. He added that is was his job "to be observant."

Mr. Luke Schiada
Air Safety Investigator
National Transportation Safety Board
2001 Route 46, Suite 504
Parsippany, New Jersey 07054

RE: Statement of what I witnessed of Flight 587 American Airlines Crash on November 12, 2001 in Belle Harbor, NY

My name is a second and I live at 267 Beach 130th Street, Belle Harbor, N.Y. 11694.

On the morning of Monday, November 12, 2001 at approximately 9:10 a.m. I was in my kitchen. I was standing at my stove which looks out at Beach 131st Street. I was boiling some eggs and a few minutes later I heard a very loud snapping sound. Then right after that, I heard a noise that sounded like the Concord. I ducked down in my kitchen because it sounded like it was right over my apartment and it was VERY, VERY, LOUD.

At that time I was standing at my stove looking out the windows and I saw the air get very blurry and it looked like it was in a wavy motion. By that I mean it looked like the air in the desert when it is so hot, but worse. All of a sudden I saw, what looked like a huge bullet on fire. It came down at a very slight angle and crashed into the Lawler's house. I saw no wings, just this large object that looked like a huge bullet on fire. Then there was a huge explosion. The fire and smoke was all around my house.

It got very hot in my kitchen so I ran to the bathroom because there is no window that faces 131st street but it was even hotter in there so I just went to the front of the house and ran out onto the deck.

I saw my landlady,	her two chi	ildren and her mother running out of the
house. I yelled out to her and they	all turned and loo	ked up. They screamed to me to jump.
"Jump Rosemary, just jump". At t	hat time	from across the street came running
over and he stood at the stoop. He	said for me to jur	np and he would try and catch me. They
were all screaming for me to jump	. So I sat down or	the gutter and jumped down onto the stoop.
broke my fall and we	rolled down the s	stairs together. We got up and we all ran
across the street to	nouse.	

Everything behind our house was on fire with huge flames shooting up into the air, lots of black smoke and loud popping sounds. Smoke was coming out of the sewers.

Home Phone number:

Work Phone number:

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141 Beach 122 street Rockaway, NY 11694

Dear Mr. Schiada,

My name is and I witnessed the crash of Flight 587. I reside at 141 Beach 122 street. At the time of the crash I was in my backyard. While I was in the backyard, I was talking on the telephone. I then heard a noise which, at first, reminded me of the Concorde. However, I quickly realized the sound was much louder than the Concorde. At this point I looked in the direction of 129 street facing Jamaica Bay. I saw Flight 587 at a low elevation. The plane was shaking side to side as it was descending downward. The plane actually appeared closer to my residence then the vicinity of where the plane crashed. As it was coming down the nose of the plane was facing to the right of my backyard. I saw the plane shaking for approximately thirty seconds when there was a ball of fire in the rear section of the plane. Once the ball of fire was visible the engine separated from the plane. As the plane was going down the engine began to fall to the left. The engine seemed as if it was flying in my direction. Once the plane descended to the level of the homes I lost sight of the plane. Once the plane crashed my phone went dead. I was in shock at this point and do not remember any other noises besides the noise prior to the fire.

I greatly appreciate you investigating this crash. As a resident of Rockaway, I feel I have the right to know the cause of this crash. Having to live with the vision of Flight 587 crashing is extremely painful. I feel knowing the cause would help me greatly. Feel free to contact me if you would like to ask me any further questions. I am a college student, so my telephone number while college is in session is while college is out of session my telephone number is Thank you for allowing me to voice my account of the crash of Flight 587.

Sincerely,

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SA Paul N. Harriso

FEDERAL BUREAU OF INVESTIGATION

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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;

Date dictated

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FEDERAL BUREAU OF INVESTIGATION

Melksham, Wiltshire, England, was advised of the interview. Also present was GEORGE SANTIAGO of the Port Authority Police Department. In provided the following information: was a passenger of BRITISH AIRWAYS Flight #178, scheduled to leave New York's JOHN F. KENNEDY INTERNATIONAL AIRPORT at 9:00 a.m. on November 12, 2001 for London. She was sitting in seat 52J, a window seat in Economy Class, on the right side of the airplane. Shortly after. 9:00 a.m. on November 12, 2001, as the plane was waiting in a queue of other airplanes for takeoff, and looked out the window and observed an airplane with its nose down in a rapid descent toward the ground. As the plane impacted the ground, she observed flames and smoke shoot up from the area of impact. advised she basically saw what she thought was an intact airplane explode upon hitting the ground. She did not see the plane on fire as it descended. She further advised there was no debris falling from the sky either in the area above the impact or adjacent areas.				Da	te of transcription 1	1/16/2001
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SA MICHAEL O'MAHONEY,

by SA ROBERT M. LEWICKI (RML:clm)

One Path Plaza, Jersey City, N. J. 07306 POLICE CRIMINAL COMPLAINT FOLLOW-UP REPORT

TEL. EXT. (201) 216-6800

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1. Mike O'Mahoney F.B.I.								
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National Transportation Safety Board



Telephone Memorandum

Date: January 9, 2002
Person Interviewed:
Subject: DCA02MA001, Witness Interview
witnessed the subject accident and contacted the Safety Board after he received a request to provide a written statement of his observations. During our conversation, he stated:
He had just exited the Walbaums supermarket located on 116 th Street, and Beach Channel Drive. He noticed several individuals looking up at the sky and when he looked up, he observed "lots of debris," and the accident airplane traveling in a southwest direction. observed pieces falling from the right side of the airplane and heard "loud engine noise." While he was not certain if the tail section remained on the airplane, he did state that the "tail seemed intact." The airplane's wings "rocked back and forth" several times. It then banked left and "nose dived straight down."
estimated he observed the airplane for 6 to 7 seconds, and at no time did he observe any smoke or fire coming from the airplane prior to the impact with the ground. has been a resident of the Belle Harbor area for over 20 years.

Luke Schiada Air Safety Investigator

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To whom it may concern, My name is I'm responding to the letter I was sent about my eyewitness account of the flight 587. On the morning of Nov. 12, 2001 I was on my friend boat. We were drifting in the water off of Beach Channel Dr. and 177th st.. We were both standing in the back of the boat (facing west) I was leaning over untangling lines when I heard a popping sound, my friend yelled "Look up at this plane". When I looked up I heard a loud sucking sound, (the plane was heading south and was at about 1'oclock in my eyesight aprox. 600ft.) at this point pieces from around the middle of the plane were flying back towards the tail. I could not tell if they were from the right or left wing or from the fuselauge nor the engines. Now at the same time the plane started to drop the right wing showing us the belly where I observed smoke(around the middle between the wings and engine) at this same instant I saw the pieces that were coming off the plane hitting the tail which at that point the tail tore off. At this point the plane continued its roll, the plane than went belly up to the sky, and than just nose dived into the ground the belly of the plane facing south. From the time I seen the plane till the time it crashed I never lost sight of it (I still see it over and over again. As for the time I observered it, it took no longer than 10 seconds, after the tail came off it was no more than 6 seconds before it hit down. If I could be of any more help please call me. My # sincerely,

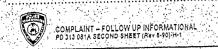
FEDERAL BUREAU OF INVESTIGATION

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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.

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11/12/2001.

E/W, 54 Beach 131st Street, the Concord engines, went outside to investigate, when she looked up at the sky and saw the plane in a slant position with one of the engines burning. When this happened, the plane went off balance and fell into the sea. The undersigned was further informed that she knew that the plane was in trouble, and fell into the water.

12/ Continued.

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PINK - SECOND SHEET

Mr. Luke Schiada NTSB

Dear Sir,

I was an eyewitness to the crash of AA #587 on 11/12/01. I called my account into the FBI upon returning home that day.

I am a Global Marketing manager for a large chemical company, so Kennedy is no stranger to me. I was scheduled to go to Tokyo on NW #17 leaving later that morning. I took a limo from my home that day. The limo company is Re's, of N. White Plains @ 914-682-0100, and my driver was

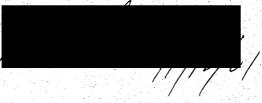
As we came off the Van Wyck, past the hotel on the right, an AA plane crossed over the road taking off. My driver was Dominican, and I remember he said he thought it was the flight to D.R. and I remember he made a comment that they always fly an Airbus. He also said he had a cousin leaving that day for the D.R.. I remember I thought it was a B767.

A few seconds later, the driver made some excited statement and pointed to our right. I looked and saw a plane with the wings at a 45 degree angle (the wing on my right; looking at the back of the plane was higher. I saw a bright yellow/orange ball of flame coming from what I assumed to be the engine on the right side. I'm sure I saw a fire, I'm not 100% sure it was in the engine. I knew something was very wrong. I saw black smoke trails and perhaps some parts trailing from the plane.

We were still driving and we passed a building (I think it was the old TWA brown administrative building) and the plane was out of sight for a few seconds. As we passed the building, I saw AA 587 falling straight down at a 90 degree angle, nose first. The plane seemed largely intact as far as fuselage and wings. I did not notice the tail, it may or may not have been there. I would guess we watched it from about 3000 feet to under 1000 feet and then lost it on the horizon. The plane turned slowly as it was falling, but I did not see it "spinning".

I expected it to land in the water, but a few seconds later we saw the black smoke. My driver tried to call 911, but it was busy. We were listening to 1010 WINS and they were not reporting it, so he called them. They put him on the air, that tape may be helpful. told me he saw a plane cross in front of AA587 and then he saw a flash and the same fire I saw.

I hope this helps. If you need any further details, I can be reached at during working hours.



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001
home address, 31 Palmer Avenue, Sleepy Hollow, New York, employed by AKZO Co., Dobbs Ferry, New York, telephone number provided his eye witness account of Flt 587 which crashed on 11/12/01 in Rockaway, New York. was advised of the identities of the interviewing agent and provided the following information:
was arriving at JFK Airport, via a limo, for a flight on Northwest Airlines to Japan. Advised he saw an American Airlines plane taking off traveling in front of him going from left to right. The limo driver then shouted something advising him to look at the plane. It looked and witnessed the right (starboard) engine on fire and what appeared to be pieces of metal falling from the engine. It stated that his view was looking at the rear of the plane. Delieves that the pieces of metal falling were fins from the engine. The plane was pitched at a 45 degree angle with the right (starboard) wing up and the left (port) wing pointed to the ground. There was no damage or smoke on the body of the plane. Vision was then partially blocked by a building. The next image of the plane he saw was the plane in a nose dive heading toward the ground. It did not see the plane hit the ground.
The limo company that transported was REY WEST FARE, telephone number located in North White Plains, New York. advised that the limo drivers name was extremely upset because as they were leaving the airport they heard the flight number on the radio.
was upset because his cousin was on the flight.
nvestigation on
Sile # 149A-NY-New Date dictated SA Royal W. Pollitt III

I was standing outside my house [516 Beach 135th Street (between Beach Channel Drive and Cronston Avenue)] on the morning of November 12, 2001. My car was parked on the street directly in front of my house and I had just inserted the key to open the door when I heard a noise I thought I recognized as the sound of the Concorde passing overhead. I turned around (now I am facing my house) and looked up at the sky. I saw a square silver color box shape with an orange fire ball almost covering the entire shape and an airplane (the plane was horizontal in the sky, pointing toward the ocean, very close and to the right of the "box"). At this point I am only looking at the plane. The plane was so low and close I could read American Airlines very clearly. I did not see any smoke or fire coming the plane. The plane's nose then dipped down and the plane was moving vertical going down. The plane was out of my sight in what seemed like a second. I started screaming then and my husband came running outside. I told him a plane had just crashed and it looked like it was a few blocks away. He ran down the block to investigate (he's a NYC fireman and was at the crash site for most of the day) .

I guesstimate my viewing of the "box" and plane probably lasted

a total of 5 seconds.

The above is a statement of my observations on the morning of November 12, 2001.



Luke Schiada National Transportation Safety Board 2001 Route 46, Suite 504 Parsippany, New Jersey 07054

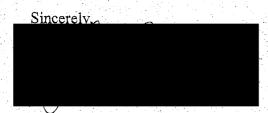
Dear Mr. Schiada:

On the early morning of November 12, 2001, I was at 189 Beach 117 Street, at my boyfriend's house to pick up my then 17 month old son. As his (my boyfriend') mother and I were sitting in the children's bedroom at the rear of the house talking, I heard a loud noise and asked her what it was. She was facing the window and shouted that a plane was crashing. I jumped up and looked out the window.

In response to your questions, I have provided the following responses:

- 1. When I saw the airplane, it was traveling downward, in what has been described as a nose-dive.
- 2. I did not observe any parts falling from the airplane.
- 3. I did observe smoke and fire coming from the airplane. I could not tell whether it was coming from the engines or in that area, but I did observe black smoke and mostly orange fire blowing up as the plane was traveling down. I realized that there was fire and smoke about a second after I first saw the airplane.
- 4. I observed the plane for what seemed to be forever, but what was probably only 30-45 seconds or shorter.
- 5. I lost site of the plane when it crashed into the houses. Afterwards, all I could see was thick smoke.

I can be reached at The best time to contact me is Monday-Friday, after 6p.m. I hope this information is helpful.



FEDERAL BUREAU OF INVESTIGATION

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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.

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11/12/2001

out to the water. The plane was making a turn as if it was intact plane starting to flair (twist around), heading out to the water. The plane was making a turn as if it was going out to the sea. The plane was definelty coming out of JFK, when all of the sudden, something dropped off the plane. This part looked like a shiny object. The plane started to sway back and forth, then all of the sudden, dropped to the ground.



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PINK . SECOND SHEET

National Transportation Safety Board
Dear Mr. Schiada,
On November 12, 2001 I was on the charter fishing boat "Codfather" with my friend the and a Mate. We were fishing just south of Breezy Point.
The boat was heading South and I was with the Captain watching the Fishfinder. and the mate were at the back of the boat. Suddenly yelled out "Oh no, OH my God!" I turned to see him looking up at the sky. I looked up and saw an airplane climbin heading South. (I was looking at the plane's underside). I saw something that appeared to be on fire and falling away from the left side of the plane (my right). I also saw fire under the left wing where it joins the fuselage. The plane then turned over and pointed down, spun twice on its longitudinal axis and fell to the ground, nose first.
The airplane momentarily disappeared behind the buildings on shore. There was a very large fireball explosion followed by very thick black smoke.
You can contact me at my office Monday through Friday at from 8:00 AM to 5:00 PM. My home telephone number is
Sincerely,

Luke Schiada

- 1 -

FEDERAL BUREAU OF INVESTIGATION

11/13/2001

On 11/12/2001, DOB , address Seaford, New York, telephone , was interviewed by SA John M. Mifsud and SA Dawn L. Martin at his residence. After being advised of the identity of the
Seaford, New York, telephone was interviewed by SA John M. Mifsud and SA Dawn L. Martin
, was interviewed by SA John M. Mifsud and SA Dawn L. Martin
at his residence. After being advised of the identity of the
interviewing agents and the nature of the interview,
provided the following information.
and a friend of his.
Hopatcong, New Jersey chartered the fishing boat "Cod Father" out
of Freeport on 11/12/2001. At around 9:00 A.M., as the boat was
facing south, about one mile from Riis Park, saw a
passenger jet airplane heading south coming toward them. At that
point saw fire on the left wing near the fuselage.
saw something fall off the airplane near the area of the
engine. The airplane spun and turned on a front to back axis. It
crashed behind some buildings that were visible from the water.
did not see any suspicious boats in the area of the crash
before or after the crash.
provided the phone numbers of his friend,
who was also on the boat
does not believe that saw any more of the crash
than he did.

	11/12/2001 at Seaford, New York	_
	49A-NY-280669-302 Date dictated 11/13/2001	<u>.</u>
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AA587 Witness

From:

Sent: Saturday, February 02, 2002 7:11 PM

To: AA587WIT@NTSB.GOV

Subject: Flight 587

I am a contractor working for Keyspan Energy . Me and my crew where working on the gas main at the corner of Newport Ave bet. B140 st & B 139 st , the American Airlines jet was moving south and appear to be making a turn or trying to make itself straight when suddenly one of the engines and a piece of wing fell off the plane. The jet didn't have much altitude I was able to read the name of the airline across the silver body. The plane was making an unusual loud noise just like the Concorde, I didn't see any flames or smoke coming out of the plane I saw the plane come to a sudden halt right over Newport Ave & B 131 st and it took a perfectly straight nosedive, when the plain hit the ground a big mushroom of fire erupted from the Airplane. After a few seconds we run closer to scene but, the destruction was unbeliveble we where shaking and confuse, right after that there were Firemen coming from all directions. Mr. Shiada if there is anything else that I can help you with please do not hesitate to call me at

Thank you.

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AA587 Witness

From:

Sent: Monday, January 14, 2002 8:33

To: AA587WIT@ntsb.gov

Subject: (no subject)

Dear Sir,

In response to your letter of 1-2-02 my observation of Flight 587 is as follows. On the morning of 11-12-01 I was walking west on the beach at B.127 St. when suddenly I heard a loud noise and instantly looked to my right. The plane was headed straight towards me (about my 11 o'clock). I first noticed that the left engine had just seperated from the wing and there were flames coming from the wing where the engine had been. As I stared at the plane the wings were dipping left then right back and forth several times, it appeared the pilot was struggling to keep the plane aloft until he could possibly reach the ocean when suddenly it just nose dived toward the ground. I observed the plane for maybe 15-20 seconds no more then 30 seconds before it nose dived for the ground. My final view was the plane going head first toward the ground.

I hope that my account of the incident is helpful to you in your investigation of the crash of Flight 587. If I can be of any further assistance I can be contacted any evening after 7 pm at at work M-F btween 9am-4pm at

Sincerely,

Rock. Pk. N.Y. 11694 - 1

FEDERAL BUREAU OF INVESTIGATION

interviewing agent and the nature of the interview he provided the following information: stated that he was walking his dog on the beach when he heard a loud boom sound. He then looked up and saw an airplane and its engine separating from the airplane's wing. The airplane then wiggled its wings and then went nose down into the ground.	residen		r being ac	dvised o	f the ide	nterviewed ntity of t	ne	
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AA587 Witness

From:

Sent: S

Sunday, January 13, 2002 10:09 AM

To:

AA587WIT@NTSB.GOV

Subject: accident involving American Airlines flight

1/13/02

Att: Luke Schiada Air Safety Investigator

Thank you for your correspondence on 1/9/02.

My husband, son of eight years and I witnessed the plane prior to the crash.

We were just getting out of our car, which was parked in the parking lot of the Sunset diner, located approximately at the intersection of Beach Channel Drive and Newport Avenue at Beach 116 street. Of the two parking lots we were in the one closer to Beach 117 street. My husband was locking the car doors as my son and I walked towards the diner entrance. When we were in the middle of the parking lot I looked up. I don't recall exactly why I looked up. It must have been an unusual sound. My son and I saw something flying toward the rear of the plane. I couldn't understand what it was. It appeared to be the shape of a barrel. I followed the direction of the plane, which, at that time, appeared to be parrallel to the ground, heading toward the ocean (as opposed to the bay). I noticed flames on the left side of the plane. I don't know if I noticed the flames when I noticed the barrel shaped item flying toward the rear of the plane. It looked as if something was missing from the plane. I didn't know what it was. I thought it was a wing.

As I saw the barrel shaped item flying alongside the plane I screamed "Oh my God. Oh my God". This caused my husband, who was still busy with the car, to look up. He looked up from a distance closer to Beach 117 street as opposed to the middle of the parking lot. I was screaming call 911 to some people who had gathered at the door to the diner, who obviously either saw the plane or saw me flailing my arms in the parking lot and came to the door. By the time my husband looked up he saw pieces of the shell of the plane flying off the plane as well as flames from the left side of the plane. The plane appeared to be closer than it actually was. We estimated it was flying over Beach 119 street from our vantage point. We thought it probably crashed on B119 street and Newport Avenue. We then realized that we did not hear the crash sound and thought it probably was closer to our home, which is on Beach 138 street. In actuality it fell on Beach 131 street. My husband recalls hearing an unusual, loud motor sound. I don't recall the sound. I was amazed that no sooner did I see the plane in a horizontal position when it seemed to just nosedive. My husband believes he saw the plane corkscrew as it nosedived. I just recall it diving straight down.

My son saw essentially the same image that I saw as we were on the same spot when the plane went through its various phases of the crash.

The entire scenario took place in under two minutes.

If you need to contact us our home number is

You can best reach us in the evening.

Sincerely,

and



FEDERAL BUREAU OF INVESTIGATION

		Date of transcription 11/	19/2001
	he identities of the	ohreys and Hyo interviewing	agents
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Investigation on 11/12/2001 at Qu	eens, New York		
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SA Kevin J. Humphreys

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SA Hyo T.