Witness Group Factual Report

APPENDIX C

Documents Pertaining to Witnesses 51-100

DCA02MA001

155 Beach 137th Street Belle Harbor, NY 11694

January 23, 2002

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

Re: Eyewitness Statement - 11/12/01 Crash of American Airlines Flight 587 - Belle Harbor, NY

Dear Mr. Schiada:

Attached please find a written statement of my observations regarding the above-referenced crash, which was a truly frightening and terrible occurrence for me, my children, my extended family, and our entire neighborhood. The events of that day are now, regretfully, burned into my memory. It's unfortunate that as I sit here at my computer in my home office, the window affords me a view of the spot where the plane went down over the houses to the east that day. It's hard to get away from it.

I spoke to Officer Francia of the NYPD the day of the crash, as he and another officer walked up and down our block seeking out eyewitnesses and plane debris. I related the attached information in person to him at that time. Although in my short glimpse from my driveway at about 9:17 a.m. on November 12 as the plane came down I did not see any smoke or flames, nor did I clearly see anything that even looked like an airplane hurtling to the ground (probably because of the bright sunshine that morning), I did clearly see a piece separate from the plane and fly off toward the west, a good distance from the crash site. As it flew off the plane, the white triangular piece was silhouetted against the blue sky just prior to the horrible boom and the thick black smoke that rose over the houses to the east. It's my understanding that there is a red and blue "AA" insignia on both sides of the tail. Since there was no writing or other insignia on the piece to catch my attention, I believe it was not the tail. It seems most likely that the part I saw was all or part of a wing of the plane.

Since November 12, I have followed the news of the investigation closely, both in our local and national media, and on the NTSB website. Although there has been a great deal of speculation about the engines, the tail and the rudder, and the fuselage was obviously burned to bits, it still puzzles me that there has been no reference to recovery of the wings or other parts of the plane that may have been intact. Perhaps the NTSB does not deem it to be relevant, or perhaps there has been no information because nothing was found. Because of what I observed, I am very curious as to what extent the NTSB has been able to recover any additional parts of the plane other than the engines, the tail and the rudder.

It is my sincere hope that the NTSB will ultimately be able to piece together what happened.

Sincerely yours,

STATEMENT OF OBSERVATIONS

being solemnly sworn, state the following:

I reside with my husband and two children at 155 Beach 137th Street, Belle Harbor, NY 11694, a one-family house on the west side of the street in the block between Rockaway Beach Boulevard and 1) the Atlantic Ocean; On the morning of November 12, 2001, I awoke at 9:16 a.m. and began walking down the staircase 2) on the northeast side of our house; I met my husband on the first-floor landing, as he returned from an errand; A plane could be heard in the distance taking off at that moment, and my attention was first drawn to 3) the plane by the fact that it revved its engines quite loudly; I thought to myself: "Is that the SST? If it 4) is, it must be having trouble gaining altitude" (which caused me to feel a bit edgy, given the earlier Concorde crash that had occurred in France); The next thing I heard was a loud creaking noise, and since my husband had walked away, I shouted to him "was that that plane?" I didn't hear him respond, so I ran to the driveway door on the 5) northeast side of our house; As I ran, I heard a really loud whirring sound, as if something high in the air got stuck in the blades of 6) a huge fan: Then there was a loud concussion, and the whole house shook; It took only a few seconds for me to get out the door and run a few feet down the driveway to where I 7) 8) could see the sky to the northeast; In the bright sunlight, I observed something hurtling to the ground over the housetops on the opposite side of our street; however, I did not see the shape of an airplane, I did not see flames, and I did not 9) see smoke at that time: As I stood there watching, I felt the force of the plane as it hit, and I saw a large white triangular piece of the plane fly off to the northwest (far from the main crash site, in my judgment); The piece I saw 10)did not have any insignia on it, but since it was clearly silhouetted against the blue sky, I clearly saw its shape and color, and knew that an airplane had crashed; I then screamed, "an airplane just hit Rockaway!" It only took a few seconds before the heavy and 11) huge cloud of black smoke began rising from the direction of the crash; I ran back into our house to see to the well-being of my children, and to summon my husband, whose father lives in an apartment toward the direction of where the plane crashed; 12) In the moments following the distress sounds from the plane in question, I recall that there were at 13)least two loud concussions that shook our house; I estimate that the total time I spent observing the plane from my driveway was about ten seconds; 14)

Subscribed and sworn to before me this 23 day of January, 2002.

JOSÉPH TRAINOR Notary Public, State of New York No. 02TR5087686 Qualified in Nassau County 7-20 Commission Expires November 17, 1200-

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Mr. Schiada NTSB 2001 Rt. 46, Suite 504 Parsippany, NJ 07054

Dear Mr. Schiada,

I am writing to you in reference to the Crash of Flight 587. I reside at 272 Beach 136th Street. I witnessed the crash from my home. The posterior view from my house directly faces the sight at which the plane crashed. I am exactly five blocks to the address of the crash sight.

On the morning of November 12^{th} I was preparing breakfast when I heard a loud explosion. I assumed it was the Concord but than realized that the Concord departs at 8:15, promptly, It was approximately 9:15. I proceeded to my back sliding doors and saw the plane. The plane was facing nose down. The wing (right) which was facing my home, was disassembling; black smoke and fire were coming out of the hole where the wing was supposed to be attached. Another very loud explosion blew the wing in the direction of my home. At this point I fled the kitchen and brought my children to the basement. At last view, the plane was plummeting no more than 50 feet above the houses. My total observation was about 1 to 1 $\frac{1}{2}$ minutes.

At this time I would like to take the opportunity to make a request to the NTSB. I have resided in Belle Harbor for more than nine years. The air traffic is almost unbearable. Every two minutes on the hour there are one or more planes directly flying over our homes. At times you can read the writing and actually see the windows on the aircrafts. This community has been devastated by the attacks on our Country and our neighborhood. We are constantly reminded of the tragedy that occurred on November 12th (again, at least once every two minutes).

There is a clear alternate route for the planes to travel across. We are a community surrounded by water. The width of Rockaway is no more than 4 blocks (less than ¹/₄ mile). These flight patterns are an impending accident. The planes can fly out over Jamaica Bay past Breezy Point, and straight out over the Atlantic Ocean. It is such a clear alternative. If there is anyway possible that you can help this Community, Our Families, it would be MOST appreciated.

My gratitude in advance, for consideration of this matter. If I can further assist you with your investigation, please feel free to contact me.

Thank you,

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription: 11/13/2001

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On 11/12/2001 dob was interviewed at her residence, 272 Beach 136th St., Belle Harbor, NY, After being apprised of the identity of the interviewing agents and the purpose of the interview, provided the following information:

On the morning of 11/12/2001 was in her kitchen making breakfast when she heard a loud explosion. She proceeded to look out her kitchen window and observed a plane on fire with a wing coming off. then heard repetitive explosions and observed a plane begin to nosedive.

to her basement. The next explosion knocked her down her basement stairs. No debris was found on her property.

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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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construction worker, PCM Contracting Staten Island, NY telephone number residing at cell phone number being advised of the identities of the interviewing Agents and the purpose of the interview which was to obtain information regarding the plane crash on November 12, 2001, provided the following information: advised that at approximately 9:20 A.M. November 12, 2001 A.M. he was working a construction job on the street and standing in the vicinity of Beach 135st St and Rockaway Beach Blvd. heard an aircraft engine and initially believed that it was looked up and observed an aircraft flying a Concord jet. then observed an explosion near the in a takeoff pattern. then observed a wing and an engine tail of the aircraft. of the aircraft separate from the aircraft. The aircraft then went into a nosedive and crashed approximately one block away from heard an explosion as the aircraft crashed to the

Date of transcription

11/14/2001

ground. As was running he observed pieces of the aircraft falling in the vicinity of Beach 133rd St.

Investigation on <u>11/12/01</u> at <u>Queens, NY</u>

Date dictated N/A

File # 149A-NY-280669 SA Paul Harris pht by SA Paul (5- Tambrino/PST:pst

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December 3, 2001

Dear Mr. Shiada,

I will try to the best of my ability to describe exactly what I observed on November 12, 2001.

At approximately 9:15am I was on the boardwalk at Beach 60th Street walking southwest towards my building which is located at Prior to observing the aircraft in question, I heard a very loud roar from an airplane engine. I assumed it was the concord and looked up to see where it was. However, I did not see any aircraft. I proceeded to walk southwest on the boardwalk. From my location, I had a clear and unobstructed view of the sky and the water and the land and I observed an airplane that was flying south towards the ocean approximately one minute after hearing said airplane engine roar. The left side of the airplane, from the left wing to the tail, exploded which caused the aircraft to bank to the left and spiral down to the Earth. There were flames coming from the aircraft after the explosion. I vaguely remember seeing something falling away from the aircraft towards the north, but I cannot describe what it was. I did not actually see the aircraft hit the ground. However, I anticipated hearing the impact of the airplane crashing into the ground and, in fact, I did hear a distant explosion of some kind and assumed it was the airplane hitting the ground. I subsequently observed a huge fireball and approximately 10 to 15 seconds. When the explosion occurred it seemed like the airplane stood still for a moment before it banked to the left and plummeted to the ground.

I hope that I will never witness anything that horrible again for the rest of my life. It is my sincere wish that with all of the eyewitness accounts and your expertise, we will someday know the truth about what happened.

I would also like to add that I am a retired New York City Police Officer. I served for twenty-three years and I do not exaggerate.

You may reach me at preferably after 6PM.

Thank you,

I lact Me	ame, First, M.L		P.S.N.	Υ.									
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FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/12/01

After being advised of the identities of the interviewing agents, provided the following information:

boardwalk this morning when she heard a loud sound like a jet fighter or the Concorde. She looked up but did not see a plane but saw a plane trail. She was at Beach 62nd Street when this occurred. At this point her attention was on the sky and she then saw the back of a plane explode. She saw fire coming out of the back of the plane. The saw the plane bank. The plane then came straight down but for the plane on the plane. The plane then came straight down but for couldn't determine exactly where. She then saw billowing smoke.

Investigation on	11/12/01 at New York, NY (telephonically)
Bile #149A-N	IX-280469 Date dictated
	Adam, SA William Inzerillo/JA: ja Lead 1 MJ5.
This document cor	ntains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; 51
it and its contents	are not to be distributed outside your agency,

first officer Jet Blue flight 41 (JFK-MCO)

Name: Time: Location: Present: 1640 EST via telephone Evan Byrne

was the first officer on Jet Blue flight 41. He was in an A320 behind a DC-9 holding in position for runway 31L. He happened to look up and saw the airplane going down. He described the airplane when he saw it as nose-down and out of control. He said the wings were rocking back and forth and the airplane was diving slowly -- like the airplane was stalling but nose down. He could see a fume trail following the airplane and he described it as being light gray, almost white, in color. He said it didn't look like smoke.

said the whole plane was in complete shape. He said just before the airplane hit the ground he saw an explosion -- an orange light or fire. He said the fire was on the main fuselage by the wing -- right in the middle of the airplane. He could see either the top or the bottom of the airplane at this time and the fire was in the middle. He said the plane then hit the ground and there was a big explosion.

He said the airplane was between 1000 and 2000 feet high when he first saw it about 2 or 3 miles away.

He said the airplane looked normal during taxi. He said there was another AAL airplane in front of the Northwest DC-9, a B-767.

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription <u>11/12/2001</u>

date of birth

On 11/12/2001, G

Florida driver's license Humber 3112, Weston, home address 1405 Saint Gabrielle Lane, Apartment 3112, Weston, Florida 33326, telephone cellular telephone Thermational Airport (JFK) by Federal Bureau of Investigation (FBI) Special Agent John T. Dugan and Port Authority Police Detective George J. Dorner. After being advised of the identity of the interviewing agent/detective, and the nature of the investigation, Comprovided the following information.

General advised that he was the First Officer of Jet Blue flight 41 departing JFK at 8:50 A.M. 11/12/2001, arriving at Orlando, Florida (MCO). General entered the cockpit of Jet Blue flight 41 at approximately 8:15 A.M. About ten minutes later, Captain for a maintenance arrived in the cockpit. Common oted that passengers began to board the aircraft at 8:30 A.M. Det Blue flight 41 was delayed approximately ten minutes for a maintenance repair on an air conditioning pack.

advised that at approximately 9:10 A.M. on 11/12/2001, Jet Blue flight 41 was staged on runway 31L's taxiway when he looked up and saw an unknown American Airlines Airbus flight rocking out of control, in a vertical nose down descending attitude. Later learned that this was American Airlines flight 587.

at approximately one to two thousand feet in altitude when he first observed it. Additionally, flight 587 took approximately eight to nine seconds to fall to the ground from the time Chavez first observed it.

Approximately four seconds from his initial observation of flight 587, **second** observed a round light orange ball of flame approximately the size of an aircraft engine in the vicinity of the middle of the aircraft. **Second** could not determine if the flame was on the left or right side of the aircraft. The flame

Investig	ation on	11/12/2001	at	Queens,	New	York			
File #	149A-NY	-280669					Date dictated	11/16/2001	
	SA Johr	T. Dugan			. :				
by	Det. Ge	eorge J. Dorn	ler						

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149A-NY-280669

Continuation of FD-302 of

, On 11/12/2001 , Page 2

appeared to be near the wing root either on the fuselage or the wing itself.

it appeared that the airplane was falling slowly and was emitting a fume trail.

American Airlines flight 587 impacted with the ground, and approximately one second later, a bright orange fire ball emitting black smoke was observed by **Example** estimated the size of the fire ball as possibly five times the size of the aircraft.

did not observe anything falling from flight 587, nor did he observe any bird activity.



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

TEL. EXT. (201)963-7111

Follow-up # County of Offense C.C.R. Number OUEENS 22239/01 Facility UF 61 Number Agency QUEENS 03 JFK. Loc Code P.A. Crime Date Occurred Law/Sect Complaint 000 Ю ТИ ООО Code0 11/12/01 INVESTIGATE AIRCRAFT CRASH Time Occurred (From-To) Day Occurred P.A. Crime Law/Sect Complaint Code Time Reported Date Reported 0921HR S Outside NEWPORT ROAD/129&131 ST/BELL HARBOR NY Place of Occurrence (Address) 11/12/01 Area Cd - Bus, Tele. [Inside Race Age Sex Complainant's Name OM OF STATE OF Area Cd. - Home Tele. Complainant's Address NEW YORK Date of Birth Age Phone Race Suspect's Name(Last, First, Initial) D Arrested Interviewed Soc. Sec. Number WgL Hair Eyes Hol. Suspect's Address

			P,A. Allesif	
Suspect's Name (Last, First, Inilial) Arrested Interviewed	Sex Race	Date of Birth	Age	Phone
2 Suspect's Address	Hgt. Wgt.	Hair	Eyes	SSN
			P.A, Arrest #	B, Number
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Magistrate		10010		

Details of Complaint: Include Additional Suspects, Complainants, Witnesses, Summarize Detail of Complaint

SYNOPSIS: INVESTIGATE CRASH OF AMERICAN AIRLINES FLIGHT #587, TAIL #NO53AA, AIRCRAFT TYPE A300, ON TAKE OFF FROM JFK AIRPORT, RUNWAY 31L, AND ENROUTE TO SANTO DOMINGO.

ON 011/12/01 DETECTIVE GEORGE DORNER AND FBI AGENT JOHN T. DUGAN (212 384 8460) WERE DISPATCHED BY THE JFKIA COMMAND CENTER TO TERMINAL #6 JET BLUE, SUBSEQUENTLY TWO JET BLUE CAPTAINS AND TWO FIRST OFFICERS WERE INTERVIEWED.

	FIRST OFFICER OF JET BLUE FLIGHT #41 WAS . FIRST OFFICER STATED I AIRCRAFT TAKE OFF BUT FIRST OBSERVED IT DOWN POSITION. FURTHER STATED
Arresting/investigating Officer	Shield Number. Tax Registry Number 106 22048 Facility Commanding Officer. Date

2. Additional Suspect Information:						22239/012
Suspect's Namo(Lest, First, Initial) Arrested Interviewed		Race	Date of Birth	Age	Phone	
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Distinctive Words Used By Suspect			-	P.A. Arres	t# B	Number
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Suspect's Address	Hgt	Wot	Hair	Eyes	Soc. Sec	Number
Complexion – Scars, Marks, Clothing, Allas			Describe We	apon 🖸 Us	ed Pos	seased
Distinctive Words Used By Suspect				P.A. Arres	E# 8	. Number
Additional Details of Complaint Including Suspects, Witnesses, Complainants	and Other Perti	Inent Into	rmation Regard	ing Incident		

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ORANGE BALL OF FLAME ABOUT THE SIZE OF A ENGINE (UNSURE AS TO THE LEFT OR RIGHT SIDE) IN THE MIDDLE OF THE PLANE, VICINITY OF THE FUSELAGE. CALL ALSO STATED THAT HE REMEMBERS A FUME TRAIL FROM TIME HE OBSERVED SAID AIR CRAFT AS PLANE FELL SLOWL. AFTER THE AIRCRAFT HIT GROUND THERE WAS A LARGE FIRE BALL. A FLAME APPROXIMATELY FIVE TIMES THE SIZE OF THE AIRCRAFT WAS VISIBLE WITH BRIGHT ORANGE FLAMES AND BLACK SMOKE.

	PD 313-081A (Rev. 4-89)-31 Investigate Airlicor Crash 100 3325 11/12/01 Follow-Up No.	<u>े</u> ं
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	a ond introduction 141 Same the undersigned	
	. On this date of Monday November 12,2001 at approximately 1415hrs, the undersigned	
	esponded to Beach 108st and Rockaway Deach Dirbit Partment's Harbor Unit(Marine 5)	
: P	esponded to Beach 108st and Rockaway Beach Bivd, the dock ale to Unit(Marine 5) olice Odfficers from the Nassau County Police Department's Harbor Unit(Marine 5) hat witnessed the American Aitlines Crash taht occurred in Rockaway Park on this	
.	bot in thessed the American Aitlines Crash tant occurred in Acchange rate on one	:
211		

	3. Lastly on this date, the undesigned interviewed PO. The plane going down after and he stated to the undesrigned that he only saw the plane going down after PO alerted him as to what was happenedg. He to also noticed the fire alerted him as to what was happenedg. He to also noticed the fire
	PO alerted him as to what was happening, he police Offivers saw anything behind the teft wing of the Airliner. None of these Police Offivers saw anything falling from the plane while it was going down. 4. Due to all of the above facts, the undersigned requests that this case remain
	active at the time.
	CASE ACTIVE DATE REVIEW CASE XXACTIVE DICLOSED
	REPORTING RANK SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE SIGNATURE
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FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

County Police Department, Marine Bureau was interviewed at the New York Police Department Aviation Hangar, Floyd Bennett Field, Brooklyn, New York 11234. Was advised as to the identity of the interviewing agent and the nature of the inquiry wherein he furnished the following information:

advised his base is located at Foot of the Bay Park, East Rockaway, New York, telephone number advised he was on board Nassau County Marine 5, a 41 foot patrol boat along with Police Officers advised was piloting and the boat in the East Rockaway inlet, headed west. As they neared shout, "They did it again". the head buoy he heard said he looked out and saw a plane on fire falling from described the fire as being present behind the sky. saw the plane descend. said the the wing. airplane came straight down to it's final impact.

After observing the explosion on land, drove drove the boat to the Rockaway inlet, east of the Marine Parkway Bridge. Advised he and the other officers on board observed aircraft debris floating in the water.

Invactingation on	11/12/	'01 at	Brooklyn,	New York	
Investigation on [1]					

File /										

Date dictated

11/14/01

by SA David S. Edward:dse

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Telephone Memorandum

Date: March 11, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident and was interviewed by a witness group member via telephone. During the conversation she stated:

She was a passenger in a car, with her husband and daughter on the corner Beach 129th Street and Newport Avenue. She looked up and observed the accident airplane in a "nosedive." She was looking at the left side of the airplane and could clearly see it was an "American Airlines" airplane. She did not observe any smoke or fire coming from the airplane until it struck the ground. She then observed a "fireball."

did not observe any pieces separated or falling from the iarplane.

did not recall hearing any sounds from the airplane. She remembered hearing "grinding" sound, she initially thought was coming from her car, but may have come from the airplane or engines.

estimated she observed the airplane for about 3 seconds. She also stated that both her husband and daughter did not see the airplane prior to the impact.



January 18, 2002

Jule Scheada NTS B 2001 Route 46, Suite 504 Parsippang NJ 07054 Re: Crash 11/12/02

On this day I was out walking at 9:15 I turned from Rochawy Bok Blod at 133rd St Jeading tand remport ave, at aroud 9:17 I was V3 up the block, I heart an explosion I looked up in the sky, I saw a plane hearing toward the ground on fine. Bt that point I ran for my libe, I was running to keeps a distance between me of the plane, the way I know the plane was down of I was safe was seeing the blon smoke.

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription

11/12/01

On Monday, November 12, 2001, date of birth
Soacial Security number (Was interviewed at
ner residence Belle Harbor Oueena New
TOLK DY Special Agents Louis DiGregorio and Both A Ambinder
rederal Bureau of Investigation. After being advised of the
nature of the interview provided the following information:
advised that she normally takes a morning walk
with a friend of hers who resides on Beach 133rd Street On 11-
12-01 at approximately 9:17 am, was walking on Beach 133rd
Street between Newport Avenue and Rockaway Beach Boulevard
recalled hearing an explosion overhead, then observing an
airplane, on fire and falling from the sky
Irlends house and later returned to her own residence on Beach
140th Street. provided her home telephone number
and advised she would be receptive to any additional
contact by the FBI if necessary.
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Investigation on 11/12/01	Belle Harbor, Oueens, New York
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File # 149A-NY-280669-302	Date dictated	11/12/01
SA Beth A. Ambinder 100		
by <u>SA Louis</u> DiGregorio		

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Page 1 of 1 10: Luke Schiada, Air Saftey Investigator FROM: Police Officer. Shield Number 402, Serial Number 7058 SUBJECT: Flight 587 Plane Crash 1: On November 12, 201 at about 0415hrs. I uns on patrol a bard Nassa Canty police bact Marine 5. Also abard were Police Officer and Police Officer . Officer uss operating the cessel. We were westhand at the East Rackaway had boy in the Atkotte Ocean. 2. At this time officer became alarmed and was pointing forward. I observed a large jet plane beading straight down with the top of the plane taking us. There were flames and smoke cominy from the rear sterbard (right) side of the plane. The plane continued to fell straight dawn for 10-15 seconds until it crashed to the graind cuising a large orange fireball and thick black smake. Also apparent was a smaller secondary crash to the east which sent thick black smoke in the air. 3. We immediately notified USCG on VHF16 and ar base then responded to Jamacia Bay. We arrived 20 minutes later and observed the crash sight which was on land in Belle 59

Page 2 of 2 Harbor. In the water were two large pices of the tail section One paile was taken abourd a N.Y.C. Police cessel and the other was too big to lift so it was marked with Floats. we begin a search of the area and stayed at scene until we were ordered to return to our base at 1515 hrs. 4. After the incident myself, P.O. and post determined, with the use of marine navigation charts, that we were 4 miles from the crosh site when we noticed the plane in distress. Our view was unobstructed and it was a clear day.

Police Officer

FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01 Police Officer, Badge 402, Nassau County Police Department, Marine Bureau was interviewed at the New York Police Department Aviation Hangar, Floyd Bennett Field, was advised as to the Brooklyn, New York 11234. identity of the interviewing agent and the nature of the inquiry wherein he furnished the following information: advised his base is located at Foot of the Bay Park, East Rockaway, New York, telephone number advised he was on board Nassau County Marine 5, a 41 foot patrol boat along with Police Officers was piloting advised the boat in the East Rockaway inlet, headed west. As they neared shout, "They did it again". the head buoy he heard said he looked out and saw a plane on fire falling from described the fire as being present at the said he also saw smoke the sky. port side wing location. saw the plane emanate from elsewhere on the plane. said the airplane yawed to one side and then descend. came straight down to it's final impact. drove

After observing the explosion on land, drove the boat to the Rockaway inlet, east of the Marine Parkway Bridge. advised he and the other officers on board observed aircraft debris floating in the water.

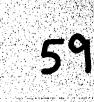
Investigation on 11/12/01	at Brooklyn, Ne			
		Date dictated	11/14/01	
File # <u>149A-NY-280669-302</u>				
by <u>SA David S. Edward</u> :	:dse			

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2. The ubdersigned also interviewed PO. also of the Nassau County Police PARA Department's Harbor unit who was also aboard Marine 5, and he stated that his partner PO. Harbor unit who was also aboard Marine 5, and he stated that his partner PO. Harbor unit who was also aboard Marine 5, and he stated that his partdown and he also noticed fire behind the left wing of the plang.

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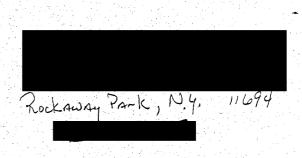


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NAN 8,2002

(PAGE 1 OF 2)

DEAR Sir,

I WORK FOR KEYSPAN A UTILITY HERE IN NEW YORK, DN NOU, 12, 2001 I WAS WORKING ON THE S/W CORNER OF RockAWAY BEACH BLUD, AND BEACH 131 ST. With A CREW OF (3) AND BEACH BLUD, AND BEACH 131 ST. WITH A CREW OF WERE WORKING ON A GAS MAIN PROJECT.

AT APROX 9:15 AN WE NEARD A LOUD RDAR FROM A PLAIN ENGINE Such AS THE S.S.T. FLYING LOW, I LOOKED UP AND SAW A PLAIN COMMING AT US FROM THE NORTH SKY. THE PLANE WAS COMMING DOWN, I SAW FLAMES AND DANK GRAY SMOKE COMMING FROM THE LEFT SIDE WING NEXT TO DANK GRAY SMOKE COMMING FROM THE LEFT SIDE WING NEXT TO THE PLANE BODY. THE PLANE WINGS WERE TURNING SLIGHTLY TO THE R. 94T.

THAN I SAW A PART BREAK AWAY FROM THE PLANE AND FLIP LIKE A PLAYING CARD TO THE RIGHT OF THE PLANE With The Letter (A) ON IT. IT REMINDED ME OF A PLAYING CARD FLIPING AND FLOATING ON THE AIR

I ALSO SAW WHAT LOOKE LIKE A SILVER SHINGLE COME OFF THE PLAIN ON THE LEFT SIDE AND FLIP AND FLOAT IN THE AIR,

JAN. 8,2002

PAGE 2 OF 2

N/ X/31

I OBSERVED THE PLANE FOR WHAT FELT TO BE 10 HINUTES BUT WAS ONLY About 15 SECONDS

THAN I REAIZED THAT I HAN BETTE RUN FOR MY LIFE BECAUSE WE WERE IN THE PATH OF THE PLANE, SO THATS WHAT WE DID.

AFTER THE INPACT OF THE PLANE WE WENT INTO THE CRASH AFEA APROX 400 FEET AWAY Stright DOWN BEACH 131 ST TO BEE WHAT ASSISTANCE WE COULD BE TO THE PEOPLE

Hy FIDAL VIEW OF THE PLANE WAS The Mushroom CLOUD From IMPACT, -

HOME PHONE AFTER 6 PM WREK NAYS I Work Cell PLONE 7 AM TO 6 PM " "

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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, he stated:

He and his family were backing out of their driveway at about 0910.

He heard a loud whining engine sound and the airplane was about 1,000 feet in the air. He saw orange flames coming from the right side where the engines should have been. While sitting in his car, with the vantage point through the front windshield, bending down and looking up, he saw the airplane in a vertical, nose first position. He was looking port side and saw the nose and the belly of the airplane. He does not recall if the airplane was spiraling.

He then heard an explosion and a fire ball. He immediately got out of his car and saw an engine falling, well after the airplane had crashed. He believes it was the engine that landed on 128th Street. He saw a lot of aircraft fragments and debris falling.

He lost sight of the airplane right before it hit the ground because of a garage and houses in front of him.

FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

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407 Beach 124th street, Belle Harbor, Was advised of the identity of the interviewing agent and the purpose of the interview. advised that he was in his driveway when he

heard and noticed the American Airlines plane out of control. saw the right side of the plane on fire. Saw an engine falling but noticed that it was not on fire. saw the plane turning left. Stated that the plane was vertical with the nose pointed straight to the ground. advised that it looked like the plane was being screwed into the ground.

	ration on 11/12/01 at Queens, New York
	$\frac{11/12/01}{149A-NY-280669-sub-302-159}$ Date dictated $\frac{11/14/01}{11/14/01}$
14 N N	SA Sean C. McMullen
by	SA Sean C. Monu-

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FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription <u>11/19/2001</u>

Harbor, New York 11694, telephone () was advised of the identity of the interviewing agent and the nature of the interview.

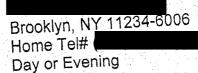
On the morning of November 12, 2001, at approximately 9:20am, his wife and their two (2) children were in the family vehicle pulling out of their driveway. heard a loud noise and looked out the front windshield in a heard a loud noise and looked out the front windshield in a westward direction and observed an airplane falling from the sky westward direction and observed an airplane was on fire and in nose first. Stated that the plane was on fire and in total distress.

and put the homes on fire.

Investigation on <u>11/13/2001</u> at <u>Queens</u> , New York				_
File # <u>149A-NY-280669 sub 302</u> Date dictated				 -
by SA Christopher B. McKeough	is loaned to	your agency;	144	6

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

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January 9, 2002

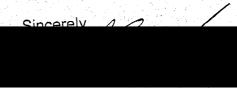
Mr. Luke Schiada Air Safety Investigator National Transportation Safety Board 2001 Route 46, Suite 504 Parsippany, NJ 07054

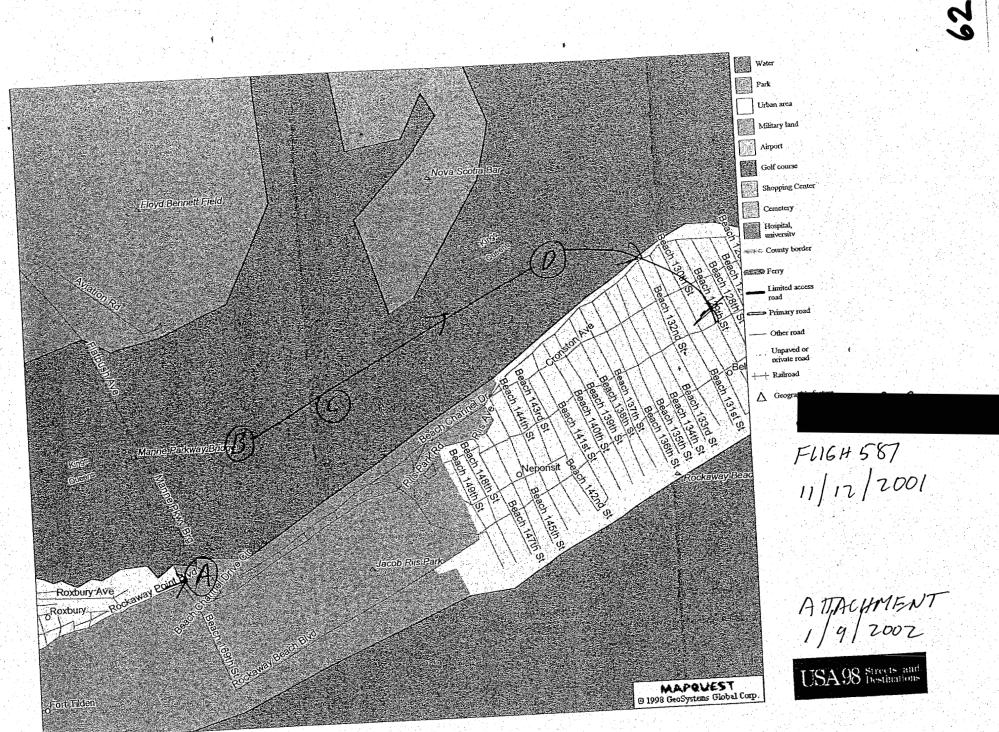
Dear Mr. Schiada,

Thank you for giving me this opportunity to provide the NTSB with my eyewitness statement relative to the crash of American Airlines Flight 587, which occurred on November 12, 2001. I have attached a map indicating my location of observation with the flight path and actions of the aircraft during that observation.

On the morning of November 12, 2001, shortly after 9:00 AM, I was driving eastbound in my car on Rockaway Point Blvd. Approximately 100 feet from the Brooklyn/Rockaway ramp divide (Point (A) on the map. It was warm and extremely clear on that day. I had my windows and my sunroof open. I have a tendency to observe the view of the Marine Parkway Bridge, which was to my direct left. I heard and observed an airliner in that same direction approximately one/half mile out and possibly 1,500 feet up proceeding in an easterly direction and appeared to be in a level normal flight, Point (B) on the map. It did seem to be flying lower then it should have been on a clear day. I saw a puff of white smoke come from the right side of the plane's body where the right wing meets. Within 2 to 3 seconds, an explosion occurred. The plane, from the wings back became fully enveloped in flames and dark black smoke (Point (C). The plane proceeded in the same direction and was descending. At (Point (D), it veered to the right, with the right wing perpendicular to the water. At that point, I observed pieces of debris falling from the aircraft through the black smoke. The debris continued to drop as it proceeded over land. From my point of observation, the wings seemed to have folded somewhat at that point. I never lost sight of the airplane. I saw the impact in Rockaway. This all occurred within 10 seconds, more or less.

Aberl were also how on Construction workers on The Bridge and who The Bridge Operator who Green Bus The MARENTE, Green Bus The MARENTE, ME.





Dear dir. h mas at a mailbox at 141 of and memport Ave. facing east when the plane came from the bay (fing north to south). It was a couple of blocks in front of me and very low. In use to planes flying over us in Belle Harbor but never like this. as it came our it made a left turn and was now facing East going my the same direction as l, was and maybe five blocks in the vite then the plane started tilling with its left wing tip almost with its left wing tip almost time to the ground. At that time of the tail flow off (North) tonand the bay, then one modeler also flow off. The vitet then looped like he was the vitet then the left engine flew of also toward the bay. It was only then that I want the make has only then that I sand the only five in the area where the engine flew off. It was a slight flame and, then the slave lymbed slightly and then came straight down nose first and that was the only explosion, when it [63

hit the ground. I am cutain there was no explosion before it hit as I am above certain that the only fire was often the engine fell off. I observed the plane from the time it came over Jamaica Bay till the time it but the ground and exploded. Sincerely Tel. # Belle Harbor, N.Y. 11694 63

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FEDERAL BUREAU OF INVESTIGATION

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11/17/01

Date of transcription

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On 11/17/01, DOB
On November 12, 2001, was left his home and drove to a mailbox located on B141st and Newport Avenue. Was outside his car when he heard a plane and looked up over his head. Saw a plane flying-low, between 500-1000 feet over his head, and coming in at a slight angle. Said it appeared as though the plane turned toward the left at Newport Avenue. Saw the left wing dip down and then saw a large piece of the tail fly off the plane. Immediately after the large piece flew off, Saw a smaller object come from the plane. be sure. Both pieces flew toward the direction of the bay. be sure. Both pieces flew toward the plane. After the engine observed the left engine fall from the plane. It then fell, Saw some fire coming from the plane. It then fell, saw some fire coming from the plane. All of appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly fell straight down into the ground nose first. All of appeared the plane tried to go up a little, but suddenly appeared that the plane tried to go up a little, but suddenly fell straight down into the ground nose first. All of
immediately returned to his house and by the

time he arrived home, he noticed a police helicopter was alread in the air.

Control #95

Investigation on <u>11/17/01</u> at <u>Rockaway</u> , New	N York
	Date dictated
107 200669	<u> </u>
File # 149A-NY-280005 SA Susan Ostrobinskig	
w SA Michael Polzio w	the FBI and is loaned to your agency;
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This document contains neither recommendations nor conclusions of the FBI. It	

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FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription

11/14/01

425 Beach 138th On November 12-14, 2001, Street, Belle Harbor, New York, telephone number (provided the following information:

On the morning of November 12, 2001, she was working outside in the front of her house. She felt the house shake, and some of her pots fell. She also heard a rumble in the sky, and thought that it was the CONCORDE flying too low. She looked up and saw something in the sky that she thought at first appeared to be a warhead. It did not appear to be an intact plane and it was falling straight down from the sky. She believed that the object may have been a portion of the front right part of the plane, which she estimated to be a length of about thirty five feet. When asked whether it could have been an engine, she said that she was not sure. The rear portion of that section was on fire, and it fell near her house. At impact, black smoke billowed up, and it became very quiet in the neighborhood.

At that point, she called out to a neighbor to dial 911, and jumped in her car to go to the scene. At some point, she could not drive any further and she returned home. She then started to move on foot to the area of impact. She ran down Newport Avenue, and at Beach 129th Street, she was surprised to see pieces of the plane on the porch of Beach 129th Street, opposite the gas station. The pieces of the plane were still hot.

She will be available for further interviews at any

time.

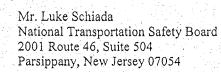
Investigation on <u>11/12-14/01</u> at <u>Queens</u> , New York	
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by <u>SA JAMES P. WYNNE/dak</u>	BI and is loaned to your agency;

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

. Year	NFORMATIONAL PO 332-081A (Rev. 4:89)-31 Crime Investigate Plane crash 100 CCCB No. Complaint No. Date of This Report 11/12/01	1
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	DETAILS: Investigation: Plane Crash in the confines of the 100 Pct. Subject: Canvass of 124 St. from the Ocean and Newport Ave.	
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Dear Mr. Schiada:

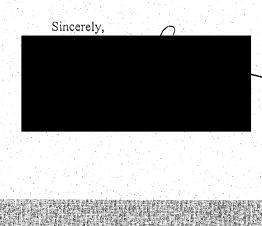
This letter is in response to your request for my eyewitness testimony regarding the crash of American Airlines Flt 587 on November 12, 2001.

On that morning I was at my desk in my home office on the third floor on my residence on Beach 132nd Street. My back was to the window that faces the area where the plane came down (the plane crashed approximately 500 feet northeast of where I was situated.) I became bothered by the unusually loud sounds of what I thought to be the Concorde taking off-finally, I thought "this is ridiculous—I'm going to report them!" I turned to look out the window directly behind me (with an unobstructed view of the crash area) to see where the Concorde was headed and instead witnessed the close encounter with Flt.587.

At that moment the plane was coming straight down (no spiraling) behind me. I watched only for a few seconds. My view was of the left side of the plane (i.e. the left hand side of a passenger seated facing the pilot.) I left the window as the plane was about to impact. (I went to get my two sleeping children and their friend out of harms way.)

My vision of the plane is imprinted in my memory. Just as I told an official immediately after fleeing my house – I don't remember seeing a tail or wings on the plane. I viewed only one side of this partial plane (a very close view) and there were no flames on the side I saw –fire was on the other side of the plane. The side of the partial plane I saw was unmarked and not in flames.

I'm not much of an artist but I attached a sketch of what I remember seeing. Please contact me at anytime if I can be of further assistance





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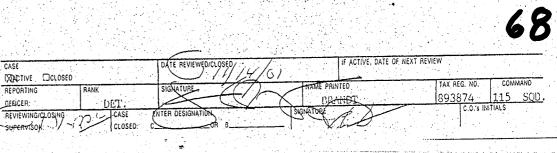
TO LUKE SCHIADA (NTSB),

I AM RESPONDING TO YOUR INQUIRY RE:FLIGHT 587, I AM INDEED AN EYEWITNESS TO THE CRASH OF AMERICAN AIRLINES ON 11/12/01. I WAS AT HOME, INSIDE THE REAR OF MY ADDRESS, WHEN I HEARD AN EXTREMELY LOUD SOUND ALMOST DIRECTLY OVER MY HOME. IT SOUNDED AS IF A PLANE WAS VERY VERY LOW AND NOT CONDUCIVE TO A NORMAL SOUND A PLANE THAT USUALLY FLIES OVER MY HOME WOULD SOUND. I OPENED UP MY BACK DOOR, WHICH FACES WEST TO SOUTHWEST, AND IMMEDIATELY OBSERVED A PLANE FALLING STRAIGHT DOWN IN THE VICINITY OF BEACH 129TH STREET AND NEWPORT AVENUE. I ALSO OBSERVED AT THIS TIME THAT THE PLANE WAS ON FIRE AT APPROXIMATELY ITS MIDSECTION WHERE THE ENGINE/WING WOULD BE. FROM MY VANTAGE POINT, FACING SOUTHWEST. THE FIRE APPEARED TO BE EMANATING FROM THE LEFT SIDE I OBSERVED THE PLANE FALLING FOR APPROXIMATELY 1 MINUTE UNTIL THE TIME IT JUST ABOUT HIT THE GROUND, AT THAT TIME, I HEARD THE ENSUING CRASH AND OBSERVED AT LEAST 3 AREAS WHERE HEAVY SMOKE AND FIRE WERE EMANATING FROM. SUBSEQUENTLY, I ALSO DISCOVERED THAT A GLASS TABLE THAT I HAVE ON MY REAR DECK WAS SHATTERED. THE POLICE DEPARTMENT LATER FOUND A 2" SHEARED PIECE OF A BOLT ON MY DECK IN THE IMMEDIATE VICINTY OF THE TABLE.





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ROCKAWAY BCHT NIG93 1-21-02 10. N.T.S.B. Dear Sir or Madam. this statement, is in ref. to what I deserved. of american didlines Flight # 587. at alient 9.15 AM, Quias on beach 7351 In Rockaway travelling West. my prosper was to go actess the crass by bridge. as & looked up, & saw the filselage of the plane in "FLAMES" like a balloon of fire. I then say two parts of the plane separate from the plane. plane separate from the plane. a love portion and espal porteon whech they recover from the bay. Quio hertifiel and angry that my opinion was that the pilot was struggling to betch the plane in the bay to anoid hitting land. It is blouides that the struggleuras apparent to ditch the plane in the wat It finally touch a More dice and the Casting thing was tremender ov call mo celle 4 mersage. Since 69

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	by 614 BIZ3 Street and heard a loud noise. People were screaming	24 PERP 1
10 HOICE	plane banked to the right and then vent into the ground. He said	PERP 2
HOICE	he didn't notice any of the engines on fire.	
2		
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National Transportation Safety Board



Telephone Memorandum

Date: February 26, 2002

Person Interviewed: Ge

Present: Debbie Roland: Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed Manager interviewed a telephone. During the conversation, he stated:

He was leaving his bedroom at approximately 0902-0904, headed out to warm the car and drive to a bagel shop, located at 129th Street. He had turned onto Crounston Avenue and made a right to 129th Street.

Stopping at the stop sign, he heard a loud, roaring noise, and thought it was the SST. He put his window down, looked out, and saw the airplane coming from the water. He said the airplane was a lot lower than normal. The airplane was steady. The weather was a sunny day and the airplane looked shiny.

As he turned the corner, he continued to look out his window at the airplane. There was no fire or smoke, but the airplane was definitely making a loud noise. He saw the airplane nosing toward the ground. He then heard a pop, like an electrical line popping, then an explosion.

Right after the explosion, the airplane seemed to veer towards the right, at a ³/₄ degree to nose down attitude. He did not see any flames shooting from the bottom of the airplane during the explosion. He saw a puff of white smoke about where the left engine should be located. Then he saw the tail of the airplane blown off. He saw the letters AA on the tail as it feathered into the water. He saw debris in the air.

He saw in quick succession, one of the two engines completely on fire sailing past the left of his car, and then the other engine fall. He lost partial view of the airplane after the engines fell off, due to the smoke interfering with his vision.

He saw the airplane that seemed to be without wings, in a ball of black smoke, diving down to the ground. There was a huge explosion, and black smoke bellowed out of the location.

He was interviewed by Agent Stone, FBI.

4)

DETAILS:

3325 11/21/01

At approx. 1530 hours, the undersigned received a call on my ceelphone from the above person. The above person stated to the undersigned, that he had returned home and was talking with his neighbor, whom resodes at the undersigned to solate the fatlowing facts in sum and substance of what he observed. He stated that he was driving on Cronton Ave toward of what he observed. He stated that he was driving on Cronton Ave toward Beach 129 Street, when he observed an American Airline Planeapproaching He than bacevedlobed noise and saw the tail of the plane blowup. He than allegedly saw therright fide//ffffiewing of the plane seperate from the allegedly saw therright fide//ffffiewing of the plane seperate from the he is a well as the left side of the plane fall offalso. He than saw plane, as well as the left side of the safety of his family. After he made sure his family was oh, he proceeded to return to the scene, to help with the rescue of any possiblersurvivers

> WHEN FBI AGENT LEWISSNOT TIED OF EYEWITNESS ACCOUNT OF PLANE CRASH. FAXED COPY OF DD5 TO COMMAND POST

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151 COPY CRIMINAL RECORDS SECTION 2nd COPY UNIT REFERRED TO 3rd COPY BOROUGH ROBBERY SOUAD

AA587 Witness

From:	
Sent:	Friday, January 25, 2002 10:14 PM
To:	AA587WIT@NTSB.GOV

Subject: EYE WITNESS 587 To Whom it may concern, I am a crewchief for American Airlines. I witnessed Flight 587 from my point of view, I was on gate 48A looking west. I seen Flight 587 struggling and from my point of view, I was on gate 48A looking west. I seen the tail of the the back of the tail violently going side to side. At this point I seen the tail of the aircraft snap off the plane and the aircraft went into a left nose dive and started to aircraft snap off the plane and the aircraft. If I could be of any assistance please spin. I seen no smoke coming from the aircraft. If I could be of any assistance please feel free to contact me.



D-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription <u>11/16/01</u>
American Airlines Cargo Handler, JFK International Airport, born 4/2/58, home address: Congers, New York 10992, telephone Congers, New York 10992, telephone telephone 001919004, after being advised of the identity of the 001919004, after being advised of the identity of the interviewing Detective and the nature of the interview, provided interviewing information:
interviewing becommation: the following information: is a cargo handler for American Airlines. He was working on the American Airlines ramp at gate 48 on 11/12/01. was working on the American Airlines aircraft repeatedly witnessed an American Airlines aircraft repeatedly built witnessed an American Airline aircraft nosedived into pulling right to left while flying level and west. The aircraft pulling right to left while flying level and the aircraft nosedived into lost part of its wing or rudder, and the aircraft nosedived into
the Rockaways. does not remember seeing any smoke or fire.

11/15/01 at Jamaica, New York	
Investigation on <u>11/16/01</u>	
File # <u>149A-NY-280669-302</u>	j
by <u>Detective Frank Esposito</u> , <u>PAPD</u> , <u>JFK</u>	
(())	

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FEDERAL BUREAU OF INVESTIGATION

DOB

Date of transcription 1

11/14/2001

nf.

SSAN , telephone number

was interviewed telephonically at his residence by Special Agent Pierre G. Chrissafis, Federal Bureau of Investigation. After being advised of the identity of the interviewing agent and the nature of the interview, provided the following information:

Nevin Street, Park Slope, Brooklyn, New York, telephone number On 11/12/2001, Was off from work because of Veteran's Day and was fishing on Jamaica Bay near Jacob Riis Beach and Fort Tilden on a jette, when he witnessed the a plane on fire.

advised that at approximately 9:10am or 9:12am he heard two (2) loud noises seconds apart described as explosions, coming from the sky. The second explosion was louder then the first. When he looked up to the sky he witnessed a plane on fire with dark grey smoke coming from the plane. He could not tell exactly from which part of the plane the fire was coming from.

advised that from his position he could not tell if the plane was coming apart or an engine detaching from plane. did not witness any fuel or anything like fuel being released from the plane.

a ninety degree turn towards the ground and fell nose first, crashing into the ground. After the plane crashed it erupted into flames.

Finally, find did not believe that there was any suspicious activity of any kind at the time he observed the plane on fire and crashing to the ground. provided no further information.

Investigation on	11/12/2001	at Rockaway	Park, N	ew York (t	elephonically)
File # <u>149A-N</u>	Y-280669 SUB	302 - 124		Date dictated	
	erre G. Chris				

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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January 10, 2002

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

Re: American Airlines flight 587

Dear Mr. Schiada:

On the morning of November 12, 2001 I was walking up from the beach on Beach 129th Street. As I was approaching the beach wall I looked up and saw an airplane that was flying very low with fire coming out by the left wing. When I first saw the plane It looked like it was over Beach 129th Street approaching the corner of Rockaway Beach Blvd. The plane appeared to be heading south west. As I started running off the beach I saw the plane go on its' left side and begin to fall from the sky. By the time I reached the front of my house, which is only a few feet away from the beach where I first saw the plane, I couldn't see the plane for about 5 to 10 seconds then the next thing I saw was black smoke everywhere. The last thing I saw before I lost sight of the plane was the plane coming down on its' left side with fire coming out by the back of the left wing. The fire coming out the plane by the back of the left wing was present from the moment I saw the plane. I would say that I observed the plane for approximately 1 minute.

Very truly yours,	\sim
	11404
Belle Harbor, NY	ter 5:00 P.M.
af	the Store

	PD 313-081A (Rev. 4-89)-31 Crime INV. PLANE CRASH 100 Completing No. Completing No. 11/12/01 3325 11/12/01
	Date of Orig. Report Date Assigned Case No. Unli Reporting Follow-Up No. Follow-Up No.
	Complainant's Name - Last, First, M.t. P.S. N. Y
	Last Name, First, M.I.
. .	Business Telephone Position / Relationship Sex Race Date of Birth Age
	Total No. of Wanted Arrested Weapon Describe Weapon (II Itreatm, give color, make, cellure: type, model, etc.) Percerators
	Wanted Arrested Last Name, First, M.I. Apt. No Res. PcL.
	Sex Race. Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair. MYSID No.
	2 FI In 2 □ Eyreglasses □ Sunglasses Cipthing Description,
	Signal Nickname, First Name, Alias Scars, Marks, M.O., Elc. Continue (n. "Delails"): - Wanted Arrested Last Name, First, M.I. -
2	Wanted Arrested Last Name, First, M.I.
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	2 DEvegiasses DSunglasses Clothing Description.
	Hickname, First Name, Allas Scars, Marks, M.O., Etc. (Continue in "Details").
د	AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIDATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "HO RESULTS."
	Como, Interviewed in Person By Phone Date Time Results: Same as Comp., Report + Dillerent (Explain in Details)
	Wilness Interviewed In Person By Phone Date . Time Results: Same as Comp. Report - Different (Explain in Details)
PERP	Canvass Conducted II Yes - Make Entry in Body Re: Time, Date. Cr/me Scene Visited II Yes - Make Entry in Details Re: Time, Date.
PERP	
5	Wilness Viewed Pholos Results:
PEAP	Crime Scene Pholos By (Enter Results in Details) Grime Scene Pholos By (Enter Results in Details)
PERP	If Closing Case "No Results," Check Appropriate Box and State Justification In Details:
6 PERP	C+1 Improper Referral C+2 Inaccurate Facts C+3 No Evidence / Can't ID C+4 Uncooperative Compisinant C+5 "Leads" Exhausted
	INVESTIGATION: PLANE CRASH
PEAP	SOBJECT: INTERVIEW EYEWITNESSES
PERP	1. ON 11/12/01 AT APPX, 1100 HOURS THE UNDERSIGNED CONDUCTED INTERVIEWS OF THE FOLLOWING TWO INDIVIDUALS IN REGARD TO THE CRASH OF AMERICAN AIRLINES FLIGHT #
PERP	587. THE RESULTS ARE AS FOLLOWS:
	2. (WITNESS # 01) F/W, 50, RESIDING AT F.H. STATES THAT AT SOMETIME AFTER 9:00 A.M. SHE WAS WALKING
8 PERP	THEN NOODE TRUTT THE DEFINIT ONE OF THE TRUTT OF THE OFFICE THE STREET OF THE ADEA
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Re: Telephone call from Luke Scaiapa - NTSB New Jersey - Wednesday, November 21, 2001

I have 22 –23 years military flight Experience with the US Marine Corps and retired in 1970. Observations were made from Floyd Bennet Field, Hanger B where I was working as a Red Cross Volunteer

At approximately 0900 hours on November 12, my wife called attention to an airplane in trouble. At that point I was about five miles from the aircraft, initially estimated to be about 3,000 feet altitude. I observed the aircraft in a slightly nose high position and in a right wing down (estimated to be 45 degrees) position with the left engine streaming fire. The aircraft then continued rotation to inverted and down in a tight spiral or spin for a half to three quarters of a turn and crashed nose down and vertical (est. 90 degrees) to the ground. There was virtually no forward travel from the first observation until the crash. A fireball was observed about two or three seconds after impact. I did not observe any pieces break or fall from the aircraft.

Please call if I can be of further assistance.



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/16/01

DOB residing at Tallahassee, Florida 32312, home telephone humber cell phone number was interviewed at the Ramada Inn located on the grounds of John F Kennedy International airport located in Queens, New York. Also present for the interview was NY/NJ Port Authority Detective St. Clair Jeffers. Upon being notified of the identity of the interviewing Agent, and the purpose of the interview, provided the following information:

retired from the United States Marine Corp in 1970 with twenty two years of military flight experience as a pilot. Currently is working for the American Red Cross as an ERV Logistics Coordinator in Florida. The has recently been working out of Floyd Bennett Field in Brooklyn, New York helping in the World Trade Center relief efforts.

At approximately 900 hours, from Hanger B on Floyd Sennett Field, observed a 767 approximately 3000 feet in altitude with the port wing or engine on fire and in a steep right bank (approximately 45 degrees). The plane then slowly rolled into a spiral nose down and went into the ground, then exploded and burned.

Investigation on 11/12/01 at Queens

atQueens, New York

File #149A-NY-280669-302

____ Date dictated N/A

by SA Perry Cuocci:pc

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

THE PORT AUTHORITY OF NY & NJ One Path Plaza, Jersey City, NJ, 07306 POLICE CRIMINAL COMPLAINT

TEL. EXT. (201) 216-6800

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PA 2113B 05-99

At approximately 900 hours from the Floyd Bennett Field observed a 767 approximately 3000 feet altitude with the port wing or engine on fire and in a steep right bank [approx. 45 degrees] then slowly roll into a spiral, nose in to the ground explode and burn.

ERV logistics coordinator (1)

Tallahassee, Florida 32312 Retired military 22 years military flight experience.

- 1. -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/2001 On November 12, 2001, 418 Beach 123 Street, Belle Harbor, N.Y. 11694, telephone number was interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature provided the following information: of the interview, advised that on the morning of November 12, 2001 she was cleaning up the front yard of her residence listed above when she heard a loud noise. looked up to see a airplane flying overhead. watched as the airplane " started to come apart " and " the engine fall out of the plane". watched as the plane left her point of view.

Investigation on	11/14/2001	at Queens,	New York			
File # <u>149A-N</u>	<u>IY-280669-SUB-</u>	302		Date dictated	11/14/2001	······
by <u>SA Ric</u>	hard J. Shaw:	rjs			•	

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FEDERAL BUREAU OF INVESTIGATION

-1-

Date of transcription

11/21/01

DOB DOB of 229 Beach 118th Street, Rockaway Park, NY, was interviewed at his residence in the presence of his mother, Also present was Detective P. J. Curran of the New York City Police Department. After was informed of the official identity of the interviewing agent, provided the following information:

On the morning of November 12, 2001, while standing in his backyard, development observed an airplane flying overhead on fire. who is approximately 4'-5" tall, was facing west and the plane was traveling south. The attention was not attracted to the plane by any sound. He just happened to be looking in its direction and was able to see it between the two houses behind his residence.

observed flames on the body or fuselage just above the left wing of this large American Airlines plane. Also noticed that the tail section was missing, and what seemed to be yellow "parachutes" were coming from the top middle portion of the plane's body. Could not recall whether the plane's left engine was still attached, or whether the landing gear was extended.

After his view of the plane became obstructed by the white house behind his residence, ran inside to inform his parents.

Investigation on <u>11/19/01</u> at Rockaway Park, NY

File # 149A-NY-280669-302

Date dictated 11/21/01

by SA Terrence R. Sweeney

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FEDERAL BUREAU OF INVESTIGATION

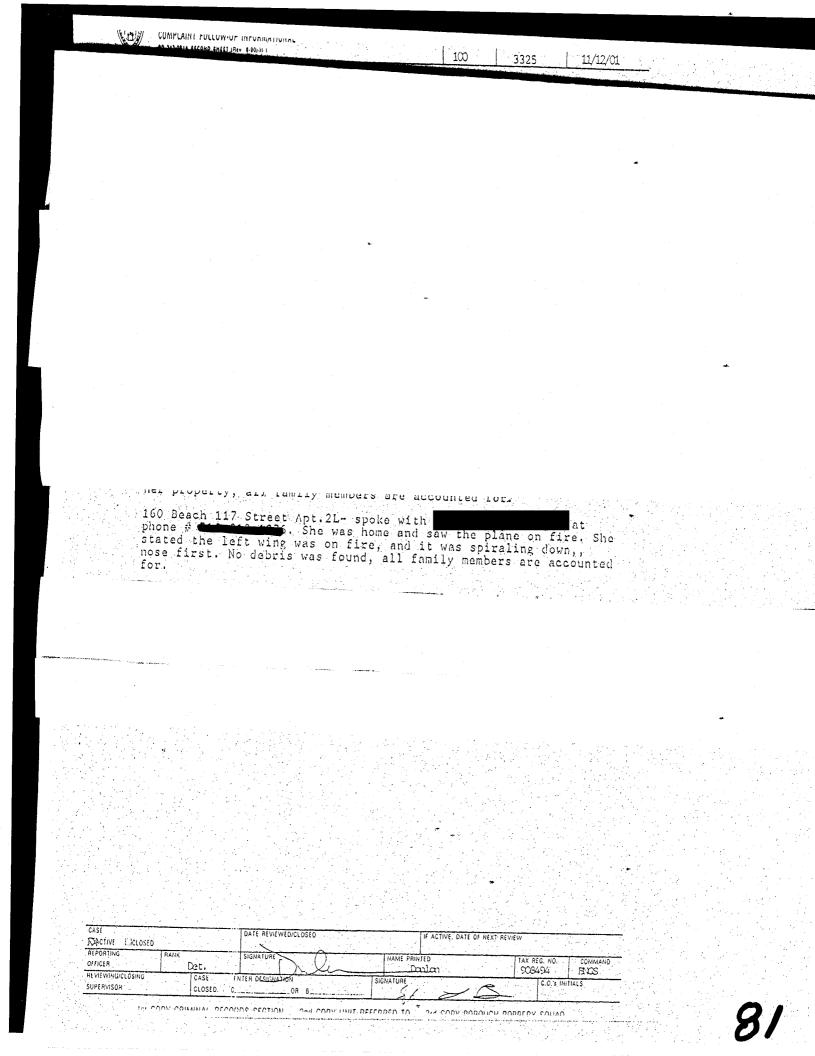
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On 11/13			•
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On 11/12/2001 was driving westbound on the Belt Parkway. Around approximately exit 14 noticed a plane taking off from JFK International Airport. Stated he observed the plane was flying level, not ascending. Continued driving westbound and just before exit 11 he was still watching the plane, while driving, and saw what he believed to be the left engine come off the plane and hit the back of the plane. When the looked back again he saw a plume of smoke rising from the crash site and pulled off the Belt Parkway and immediately called 911 from his car. He was patched into the Fire Department and reported a plane down.

Investigation on <u>11/13/2001</u>	at Queens, NY		(telephonically)
File # 149A-NY-280669-302	29 and a start of the	Date dictated	11/13/2001
by Elizabeth R. Morris	5		
		(Dr	JTROL #-M110

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Telephone Memorandum

Date: January 30, 2002

Person Interviewed

Subject: DCA02MA001, Witness Interview

Is witnessed the subject accident and responded to a Safety Board request to provide a written statement of her observations. During our conversation, she stated:

S

She was home on the date of the accident and noticed the accident airplane coming "straight down," close to 90-degrees. She did not observe anything separate or falling from the airplane; however, she saw a fire present on the front right side of the fuselage.

s estimated she observed the airplane for about 3 seconds, before it impacted

ground.

Luke Schiada Air Safety Investigator



FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of	λſ	transcription	11/	[]	.5,	/ 2	0	0]

SSAN residing at 268 Bay 135 Street, Queens, New York was interviewed in front of Queens, New York in the presence of who resides at the same. After being advised of the identity of the interviewing agent and the purpose of the interview, provided the following information regarding the crash of AMERICAN AIRLINES FLIGHT # 587:

Sometime during the morning of 11/12/01, was in her residence at 268 Bay 135 Street, Queens, New York and heard a loud groaning mechanical sound coming from outside her home for about 30 seconds. As the sound got louder, and to a window and looked east. witnessed a jet airliner flying straight down toward the ground. noticed the airliner was on fire and noticed the AMERICAN AIRLINES logo on the same. immediately took cover in her home. noted t noted that the groaning mechanical sound was not a typical engine sound.

# 149A-NY-280669-302	-120	Date	dictated <u>11/15/01</u>	
SA John Janus				 · · · · · ·

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National Transportation Safety Board

Telephone Memorandum

Date: February 26, 2002

Person Interviewed:

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, he

He was preparing to walk his dog towards Shore Park Parkway when he heard a loud muffled pop, not an explosion.

He looked up and saw the airplane. There was no fire. There was no vapor trail. The left engine had a little amount of black smoke. The airplane was flying at a small amount of degree. As he was looking toward Brooklyn, he described the airplane as red on top, silver on the bottom and the tail was white.

He saw an engine fall off. The airplane was acting like it was landing. He heard a grinding noise and as soon as the engine fell off, the left wing was coming back up as if the pilots were fighting with the airplane. This was observed about 3 seconds after the tail fell off.

He saw the tail fall off and feather towards the bay. As soon as the tail piece fell off, the left wing went over top of the airplane and the airplane went nose down, at an approximate 45-90 degree angle. The airplane was nose first, upside down, and hit nose first.

The airplane went out of his sight over the St. John's Home located on 107th and 108th Street. The airplane crashed and his observed large black smoke.

He called 911, a friend who was a fireman, his parents and several friends.



FD 302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/2001

On November 14, 2001, 143 Beach 133 Street, Belle Harbor, N.Y. 11694, telephone number was telephonically interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature of the interview, provided the following information:

advised that on the morning of November 12, 2001, at approximately 9:15 am he was leaving his residence listed above when he noticed an airplane traveling an estimated 500 feet above engulfed in flames. Stated that the plane appeared to be on fire from the fuselage to it's right wing with grey smoke being omitting from the plane. Watched the plane as it descended from the sky and crashed into the * neighborhood.

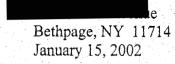
five seconds passed from the time he saw the plane until it hit the ground.

the well being of his family and then responded to 132nd Street, Belle Harbor where he saw pieces of the aircraft scattered through out the street and yards in flames.

Investigation on	11/14/2001	at Queens,	New	York		(telepho	nically))
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	hard J. Shaw!	A						· · · · · · · · · · · · · · · · · · ·

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FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE ''NO RESULTS.'' Comp. Interviewed In Person By Phone Date Time Results: Same as Comp. Report - Different (Explain in Details) Yes No In Person By Phone Date Time Results: Same as Comp. Report - Different (Explain in Details) Yes No In Person By Phone Date Time Results: Same as Comp. Report - Different (Explain in Details) Canvass Conducted If Yes Make Entry in Body Re: Time, Date, If Mess Same as Comp. Report - Different (Explain in Details) Yes No In Mess Addresses, Results If Yes Make Entry in Details Re: Time, Date, Yes No No No Results: Yes No If Yes No Results: Yes No Evidence Obtained Complainant Viewed Photos Results: Results: Yes No Evidence Obtained Wilness Viewed Photos Results: If Closing Case ''No Results,'' Check Appropriate Box and State Justification in Details: Yes No If Closing Case ''No Results,'' Check Appropriate Box and State Justification in Details: If Closing Case ''No Results,'' Exhausted If Closing Case ''No	Sex Rate Date of Birth Apr Height Weight Ever Color Hair Color </th <th>of American Airlines Flt # 587 in the confines residence at 143 Beach 133 st. the above witnes y results.</th> <th>korh∠ of the 1 was</th>	of American Airlines Flt # 587 in the confines residence at 143 Beach 133 st. the above witnes y results.	korh∠ of the 1 was
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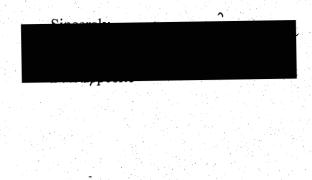
Mr. Luke Schiada Air Safety Investigator National Transportation Safety Board 2001 Route 46 Suite 504 Parsippany, NJ 07054

Dear Mr. Schiada,

This is in response to your letter to me dated January 9, 2002 regarding American Airline's Flight 587 crash.

- 1. My location was 121st Street at Ocean Promenade (the Boardwalk at Rockaway * Beach).
- 2. The direction of the airplane was heading west.
- 3. I heard a sound from above, which caused me to look up. It sounded like two cars crashing in the distance.
- 4. The airplane was almost directly overhead, just slightly north of my location.
- 5. The first thing I noticed was a white puff of smoke and the right engine had separated from the airplane. The smoke dissipated quickly one or two seconds. The engine separating from the airplane did not seem to be violent. It was smooth, like a stage separation during a space mission.
- 6. At this point I am running towards the scene on 121^{st} street. Small pieces of shattered fuselage are falling all around me and the tail is falling straight down. The airplane is veering hard left, with its nose down, at a 30-45 degree angle.
- 7. At no time did I ever see any flames coming from the airplane.
- 8. I observed the airplane for approximately 10 seconds until it dove behind a large building.
- 9. The angle of the airplane was more than 45 degrees when I lost sight of it.
- 10. I did not see the impact only heard the impact as I continued running towards the site.
- 11. The only fire I ever saw was after the airplane crashed to the ground.

I hope this information is helpful. You can contact me at the second second after 3:00 p.m. any day or leave a message at any time if necessary.





- 1 -

FEDERAL BUREAU OF INVESTIGATION

Bethpage, New York, telephone number: ______, was interviewed regarding the crash of American Airlines flight #587 on November 12, 2001.

Date of transcription

11/14/01

At approximately 9:00am on 11/12/01, was working in the vicinity of the boardwalk and Beach 121st Street in Far Rockaway, New York. He heard a loud banging noise and looked up. He noticed an American Airlines plane flying low and at an unusual angle. Shortly afterwards he saw the right engine break away from the plane, a piece of the tail come off and a few smaller pieces falling off. did not see any sign of fire or explosion. Immediately afterwards the plane listed severely to the left. Approximately five seconds later the plane disappeared behind an apartment building.

Investigation on 11/13/01	at	•			(telephor	ically)	
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by <u>SA Janet L. Engel</u>	· · · · · · · · · · · · · · · · · · ·		:	 			

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FEDERAL BUREAU OF INVESTIGATION

Rockaway, New York, telephone number

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date of birth

Date of transcription

of

11/17/01

was

provided the following information: stated that at 9:17 am on Monday November 12, 2001, she was driving westbound on Newport Avenue at 126th Street, when she heard the loud sound of an engine. She then looked up and saw an airplane in a nose dive with AA on the body of the plane. The airplane then crashed into the ground.

interviewed at her residence. After being advised of the identity of the interviewing agent and the nature of the interview, she

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Investigation on <u>11/16/01</u> at <u>R</u> File # 149A-NY-280669			Date dictated	·	
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44 86

Date of transcription 11/14/01

224 Beach 138th Street,

DOB:

Belle Harbor, New York was advised of the identities of the interviewing agents and the purpose of the interview.

advised that she heard a pop similar to the sonic boom of the SST and saw something like a box fall from American Airlines flight 587 before losing sight of it behind the trees.

Investigation on <u>11/12/01</u> at	Rockaway,	New York			
File # 149A-NY-280669		Dat	te dictated	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.

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National Transportation Safety Board

Telephone Memorandum

Date: November 15, 2001

Person Interviewed

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed and the reliance of the reliance of the conversation, he stated:

He was driving on Beach Channel Drive around 120th street toward the Marine Parkway Bridge, with the water on his right side. He observed one jet engine drop from the sky, and then approximately 2 seconds later, the second engine dropped from the sky. Within a few seconds, he observed a huge fireball erupt. After the explosion, he got out of his car and there was light aluminum "shrags" of debris falling.





Telephone Memorandum

Date: March 6, 2002

Person Interviewed

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

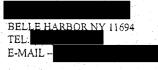
r witnessed the subject accident and was interviewed by a Witness Group member via telephone. During the conversation, he stated:

He was standing in his driveway, facing toward Beach 130th street, when he observed the accident airplane flying "really low, with one of the motors smoking." The airplane nosed over, "almost perpendicular to the ground" and then disappeared behind houses.

r stated the smoke was white in color, emanating from the airplane's left engine and he did not observe any flames. Except for the left engine, the remainder of the airplane looked normal. He did not observe any explosions or anything separate from the airplane; however, he was not certain if any portions of the airplane had already separated prior to when he observed it.

estimated he observed the airplane for about 10 to 15 seconds. Additionally, he stated he did not recall hearing any sounds prior to the impact.





December 3, 2001

Luke Schiada National Transportation Safety Board Northeast Regional Office 2001 Route 46, Suite 504 Parsippany, N.J. 07054

Dear Mr. Schiada:

I am writing in response to your letter dated November 21 in regard to the alleged accident that occurred on November 12, 2001, involving American Airlines Flight 587 that crashed in Belle Harbor, New York.

On that morning, both my wife and I were at home when at approximately 9:15 AM we heard a loud noise. It was not an explosion, but more of a loud crack or popping sound. Immediately after hearing the noise, we heard the sound of jet engines become increasingly loud to the point that as it passed over our holise, the entire house started to shake. We at first thought that it might be the Concorde taking off, but the noise was much different than we had ever heard before. It was at that point that I got out of my chair and looked out the window facing west in our living room.

I saw the plane banking to the left after it had passed over our house and then saw what I believe to be the left engine and the engine mount fall away from the plane. There appeared to be flames coming from that part of the plane.

At that point, the plane started to go down at a severe angle (almost perpendicular to the ground) and I saw it impact approximately 6 blocks from my home. There was a huge explosion and cloud of black smoke followed by a deep orange ball of flame.

From my first view of the plane until impact, I estimate at least 15 - 20 seconds elapsed.

Please feel free to contact me at any time if I can be of further assistance. My daytime number is and my evening number is

Sincerely,





Date of transcription 11/14/2001

413 Beach 125th Street, Upstairs Apartment, Belle Harbor, New York 11694, telephone number , was interviewed in front of his residence. After being advised of the identity of the interviewing agent and the nature of the interview, provided the following information:

November 12, 2001 watching television. At approximately 9:15am, he heard a very loud noise and his house began to shake. The noise sounded like an airplane was very loud and initially assumed that it was the Concorde/SST flying over his house. Instant stated that airplanes normally fly directly over Belle Harbor to and from JFK Airport and that the Concorde had just resumed flying into and out of JFK Airport last week after a long absence. Instant sensed that something was wrong and looked out his back window. Instant saw a commercial airplane that was flying much too low over a residential neighborhood. The plane was flying south towards the ocean.

approximately a 30 degree angle towards the ground with the nose of the plane pointing down. Saw a piece of the aircraft fall off the plane while it was still airborne. He is not sure whether it was an engine or a piece of the wing falling off the aircraft. He stated that he saw flames coming from the aircraft while it was still in the air. The felt a shake and heard an explosion as the aircraft crashed into the ground.

then saw a plume of black smoke and a ball of flames erupt several blocks from his residence. Internet later learned that the downed airplane was American Airlines Flight Number 587.

found small pieces of the aircraft in his backyard. He notified an NYPD Sergeant and brought the pieces to the front lawn of the house across the street from his residence. The NYPD roped off the area around this house and assigned an officer to guard the plane parts in this area.

Investigation on <u>11/12/2001</u> at <u>Belle Harbor, New York</u> File # <u>149A-NY-280669 SUB 302</u> Date dictated <u>11/14/2001</u> by <u>SA Conor M. O'Sullivan:cmo</u>

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Telephone Memorandum

Date: November 14, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

She was standing in her kitchen when she heard an airplane but the, "sound was different, loud and close". Her 9-year-old son saw it first, screamed and she went outside to investigate.

She saw the airplane "teetering from side to side, with smoke coming out of it." She stated she observed black smoke was coming from the "right of center", at the rear of the airplane. It was already on fire and appeared to be breaking up. The vertical tail was missing. The airplane was traveling diagonal to her position and she could see red and blue writing as the airplane continued downward. Then she saw the right engine departing the airplane.

When the airplane was out of her line of vision, she heard a crash and felt vibration in the house. She stated she felt heat and saw smoke. The airplane was in her sight about 5 seconds.

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11/13/01

Date of transcription Queens, New York (Telephone # 1999), Date of Birth, SSAN: was advised of the identity of the interviewing investigators and the nature of the inquiry. She advised as follows:

On the morning of November 12, 2001 she was playing ball in the backyard with her son when she heard a loud grumbling noise overhead which sounded more like a fighter jet than the normal passenger jets that fly from JFK airport. As she looked in the sky she saw an Americans Airlines jet teetering form side to side. From her view she could see the left side of the plane. The plane was coming down at about a 45 degree angle with flames coming from the opposite side (right side). She saw what appeared to be an engine on fire fall from the right side of the plane along with other smaller objects.

were at her house to retrieve a one foot section of the plane which fell in her yard.

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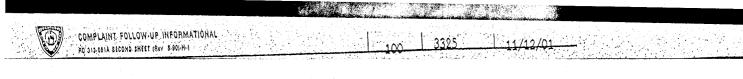
Date of transcription <u>11/14/01</u>

New York, Was advised of the identity of the interviewing agent and the purpose of the interview.

advised that she was in her back yard when she heard the loud roar of the jet engines. Saw debris falling from the sky and the plane headed straight for the ground. Saw a huge fire ball upon impact. found a piece of the plane in her backyard.

Investi	gation on 11/12/01 at Queens, New York	
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File #	<u>149A-NY-28066</u> - sub-302 - 185 Date dictated <u>11/14/01</u>	
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Date of transcription <u>11/13/01</u>

New York 11590, owner FERRARA Corp, work telephone number (710) FERRARA CORP worksite located at 414 Beach 139th St, Belle Harbor, NY and being advised of the identities of the interviewing Agents and the purpose of the interview which was to obtain information regarding observations of the plane crash on November 12, 2001, provided the following information:

advised that at approximately between 9:00 A.M. and 9:30 A.M. he was standing on 414 Beach 139th St in front of had just finished speaking a worksite. the telephone numbers subcontractor named then heard an explosion which and sounded like the Concord jet breaking the sound barrier. observed a commercial aircraft flying low, approximately under 1000 feet, and flying in close overhead vicinity, approximately yelled for his workers to get two to three blocks away. observed that the aircraft turned out of the work site. towards the ocean then spun one to two complete 360 degree observed smoke coming from the aircraft and circles. then the aircraft went into a nose dive and crashed. estimates that the entire observation lasted five seconds. did not recall observing anything falling from the aircraft or hitting the aircraft.

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FEDERAL BUREAU OF INVESTIGATION

11/13/2001

[Interviewing Agent had previously spoken to spouse of who indicated had observed the airline in flight prior to impact. Telephonic contact was made for interview purposes.]

noted that it was about 9:15 AM and he had just returned to his residence on 136th Street after running an errand on 129th Street, all in the town of Belle Harbor. His kids were home from school due to the Veteran's Day holiday and were in his house with his wife when the veteran's bay holiday and were in his house with his wife for work. It heard a loud 'boom' noise, intending to depart for work. It heard a loud 'boom' noise, and his house shook from the noise. As he looked out over the houses across the street from him (now facing east) the airplane was moving from his left (Jamaica Bay area) to right (towards the Atlantic Ocean). He saw flames coming from the airplane, but no smoke. It stated he saw no other planes in the area at the time of the crash. It stated he saw nothing come up to or strike the aircraft from the ground.

the 'boom' and he screamed to his wife to come and see the airplane. The airplane passed out of sight behind the building across the street and he saw the smoke and felt the plane crash. He heard people screaming and chaos on the street as he rushed to the crash sight at 132nd Street. **Science** stated several houses and telephone poles were on fire and he tried to help others get out of the area. **Science** then returned to his residence, and went to his job in Brooklyn, NY.

Interview notes are included in 1A envelope.

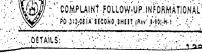
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To. Suke Schiedo

While standing in front of my house on Beach 145th letter Routon and newport ave with a friend and discussing repairs to my chimeny I heard a muffled eplosion or ample othinking it was the SST we started to look for the plane, about 7 seconds after that explosion or kunlle we seen the plane heading straight down. I saw no visible fire ou smoke, Swas anly able to observe the plane for a few seconds before it disappeared behind the houses, Have this small piece of information can help you with your investigation

Neponsit W. y 11694



Pcl. Complaint No. 3325

426 B145 St - interview of a muffled explosion. Saw a plane coming straight down in a vertical position. Did not notice

DATE REVIEWEDICLOSED

TEA: DESIGNATION

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IF ACTIVE, DATE OF NEXT REVIEW

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TAX REC. NO. 882990

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Canvass concluded 1445 hours.

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REVIEWING/CLOSING

RANK Det

CASE

CLOSED.

REPORTING

SUPERVISOR,

OFFICER

Date of This Report 11/12/01.

Nov. 23,01

Quab bitting in my apartment on the top floor of a 12 story bldg, looking aut my tonace door when I baw the plane quing Etraight down. Right after it appeared in my view 2 how the middle button of the plane burst into flames. I abserved the plane for approximating 4 bunds. I lost bight of the plane when it went behind another 12 betory bildg. across the Strut. (105th bt + Parkaway Brach Blod)

Binunly p.n

Cakaway Park NY 11694-2762

HOME OFFILE





National Transportation Safety Board



Telephone Memorandum

Date: November 14, 2001

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed

During the conversation, she stated:

She was in her apartment, having breakfast looking out the terrace window, which faced to the west. She noticed a plane in the distance, which was pointed "straight down." She did not see any fire or smoke coming from the airplane; however, as it descended she saw an explosion and fire coming from the middle of the airplane. The airplane then disappeared from her field of view behind a building and a second explosion followed.

was not certain how long she observed the airplane.

COMPLA	INT FOLLOW-UP I	FORMATIONAL			Pell 100	Complaint No. 3325	Dale of This Rep 11/14/0	0/1	
DETAILS		STIGATION:	INVEST	IGATE PLANE S CONTINUED	CRAASH				
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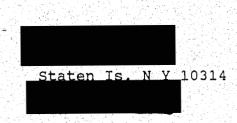
548 B131	Witness stated that she was home with her family when she heard a plane fly low and it was vibrating badly. As she looked out the back door back N/E she saw pieces of metal coming out of the sky. She ran to the side window which faces South and saw the plane come st straight down and crash into the groun She stated that it may have passed and even tried to circle around before it actually lost controll and crashed.
2. This case is active.	

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IF ACTIVE, DATE OF NEXT REVIEW	Ż
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November 30 2001

NTSB 2001 rte. 46, suite 504 Parsippany, N J 07054



RE: AA Flight 587 crash

Luke Schiada,

In response to our conversation earlier this week, I am enclosing the information I previously submitted to Norm Miller on the NTSB Witness Committee and Paul Harris of the FBI, along with my written statement to you.

Approximately 9:15 a.m. I was travelling east bound on the Belt Parkway in Brooklyn on my way to work. I had just passed the Knapp Street exit and I saw Flight 587 departing from JFK in the upper left side of my windsheild. I looked away for a split second and looked back again because I thought I saw an object come in contact with the underside of the plane behind the right wing. I have been very skittish of planes since the September 11th terrorist attacks and I thought my eyes were playing tricks on me and I thought to myself "Stop scaring yourself!" So as I looked back the second time just to re-assure myself I was probably "just seeing things". Looking back, what I probably saw was the landing gear being retracted into the plane.

Anyway, it was when I looked back the second time was when I saw the explosion. There was a huge orange (orangered) fireball that was located where the front of the right wing where it meets the body of the plane. I can't say for sure if the explosion originated from the side of the plane or from the underside of the plane since it happened so quickly. At that moment, it felt as if time just stopped or went into very slow motion. In shock, I watched the fireball turn into a ball of gray-black smoke from the edges of the fireball in towards the center of the fireball. I'm still driving my car as this unfolds and I see what I thought was the outer half of the right wing falling straight down towards Earth First, I thought the plane was going into a roll to the right, but the left wing never came up and I realized that part had seperated from the plane. I just assumed it was the right wing I saw fall away, but I could next page ...

not be sure it was the wing because all I could see was the billowing smoke. To my amazement the plane continued to fly south (towards the ocean) still flying straight and level and then it seemed to turn into the southeast where I guessed it would go down either in Jamaica Bay or in Rockaway, Queens.

The entire episode took about 25-30 seconds. I only looked away (as I saw what I thought was the wing) for a split second to see the three cars in front driving erratically in front of me, as they were probably seeing this unfold as well. Instead of watching the piece of the plane falling to the ground, I just watched as I screamed and cried knowing that plane was going to crash. I never actually saw the plane going down as it was still level as I lost sight of it over the horizion.

What I can say is that plane was completely intact prior to the explosion.

I was able to find out after speaking to that both wings were found at the crash sight, and what I saw falling to the ground was probably the tail (now turned upside down) which I thought was the outer-half of the right wing.

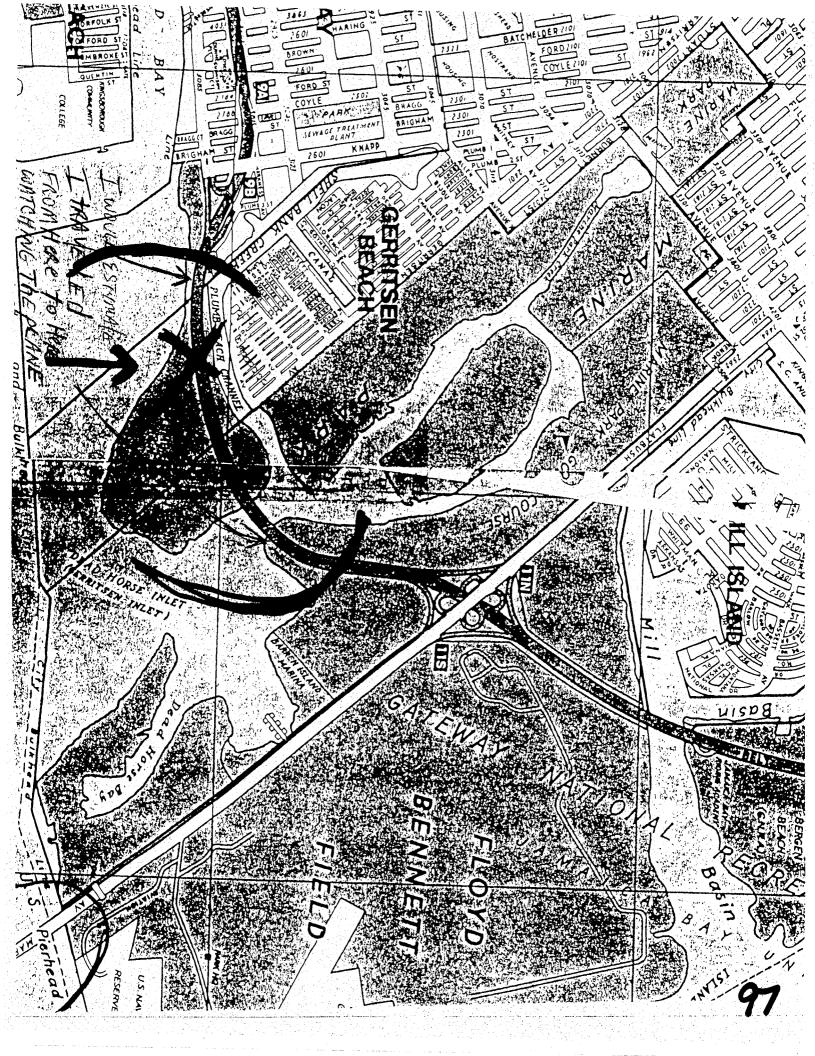
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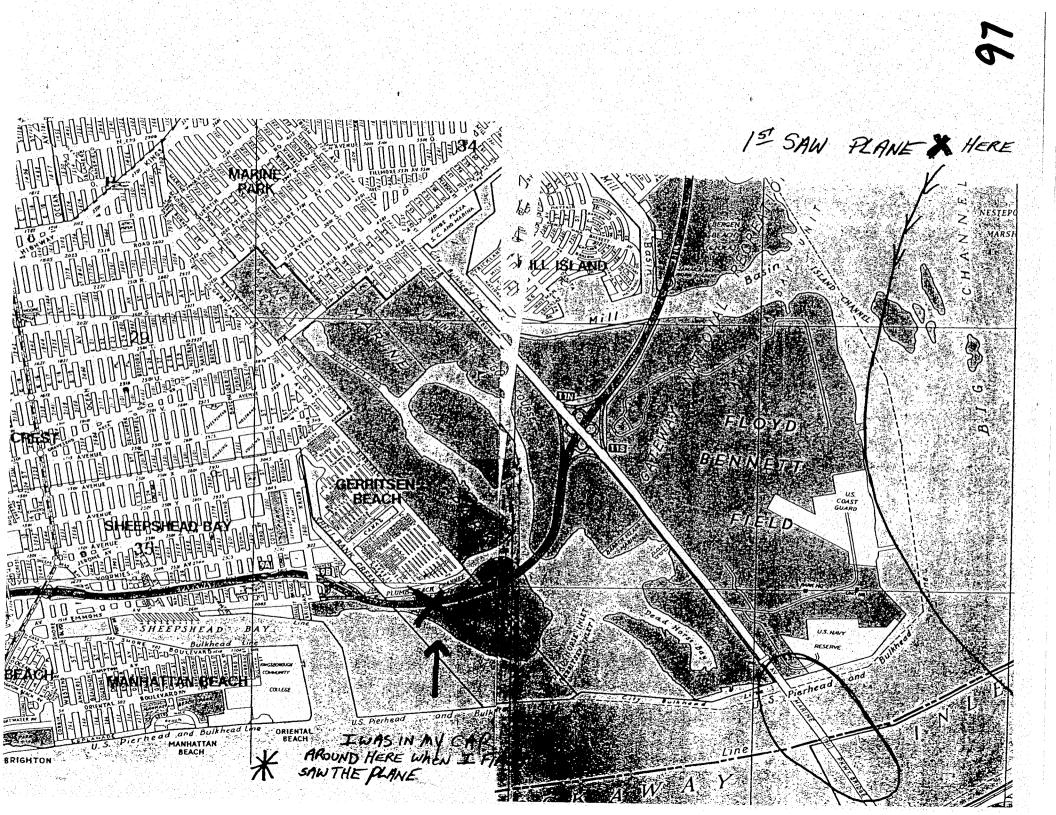
Call me if I can be of any further assistance.



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- 1 -

Date of transcription 11/15/2001

date of birth On 11/15/2001, Staten Island, New York 10314, telephone number was interviewed at her place of employment, FILLMORE REAL ESTATE, 2926 Avenue J, Brooklyn, New York 11210, . After being advised of the telephone number identities of the interviewing Agents and the purpose of the provided the following information: interview,

was on her way to work on the morning of 11/12/2001 at approximately 9:15 a.m. She was driving eastbound on the Belt Parkway, just past the Knapp Street exit, when she observed, through her front windshield, American Airlines Flight 587 in the sky. She was traveling in the middle lane at approximately 55 miles per hour. The plane was climbing into the initially observed it. sky when

believed that she first saw an object hit behind the wing area on the underside of the plane. The object looked like a helicopter without a rotor. (After reflecting on thinks it could have been the landing gear it for a day, that she saw.) Immediately after, saw an explosion just in front of the right wing on the plane. She next saw a big ball of flame cover the plane in the area of the explosion. At that point, she observed something fall from the plane. It may have been the right wing but she could not be sure. She saw the plane continue flying level before it disappeared out of her sight due to her continuing to drive. She did not stop her car at all while she observed the plane. In all, estimated she observed the plane in the sky for about 25 seconds.

drew a diagram of her observations. The diagram is enclosed in a 1A Envelope.

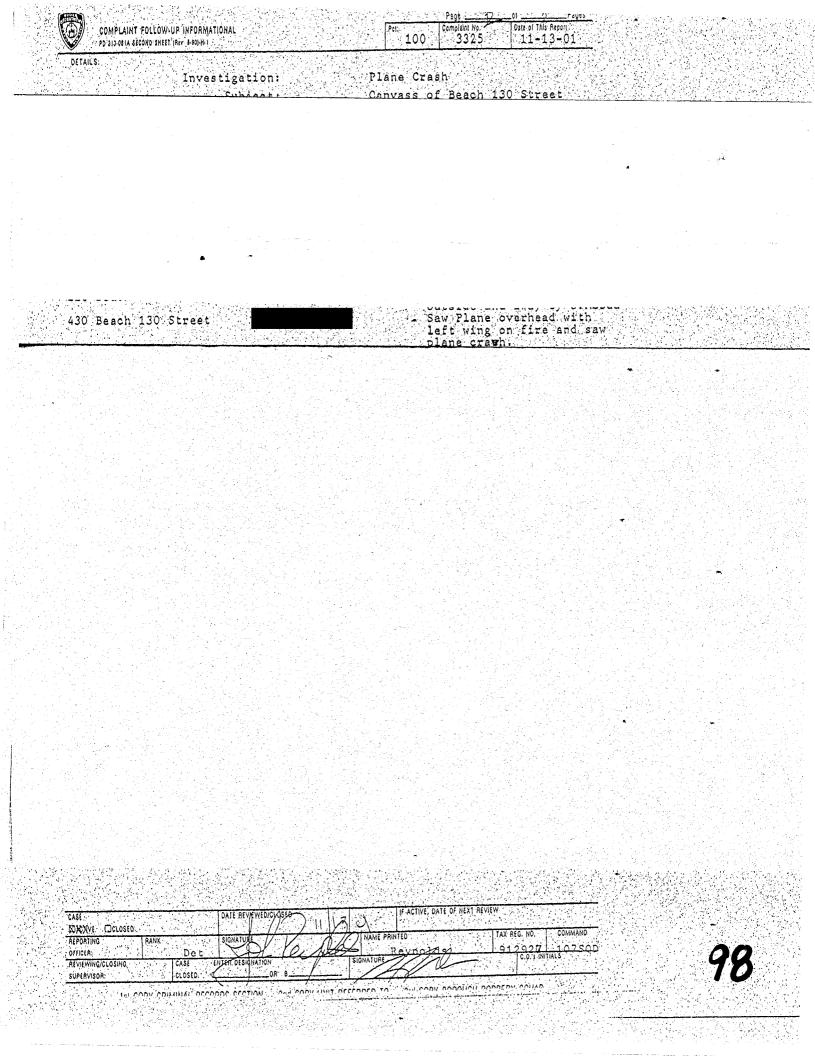
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File # 149A-NY-280669-302	Date dictated <u>11/15/2001</u>
SA Paul N. Harris PN ^H by <u>SA Jeffrey L. Tarkin</u>	the courd # NY 74

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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(Continue in "Detalls"):	OFFICER ONLY: THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE CASE "NO RESULTS."
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	CASE DACTIVE CLOSED REPORTING. RANK OFFICER. DEL. REVIEWING / CLOSING SUPERVISON / CLOSED. C	CATE REVIEWED / CLOSED	Großse	AX. REG. NO. 885744.75.

To: Luke Schiada From : Police Officer shield # 2757 sevial # 6677 Subject: American air Cines flight 587 Crash Belle Harbor N.Y. 1. On November 12, 2001 at Approx 0915 his I was on Patrol in Narsque county Pulice Dept. MArine Bureau. Operating MArine Vessel Number 5. West bound offshore Approaching EAst Rockansy Head Borry, also some maine 5 was Police officer and Police officer 2. While operating marine 5 I was viewing the Inter cutince into East Rockany out of the right window to prepare myself to turn the casse (when I noticed a Large Jet Flying west to slightly South west which Appended to have A Large fire at midsection of fuse and -centerline of rear left wing. I did not report this to the crew for a tew seconds thinking it has to be the glace from the sun due to the clear sunny day we had Then the Mane started to go in to gleft back tyrn the fuse last five was clearly Vis Alle. Luts an Aircraft Mechanic



for sylars prior to joints the NASSAG County Police dept. And observing the plane's tury Iknew at a certain point I Alerted the crew in disbelief. The plane continued to roll counter clockanse with the top fase facing us and wore pointing to ground, we were Approp Failes Away which we later clanified using the charts and had no obstructions in the way of our vision. The flore took Approx 20 to 25 second be fore it struck the ground in Belle Horbor N.Y. prior to Contacting the grounda large piece separated from the plane And there was A large explosion and A smaller one east of it. after the large fire ball we could be Black smoke at two locations near each other but were unable to verify if the plane crashed on land or in the water on the Bay Side. at this time we notified USCG Station Jones Beach VIA UHFIG radio And Our Marine Base in Bay park, We Responded to scene which took Approx 20 minutes. upon Arriva ("N.4.C. harbor PAtric vessel had large section of TAil Aboard And



Another NYC vessel was recurring A larger piece of trail section Floating in the BAY, Our core sever GelAres, we were interviewed by FBI And NYC Police Dept Detective Division We stayed on scene until ordered at 1515 has by our base to return to post. You may contact me at Volice officer 01/27/02 100

Date of transcription 11/14/01

100

County Police Department, Marine Bureau was interviewed at the New York Police Department Aviation Hangar, Floyd Bennett Field, Brooklyn, New York 11234. We was advised as to the identity of the interviewing agent and the nature of the inquiry wherein he furnished the following information:

Bay Park, East Rockaway, New York, telephone number D advised he was on board Nassau County Marino 5 D advised he was on board Nassau County Marino 5 and boat along with Police Officers Bryan commercial and be a stand boat along with Police Officers Bryan commercial East Rockaway inlet, headed west. As they approached the head buoy he observed a plane making a sharp turn. The time was approximately 9:15 am. The sky conditions were extremely clear. saw light which he quickly realized was fire coming

from the plane.

After observing the explosion on land, THEDERICO drove the boat to the Rockaway Inlet, east of the Marine Parkway Bridge. Advised he and the other officers on board observed aircraft debris floating in the water.

	양성에 나는 여러 가지에 걸려 다시 한다. 것을 것 같아? 것 같아? 그는 것이라는 것은 것을 다시 가지 않는 것이 가지 않는 것이 같아.
Investigation on 11/12/0	1 at Brooklyn, New York
Investigation on $11/12/0$	
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10	INFORMATI)NAL (Rev. 4-89)-31	Crime Investigate	Airlinnt		00	3325	11/12/01	PER
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, Ö.	Yes D No	Name	es, Addresses, Aesuns		L YOS	C. 10			
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OICE	4. Due to all of the above facts, the undersigned requests that this case remain active at tghis time.
	CASE ACTIVE DATE OF NEXT REVIEW
	REPORTING BANK SIGNATURE S
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