Witness Group Factual Report

APPENDIX D

Documents Pertaining to Witnesses 101-150

DCA02MA001



National Transportation Safety Board

Telephone Memorandum

Date: January 17, 2002

Person Interviewed:

Subject: DCA02MA001, Witness Interview

witnessed the subject accident and contacted the Safety Board after he received a request to provide a written statement of his observations. During our conversation, he stated:

He was working on a roofing job in the local area with the second second

estimated he observed the airplane for about 10 to 15 seconds.

Luke Schiada Air Safety Investigator

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription

uption <u>11/14/01</u>

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On Wednesday, November 14, 2001, lead #NY72 was assigned who
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hey saw fire on the left side of the afforder, bing revved, saw the plane arc and then the engine died and the
lane nose-dived.

On 11/14/01 at 1710 hours, the undersigned spoke with who stated that he is a contractor and was leaving a who stated that he is a contractor and was leaving a restaurant at 88 Street and Rockaway Beach Boulevard along with his partner, His attention was drawn to a plane which didn't appear to be going that fast for a plane that had just taken off. According to the seemed to be level (rather than ascending or descending) and then it tipped from side to side and he observed that the area where the top of the wing meets the airplane was on fire.

said he and that the pilot was having parking lot. It appeared to that the pilot was having trouble controlling the plane. He said that the plane appeared to climb a little and then gave two violent twists which threw the plane sideways as the wing tipped down. Could see debris falling from the plane at this time, including the tail section. He then heard the plane stall, it stopped in mid-air and went straight down. Stated that he heard the impact noise and saw the smoke. He estimated that from the time he first observed the plane until the time it crashed was no more than five or six seconds.

With no further questions, the interview was concluded.

Several attempts were made to contact apparently does not wish to be interviewed as he has not responded.

H^{-1}	<u>y)</u>
Investigation on <u>11/14/01</u> at <u>Brooklyn, New York</u> (telephonical) Date dictated <u>11/14/01</u>	
File # 149A-NY280669-302	
hy Det. Kathleen Donnelly	

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

TEL. EXT. (201) 216-6800

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/16/2001

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and the purpose of the	interview. Also pr	esent was Deter	ct <u>ive</u>
GEORGE SANTIAGO of the	Port Authority Poli	ce Department.	
provided the majority	of the following inf	ormation:	
특별 전문 이 가슴 것 같아요. 전문 전문 것 같아요. 나는 것 같아요. 이 가슴 가슴 가슴 가슴 다	승규가 가장 그는 가장은 가지 않는 것을 가지 않는 것이 가지 않는 것 같아요. 나는 것	이 승규가 나는 것 같아. 이 집에 집에 많이 많이 있는 것 같아.	승규는 영국 가격 등

respectively, for BA Flight #178 which was scheduled to depart New York's JOHN F. KENNEDY INTERNATIONAL AIRPORT on November 12, 2001 at 9:00 a.m. for London.

After pulling away from Gate 5 at approximately 8:20 a.m., Flight #178 was on Taxiway J awaiting clearance for takeoff from Runway 31L. There were approximately three other aircraft ahead of Flight #178 in the queue.

As the BA plane was waiting on the taxiway, the cockpit crew heard a radio transmission from an unknown ground vehicle to the control tower referring to a plane in distress. The tower asked the caller to repeat the message. These radio transmissions were at a frequency of 19.1 megahertz. Immediately thereafter, the BA crew heard a radio transmission from what they believed was the cockpit crew of a JET BLUE airplane in the vicinity. JET BLUE was advising of an aircraft crashing to the south.

Copilot having the better view sitting on the right-hand side of the cockpit, looked out the window and saw a huge fireball in the direction which they were advised to look. Neither for the pilot saw the plane hit the ground. and to a lesser degree only saw the aftermath of the crash.

in a direction similar to what he perceived would have been the downed plane's original flight path, west of the airfield. and speculated that the observation of debris coming down, away from the crash site would seem to indicate the plane came apart in-flight.

Investigation on <u>11/12/2001</u> at Qu	ueens, New York
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File # <u>149A-NY-280669-302</u>	Date dictated <u>11/12/2001</u>
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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. 45

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COMPLAINT FOLLOW-UP INFURMATIONAL		
12/112/01 (CONTINUED ¹²⁸⁹ FROM PAGE #1)		
181-Beach 117 St- While working on scaffold observed the airplane flying erratically		
through the sky with its left wing engulfed in flames. roments later		

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January 10, 2002

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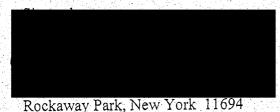
National Transportation Safety Board 2001 Route, 46, Suite 504 Parsippany, New Jersey 07054

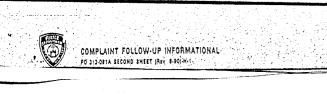
Dear Mr. Schiada,

In response to your request for my assistance, regarding the plane crash in Belle Harbor on November 12, 2001 here is my statement:

I had the day off from work on Monday, November 12, 2001, since it was Veterans Day and my office was closed. I was walking to dunkin donuts that morning; I was on the corner of 116th Street and Rockaway Beach Boulevard, when I heard a plane. But it was exceptionally loud; I thought that it was the concord, since I knew that they had recently resumed service on the concord. So I turned and looked in the sky and noticed a regular plane except it was unusually low in the sky and it was pitched in the wrong direction. The nose of the plane was pointed toward the ground; I stopped and watched in horror as the left engine then fell off the plane. Then the plane rocked back and forth (from side to side). There weren't any flames or smoke coming from the plane. I watched the plane for approximately 3 or 4 minutes, it was hard to tell how much time passed since everything happened so fast, then I lost sight of the plane and it crashed into the ground. When it crashed, plumes of black smoke and flames erupted into the sky. I then ran home to call a few people who I knew lived closer to that area to make sure that they were all right.

I hope this information will help with the investigation. If you need to contact me I can be reached Monday thru Friday from 8:30 a.m. to 4:00 p.m. at the formation of After business hours you can reach me at my home after 6:30 p.m.





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-I saw the engine fall off of the plane. The plane was on fire where the engine was. It was rocking from left of right. It went down and I hear the explosion and saw smoke.

2. Status: Case open.

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140 Beach 122 nd Street Belle Har<u>bor, New York 1169</u>4

March 11, 2002

Dear Mr. Schaida,

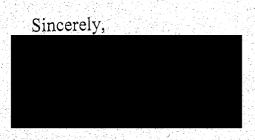
I apologize for not responding in a timely manner.

On the morning of November 12, 2001, I was standing in front of my house when I saw an airplane seemingly out of control, rapidly descending from the sky. I was facing West, the airplane was coming from North to South (headed towards the ocean). Though I did not see any parts separating or falling from the airplane, when I observed the airplane, it appeared as though the wing was missing. I saw a streak of flame in its place (it was on the aircraft's left side towards the back, this was the side facing me). Though a flame was present, I did not observe any smoke at this time.

The airplane was rapidly descending in a rocking, side to side motion. This may be best illustrated by taking your hand, placing it straight out in front of you and rocking from left to right. I did not see a nose first downward spiral.

I observed the airplane for a few seconds, though it seemed like a lengthy period time it was most probably under one minute. It fell out of sight behind the houses that were obstructing my view. I heard the airplane crash down, loudly. Black, thick smoke immediately followed.

I hope this description is helpful. You can reach me at the above telephone number at any time, if you leave a message on the automated machine I will be happy to return your call. Good luck with the investigation.





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Sgt. Mullen also interviewed of 140 Bl22 who stated that she was standing must outside her home and sawwhur the plane flying very low in the sky in a s/w direction Whe further stated the left wing was missing and flames were coming from where the wing should be. She also stated the plane was rocking back and forthe The plane then gissppeared behind some houses she then saw smoke.

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FEDERAL BUREAU OF INVESTIGATION

11/13/2001

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11/12/2001 at Rockaway, New York 149A-NY-280669-50630-	118 Street, Rockaway, 1 was interviewed at his identity of the interv interview, pr adv of November 12, 2001, when he heard a loud a thought that it might out of bed and look ou that he saw a large me sport utility vehicle west of his residence. bit the ground he obse	urity Account Num New York, telepho residence. After iewing agent and ovided the follow ised that shortly he was lying in h ircraft fly over have been the Cor t of his kitchen tal object, appro- fall out of the s rved small debris ermine if this de ng on the ground	ar being advised of the the nature of the ying information: after 9 AM on the morning bed with his girlfriend his residence. window. window. window. window. be stated oximately the size of a sky approximately " mile ed that after the object s falling from the sky. bbris was the result of the or additional debris provide no further
149A-NY-280669-506302 - 155 Date dictated	11/12/2001	Rockaway, New Yo	rk
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SA Matthew S. Carabina			Data diatatad

National Transportation Safety Board



Telephone Memorandum

110

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was training motorcycle police at Floyd Bennet field. There was a helicopter in the area and he had been watching it when his partner shouted for him to look toward JFK Airport. He saw an airliner that was out of control and had a fire in a sort of halo around the wings with most of the flame intensity on the right side. The fire was orange and red in color and seemed to have about a 3-foot radius around the airplane. The plane rolled to nearly inverted and he saw pieces falling off the aircraft. The pieces seemed to be falling like paper. He felt that the engines were still on the aircraft when he saw it.

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National Transportation Safety Board



Telephone Memorandum

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, she

Her family was having breakfast at a park near the bridge between Rockaway and Howden Beach, near a bird sanctuary. She felt that the alrcraft was intact when she noticed it had a fire coming from the right side of the fuselage just forward of the right wing. She saw flares shoot out from in front of the wing. Then the tail came off in many parts. Many shiny parts were falling and she saw the plane nose down and crash in the town.



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription $\frac{11/15/01}{11/15}$

born with temporarily residing at Richmond Hill, Queens, New York, telephone number was interviewed at the FBI Mobile Command Post. After being advised of the identity of the interviewing agent and of the nature of the interview, provided the following information:

her family. And her family are temporarily staying with friends while they look for a place to live. The is originally from Ozone Park.

On 11/12/01, drove with her husband, drove, and their three small children, over the Cross Bay Bridge to a small park located just over the bridge on the Rockaway Peninsula. The park is near the bird sanctuary. Was in the passenger seat of the minivan and her husband was in the driver's seat. The children sat in the back of the minivan. The parked the vehicle so that the family could sit and have lunch while they looked out at the water. The noted that their back's were to JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK).

sat watching the airplanes pass overhead as they flew out of JFK. was watching one plane fly away from her direction when suddenly flames shot out from the right side of the airplane near where the wing is attached to the cabin. noted that the plane was approximately two miles away. After the flames shot out from the right side of the plane it began to slowly turn to the left facing the bay away from land. saw something fall off of the back of the airplane. At this point the plane headed straight down. black smoke and orange flames rise up from the horizon. could not see what had fallen off of the back of the plane before it crashed.

		ed out of				
	l that she was		yelling a	t the ope:	rator that	a
plane	had just cras	hed.	husband	then too.	k the phone Leap #4	
nvestigation on	11/15/01	at Rockawa	y Park, NY			
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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;

149A-NY-280669-302

Continuation of FD-302 of

, Page 2

his wife and spoke with the police dispatcher. noted that she is extremely upset about witnessing the plane fall from the sky, and that it has been very difficult talking about the plane crash.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/15/01

born supervisor, FIVE STAR PARKING, Laguardia Airport Parking Services, cellular telephone number statement, temporarily residing at Richmond Hill, New York, telephone number statement, was interviewed at the FBI Mobile Command Post. After being advised of the identity of the interviewing agent and of the nature of the interview, statement provided the following information:

and his family are staying with a friend of until they find a place to live.

On 11/12/01, drove his wife and children to a small park just over the Cross Island Bridge on the Rockaway Peninsula. In noted that his wife was in the front passenger seat and his children were in the back of his minivan. In parked the minivan facing the water away from JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK).

was watching some birds when he suddenly heard his wife gasp. Note looked out towards the sky where his wife was looking and noticed an airplane flying away from his vehicle. Added that the plane was approximately a mile and a half or two miles away from where he and his family were sitting. Saw a ball of flame shoot out from the right side of the airplane. Added that he believed the flames shot out from somewhere behind the cockpit just in front of the starboard wing. If did not hear anything. The plane then slowly turned to the left facing the bay. The plane then slowly turned to the back of the plane. The airplane then slowly spiraled downward and out of his view. The airplane then slowly spiraled downward and out of his view.

was hysterical. The briefly spoke with the police dispatcher. GILL advised the interviewing agent that he had called the NTSB $N \stackrel{?0}{100} (00)$

Investigation on <u>11/15/01</u> at <u>Rockaway Park, NY</u>

Fue # <u>149A-NY-280669-302</u> - 04

Date dictated

11/15/01

by SA Patrick J. Gildea

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149A-NY-280669-302

Continuation of FD-302 of

On 11/15/01 , Page 2

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and reported that he and his wife had witnessed the plane falling.

November 23, 2001 Bille Harbor, new fork 11694 -Dem Sir. In repey to your guestions asked m letter form signed Juke Schuda air Safety anvestigator Nat'l Transportation Board 2001 RT 46 Svite 504 Parsippany, new Jersey 07054 1 - The plane in guestion was flying over Belle Harbor after taking off from Kennedy at 9:15 AM GIVE A MINUTE OR TWO. in a South westerly direction. 2 - Parts Separating? = Two white objects & at first thought to be BOMBS Mcourse were Engines and covers. They were found on 130 5+129 35T 3 - I OBSERVED Looking Station. 3 - I OBSERVED LOOKING SKYWARD THE PLANE WAS NOT IN ANY PART OF THE SKY ----THEN IMMEDIATELY & long, BOOM, THEPLANE CRASHED, BLACK SMOKE, SIRENS _ THE SIGHTING OF THE PLANE WAS ABOUT 25 SECONDS FROM SKY TO GROUND. ALL HAPPENED WITH EXTREME SPEED 114 PERHADS LESS THAN THAT! OVER - REASO

5-LIVING SO CLOSE TO THE AIRPORT PEORLE HERE ARE CONSTANTLY LOOKING AT. THE SKY. TRAFFIC. MY FIRST REACTION WAS TO A LOUD GROANING NOISE LIKE A SST FLYING NOT A NORMAL ENGINE SOUND UNBALANCE AND LOUD. MY FINAL VIEW OF THE AIRPLANE WAS AN ANGLE SUCH AS A FIGHTER PLANE PEELING OFF FORMATION THEN A FEW SECONDS LATER SMOKE!

MY WIFE AND I HAVE BEEN RESIDENTS AND MAINTAINED A BUISNESS FOR 50 YEARS HERE IN ROCK AWAY.

THIS REPORT WAS GIVEN TO THEF. B. I. WHO INTERVIEWED ME AT HOME DURING THE DISASTER.

WE WILL BLADLY ANSWER ANY OTHER QUESTIONS AT ANY TEME.

YOURS SINCOLOGY,

U422BEachlassi Belle Harbon, n. Y. 11694.

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	Complainant's Name - Last, First, M.I.	15
	Address, Include City, State, Zip	TO PERP 1
	Home Telephone Business Telephone Position / Relationship Sex Race Date of Birlin Age	PERP 2
	Total No. of Wanted Arrested Weapon Describe Vreapon (If lirearm, give color, make, calibre, type, model, elc.) Perpetrators Used Dossessed	
	Wanied Arrested Lasi Name, First, M.I.	si. 16
	- Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.	CHOICE
	2 D Eyeplasses D Sunglasses: Clointing: Dascription.	CHOICE 2
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	AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."	
	Comp. Interviewed. In Person By/Phone. Date. Time Results; Same as Comp. Repon • Different (Explain in Defails)	CHOIC 2
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PERP 1		21 PEAP
PERP 2	THE ALT ANTER A CAR AND A CAR	
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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 11/13/01

On November 12, 2001, date of birth of 422 Beach 125 Street, Belle Harbor, New York, telephone number determined, was interviewed by Special Agent Jeffrey L. Tarkin. After being advised of the identity of the interviewing agent and the nature of the interview, determined provided the following information:

was at home when American Airlines Flight #587 crashed. He was retrieving his newspaper from the front yard when he noticed an aircraft in the sky. He heard a loud noise and saw two (2) large white objects falling from the sky. He thought the objects were "bombs." next saw black smoke. A small piece of the aircraft was noticed on his front lawn.

ile # 149A-NY-280669-302		Date di	ctated <u>11/13/200</u>	1
y SA Jeffrey L. Tark:	in 15T			

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

FEDERAL BUREAU OF INVESTIGATION

- 1 -

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

Beach, New York (NY), telephone number was advised of the identity interviewed at his residence. Was advised of the identity of the interviewing agent and provided the following information:

Was previously interviewed by Detective Kelvin Ham, New York Police Department (NYPD), telephone number advised that airplane pieces from American Flight #587 fell into his yard and they had not been collected by police authorities.

Investigation on 11/12/01 at Rockaway Bea	ch, New York		
File # 149A-NY-280669-SUB 302 - 7	Date dictated		
\sim			
by SA Ronald R. Henderson, Jr./rra			114
This document contains neither recommendations nor conclusions of the FBI. It is it and its contents are not to be distributed outside your agency.	s the property of the FBI and is loand	Unteren # NY	44

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FEDERAL BUREAU OF INVESTIGATION

- 1 -

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

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Pete's Home Improvement, was interviewed by telephone pursuant to an interview of who advised that was with him when they both eye witnessed the crash of American Airlines Flight 587 on November 12, 2001.

According to he was with at the job site on Beach 130th Street and Rockaway Beach Boulevard in the morning hours of November 12, 2001 where they were doing an aluminum siding job. _____ stated that he first heard a sound which was similar to the Supersonic Transport (SST), which caught his attention. Thereafter, there was a two or three second pause in the sound when everything went quiet. Then, according to he heard a noise similar to jet engines revving. Looked up and saw an airplane parallel to the ground with its wings dipping left and right. Then according to he heard a crackling sound and saw pieces from the left wing, believed to be parts of the engine, falling to the ground. The aircraft then appeared to nose upward with its fuselage vertical to the ground in what appeared to _____ as an attempt to gain altitude. Then the airplane appeared to stall and went backwards. At this point, he and ran for safety.

Investigation on 11/13/01 at	Telephonic	(tele	phonically)
File # 149A-NY-280669-302		Date dictated 11/14	1/01
by SA RICHARD P. MIKA			

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;

AA587 Witness

From:

Sent: Sunday, February 10, 2002 8:27

To: AA587wit@ntsb.gov

Subject: I saw the aircraft crash of 587

I work at Floyd Bennet Field. The morning of the crash, my partner and I were making rounds, as we turned towards the bay we could see a plane accending, at that moment we saw an explosion behind the wing [right side] near bottom.

It looked like a section of the cargo or luggage bay fell out immediately in the bay. As that happen I jumped out our vehicle and ran towards the police heli, hanger yelling that a plane just blew up. As I turned around I saw the plane crashing nose first into Farocaway. yours truly, National Transportation Safety Board



Telephone Memorandum

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed **sector** via telephone. During the conversation, he stated:

He was in his truck near the Floyd Bonnet Field police hangar facing the bay. He saw the aircraft taking off and noticed an explosion on the right hand side of the cargo belly just behind the wing. Sections of the cargo area fell out and pieces came off the airplane. He felt that the engines were still on the wings. The aircraft was very loud, just like the Concorde. He never noticed if the tail or wings came off the airplane as suggested by the newspapers.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/19/2001

444 Beach 130th Street, Belle Harbor, New York 11694, telephone was advised of the identity of the interviewing agent and the nature of the interview.

stated that shortly after 9:00am on November 12, 2001, she heard an airplane an believed it was the Concord. Immediately following that noise heard a female in the street screaming. In the rushes over to a second floor window that faces in a southwest direction and observes a tremendous airplane jet with the right side and tail on fire. In the stated she observed the plane hit the ground and then there was huge flames and black smoke.

Investigation on 11/13/2001 at Queens, New York		
Investigation on 11/13/2001 at Queens, new round File # 149A-NY-280669 sub 302 Date dictated		18
by SA Christopher B. McKeough	-	' U
by <u>BR CHIEROPACE</u>		

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National Transportation Safety Board



Telephone Memorandum

Date: July 1, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane from the second floor balcony of her residence. During our conversation, she stated:

She heard a "rumble, like when the SST passes, only 400 times louder." The sound like it was extremely low and close. She went out to her balcony and observed a "silver object" descending "straight down." She was not certain what the object was. The object struck the ground, made a loud "crack" sound and exploded into large black smoke and fireball. At that time, she thought the object was a bomb.

was not certain how long she observed the airplane; she added it was "less than a minute, a few seconds, maybe." She did not observe any smoke or fire while the airplane was in the air and also did not see any parts falling from or around the airplane as it descended.

and a series	PO 313-081A (Rev. 4-89)-31 Crime INVESTIGATE PLANE CRASI 100 3325 11/12/01	PE
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		"最优大的专家是你们的意思,我们就是你是你的?" <u>这些,你们的意思,这些你的,你</u> 我们认真,我们还是你的。""我们就是你的,""我们就是你是你是你的。""你们就是你能不知道。"	PERP.	.11
	9	Sqt. Mullen also interviewed of 150 B 122 St.	1.1	1
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12.1	1	stated she was standing on her 2nd floor balcony and saw the plane nose dive	PERP	2]
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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription <u>11/16/2001</u>

Date of Birth telephone
number was interviewed. After being advised of
the name of the interviewing Agent and the nature and purpose of
the interview, provided the following information:
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was standing along Beach Channel Road in
Quoons New York when he saw an airplane over Jamaica Bay.
heard the roar of the airplane which was what caused
to looked up. saw that one of the engine's was
on fire, and then he saw a big part of the airplane fall off,
although he was not sure what it was. The airplane then began to
although he was not sure what it was: including dive
veer from side to side and then it just started to dive.
then heard the allplane mit the ground and emploade
not provide any further information.

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123-10 Prominade, the super later identified as determined d.o. to the provide and the provide the super later identified as the building parking lot and He observed a plane in the sky , left wing with eng fall off. He further stated, the plane crash in the area of 129%, street?

Parpi

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ACTIVE REPORTING OFFICER		SIGNATURE	14./01 V5/ L		HAME PRINTED		/BIT
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Parp 1

AA587 Witness

From:		
Sent:	Thursday, January 17, 2002 12:17	
To:	AA587WIT@ntsb.gov	
Cc:	FDITOR@rockawaye.com	

Subject: (no subject)

DEAR LUKE IN RESPONSE TO YOUR LETTER, I WAS FISHING WITH MY BROTHER IN LAW AND FRIEND BOTH WHO HAVE RECIEVED YOUR LETTER .WE WERE JUST WEST OF THE CROSS BAY VETERANS MEMORIAL BRIDGE WHEN MY BROTHER IN LAW SAID LOOK AT THAT. I NOTICED THE AA PLANE ON FIRE ON THE LEFT SIDE WING RIGHT WHERE THE ENGINE IS LOCATED.IT LOOKED LIKE THE PLANE HAD STOPPED MOVING ACROSS THE SKY. THE TAIL SECTION WAS FALLING OFF TO THE RIGHT LEAVING A TRAIL OF SMOKE. NEXT THE PLANE HEADED STRAIGHT DOWN TO THE GROUND CRASHING INTO THE HOMES. WE RUSHED TOWARDS THE AREA WHERE WE SAW THE PLANE HIT THE GROUND AND THERE WAS PARTS OF THE PLANE IN THE WATER . WE STARTED TO PICK UP PLANE PARTS AND GIVE THEM TO THE HARBOR PATROL. PART PF THE TAIL STUCK INTO THE GROUND IN ABOUT 4 FEET OF WATER . IT COULDN'T BE LIFTED OUT OF THE WATER.WE GAVE OUR STORY TO THE COAST GUARD AND WENT HOME. WE WERE CONVINCED IT WAS NO ACCIDENT. SINCERELY

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National Transportation Safety Board



Telephone Memorandum

12.

Date: February 28, 2002

Person Interviewed:

ed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

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

She was walking on the beach abeam 121st street, when her walking partner said to look up and she saw an airplane bouncing through the air. Pieces were falling off the airplane and floating down. It seemed like the pieces were two different parts. She thought there had been midair between two airplanes. The nose of the airplane came down rapidly and it hit the ground. When it was going down she said the airplane appeared to still have two wings and a tail. She felt that the entire sequence took place in just a few seconds.

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National Transportation Safety Board



Interview Memorandum

Date: November 14, 2001

Person Interviewed:

Present: Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident and was interviewed by the witness group at her residence. During the conversation she stated:

She was in her kitchen at approximately 0915, when she heard a loud noise that she believed was the Concorde. When she looked out her window she saw the airplane in a left turn, slowing "rocking back and forth." She did not observe any smoke coming from the airplane; however, she did notice an "orange ball or glow" surrounding the middle of fuselage. The airplane continued to turn to the left and the nose began to pitch down. The airplane continued to pitch down to a point beyond 90 degrees, and then disappeared behind some buildings. She did not recall hearing any noise and at no time did she see anything separate while she observed the airplane.

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Belte Harbor, New York January 9,2002 Luke Schioda Mational Iransportation Saylety Board 2001 Porte 46 Suite 504 Parseppany, New Jersey 07054 Un November 12, 2001 at approximately 9:20 a.m. I was walking past the co op at 128-11 New polt are Belle Nackor when I looked up and Daw an american aulines jet with the tail off floating to the upper right sky there was then a loud pop and a flame care from the left engine it then cane off the place. The plane then started to shake left and right it then started to nose dite I plarted to run because I thought it was coming right al me Uhen the plane thit the ground the Dound was deafering, I turned and pour a ball of pere and phase coming towards me I could feel the flat I started running again until I got kone. until IpH Homephone. WorK# - Post offic.

3pH-11pH JEK Airport

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PLANE, THE PLANES WING WAS ON FI	IL SHE THEN	LEFT THE A	REA.		
52. CASE ACEIVE.					

of _____ Pages Date of This Report 11/13/U1

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Page Complaint No. 3325

Pet 100

COMPLAINT FOLLOW UP INFORMATIONAL PO JIDOBIA SECOND SHEET IREY & 400 H-1

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2	DACTIVE DCLOSED		TAX REG. NO. COMMAND
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FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

DOB: DOB: 218 Beach 138th Street, Belle Harbor, New York was advised of the identities of the interviewing agents and the purpose of the interview.

advised that she saw American Airlines flight 587 lose altitude, something flew out or off of the plane and then the plane crashed straight down, nose first.

Investigation on $11/12/01$ at	Rockaway, New York		
File # 149A-NY-280669		Date dictated 11/14/01	
John F. Magri by _Steven M. Troyd		and a second	

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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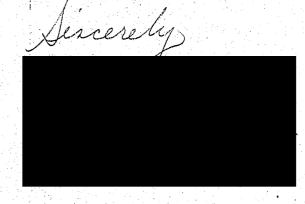
Dear MR. Schuda,

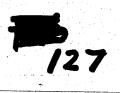
On november 12, 2001 & was a witness to the plane crask in Rochaway I was between 120 + 121 St. Beaches on the Gand. It was between 9:00 c 9:30 Am. Us I was on the sand lacing the ocean I heard the plane, which pounded like the concord, It struck my attention because it was very loud. When I turned around to look my first thought was that this plane is going crash". I thought that because of how low the plane was plying, the plane was flying diagnol, towards the ocean but heading in the direction of preeze point. When I first paw the plane it was fully intact. about 3.5 peconds later the left werg engulfed in planes

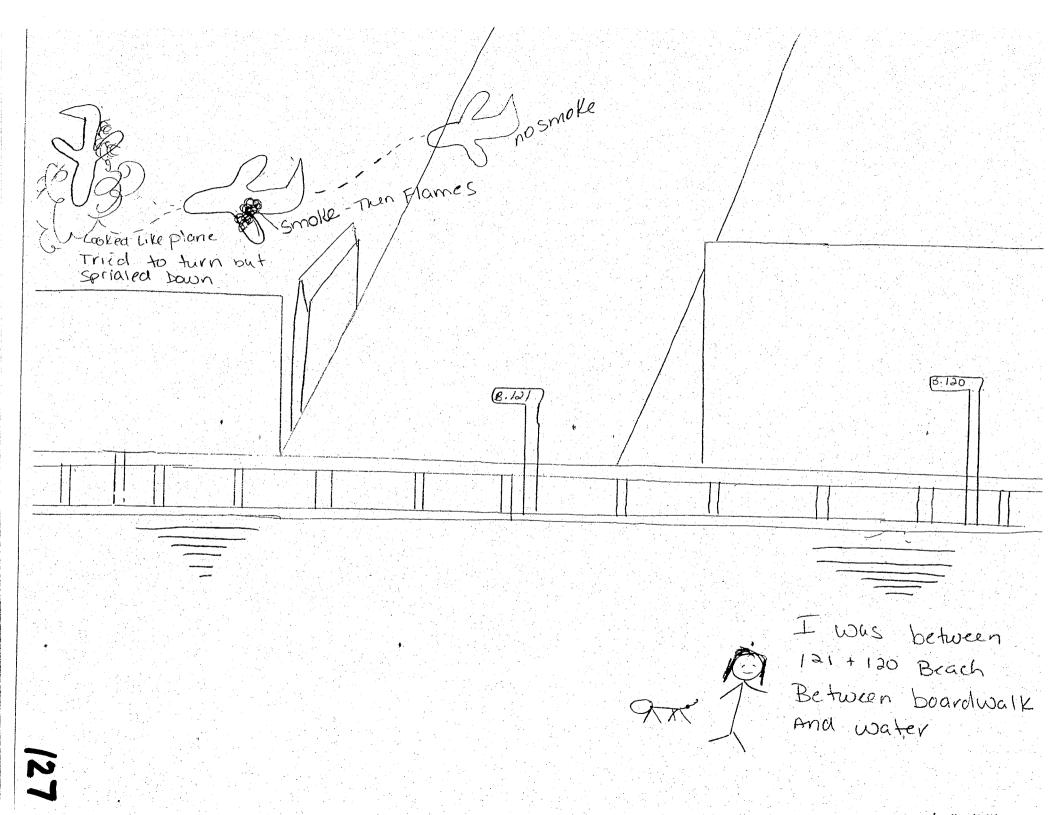
1/14/02

and almost immediatley after there & was an explosion and the feft wing went up in flames. at This point the plane looked as if it was Trying to turn around, (as if to make a u-turn), but spirialed down powards the ground. At this point all of could see is smoke and fire from the ground and I ran home I never paw an engine or any other part of the plane fall off. I observed this incident for applaurataly approximately 30 peconds from when the wing first started to proke to when it went down. I would pay from when I first paw the plane to when it want down was well under a minute maybe 35 seconds at the most.

further lan be reached at phone at I'm available after 5 pm m-F at all ord on my cell phone at all other times. Good luck with this situation







	PD 313-0814	IONAL A (Rev. 4-89)-31	Crime	NVESTAGATE	PLANE	CRASH	Pct. 100	OCCB No.		Complaint No. 3325	Date of This 11/1	Report 2/01
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AA587 Witness

From:Schiada LukeSent:Wednesday, January 09, 2002 7:27To:AA587 WitnessSubject:FW: My account of crash

-----Original Message-----From: Fiffick Brian On Behalf Of AA587 Family Affairs Sent: Tuesday, January 08, 2002 3:50 PM To: Schiada Luke Subject: FW: My account of crash

Luke, We received this e-mail in our Family Affairs mailbox for AA 587, just passing it along to you. Thanks, Brian -----Original Message-----From From Sent: Tuesday, January 08, 2002 9:51 AM To: aa587@ntsb.gov Subject: My account of crash

Hello. I've been playing telephone tag with Luke (one of your investigators), and now I am leaving on a business trip for 10 days. There are a couple of things I want to say, based on what I've seen in the news in the last few days.

I was on American Airlines flight #686 on 11/12 (the plane immediately behind 587). My plane was in the air when 587 crashed, I was in seat 8A, and I watched the whole thing happen.

On Channel 4 news two nights ago, they reported that the plane "spiraled down". This is not correct. When the plane was going down, it was perfectly straight, and not spiraling at all. From my viewpoint, I was looking at either the top of the plane or the bottom of the plane - I could see very clearly the two wings on the sides of the plane, and watching the plane from this angle, I could tell it was just going completely straight down, and not spiraling in any manner.

I also saw on the news last night they some witnesses claim there was an explosion before impact. Again, this is not at all what I saw. I watched the plane go straight down and into the ground, then I watched the fireball rise AFTER the crash. From my viewpoint, there was absolutely no fire or explosion before impact. The plane looked completely normal, except for the fact that it was pointed at the ground. I was surprised the hear that the tail rudder had separated before impact, but since I was looking either directly at the top or bottom of the plane, I can understand how I couldn't see that.

My home telephone number i and my work telephone number is 203-656-1800. I am leaving tonight from JFK on AA to London, and return home Friday evening, 1/18. I hope this is of help to your investigation.

01/14/2002

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

TEL. EXT. (201) 216-6800 N.C.I.R. Follow-up

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PA 2113B 05-99

Reponsit, New York 11694 Junuary 14, 2002

Dear Mr. Scheida,

In response to your reguest regarding the AA Flight 537 accident, my statement will be brief. On November 12, 2001 I was Walking from 142 nd Storest along newport avenue, When I reach 117th Atreet I Keard a Crackling sound and as I buked up much silver colored debris was Falling down which I was unable to idenly . as I turned I saw the plane nose dive to the ground. I cannot be sure whether or not the fire appeared while the plane was decending or if it burst into flame after it hit the ground.

Telephone Temporary in Alorida 130

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Telephone Memorandum

Date: November 14, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed who was employed by as a Fire Chief for the New York Fire Department, via telephone. During the conversation, he stated:

He was between 121st and 122nd streets on Newport Avenue, when he heard an explosion. He looked up and observed the accident airplane with heavy smoke coming from behind the left wing. He then saw small pieces falling from and streaming behind the airplane.

stated the airplane appeared to be climbing while heading south. The airplane was breaking up and flipped over to the right and corkscrewed downward. Approximately 1,000 feet above the ground the fuselage became vertical.

estimated he observed the aircraft for a period of less than 15 seconds. However, he added, "Whatever happened, appeared to happen at the back of the airplane, not the wing."



FEDERAL BUREAU OF INVESTIGATION

14.

Date of transcription <u>11/18/2001</u>

On 11/12/2001 at approximately Deputy Chief Fire Department of New York (FDNY), 1st Division, residing at 413 Beach 121st Street, Rockaway Park, New York, was interviewed. After being advised of the identities of the agents and the purpose of the interview, provided the following information:

was walking his dog in the vicinity of his home on the morning of 11/12/2001. He heard something unusual that caused him to look up. **Solution** saw the plane ascending with smoke coming from the rear of the left wing. The plane started to spiral in a clockwise manner. Parts of the plane were breaking off and part of the left wing may have broken off closer to the fuselage. Heavy smoke was coming from the plane. For the last few hundred feet, the plane went straight down. **Solution** believed that some of the parts may be in Jamaica Bay, as the plan began breaking up over water.

aircraft were overhead approximately fifteen (15) minutes after the plane crashed.

Investigation on 11/12/2001 at Belle Harbor, NY

File # 149A-NY-280669 Sub 302

Date dictated

by SA Timothy P. Bell SA Lawrence P. Ferazani, Jr

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FEDERAL BUREAU OF INVESTIGATION

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

City Police Department (NYPD), Aviation Bureau was interviewed at the NYPD Aviation Hangar Floyd Bonnett Field, Brooklyn, New York 11234, telephone Hangar Floyd Was advised as to the identity of the interviewing agent and the nature of the inquiry wherein he furnished the following information:

the flight line as there were ongoing helicopter operations at the airfield. The said he was looking for the NYPD helicopter which was opertating in the area. The was looking southward. said the time was approximately 9:15 am. The saw an aircraft on fire rolling to it's starboard side, nose over. did not see the port wing. The noted it appeared the wing had fallen off. In place of the wing, he saw flames.

Investigation on 11/12/01 at Brooklyn,	New York
File # 149A-NY-280669-302	Date dictated <u>11/14/01</u> 132
by SA David S. Edward:dse	
This document contains neither recommendations nor conclusions of the FB	I. It is the property of the FBI and is loaned to your agency;

the in the distributed outside unit ocener

Writer's Direct Dial: E-Mail:

January 14, 2002

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

Dear Mr. Schiada:

This statement is in response to your request of January 2, re: 11/12/01 crash of American Airlines flight 587.

On that morning I was traveling on the Verrazano bridge from Staten Island to Manhattan. As we reached mid-span, perhaps a little before 9:15, I noticed the plane, it was in front of me to the right. I assumed it was heading to JFK. I was too far to notice if any parts were falling off. What caught and held my attention was the fact what I saw trailing from the back of the plane was too wide and a little gray to be the normal contrail. I, therefore, believed it was smoke. I observed the plane for perhaps a minute or two. When I first noticed it was flying horizontally, but all of a sudden took a steep dive and I could see the huge flames and thick black smoke when it crashed into the ground.

I may be contacted weekdays from 10:00a.m. to 5:00p.m. at the evenings and on weekends I can be reached at home,

Sincerely,

Staten Island, NY 10307

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I witnessed the flight of American Airlines #587 seconds before and as it crashed. I live in Staten Island and travel to Manhattan every weekday morning, via the Verrazano Bridge. On the morning of Monday, November 12 as my express bus approached mid-span of the bridge I was looking out the window. At approximately 9:15 I noticed an airplane that had a trail of white spoke trailing behind. I thought it looked strange, because it was a broader trail than the usual jet stream that I have seen from planes before. I continued to watch the trail of smoke & the plane flying horizontal for a few seconds, all of a sudden it took a steep dive and then I saw it, or rather, the thick black smoke and intense flames; crash into what I thought was some place near Kennedy Airport.

This morning I heard on the radio that tapes from a camera on the Queensboro bridge were being looked at, so I thought perhaps my account might be of some assistance.

email address(at work): day time telephone home telephone # :

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Telephone Memorandum

Date: November 14, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

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

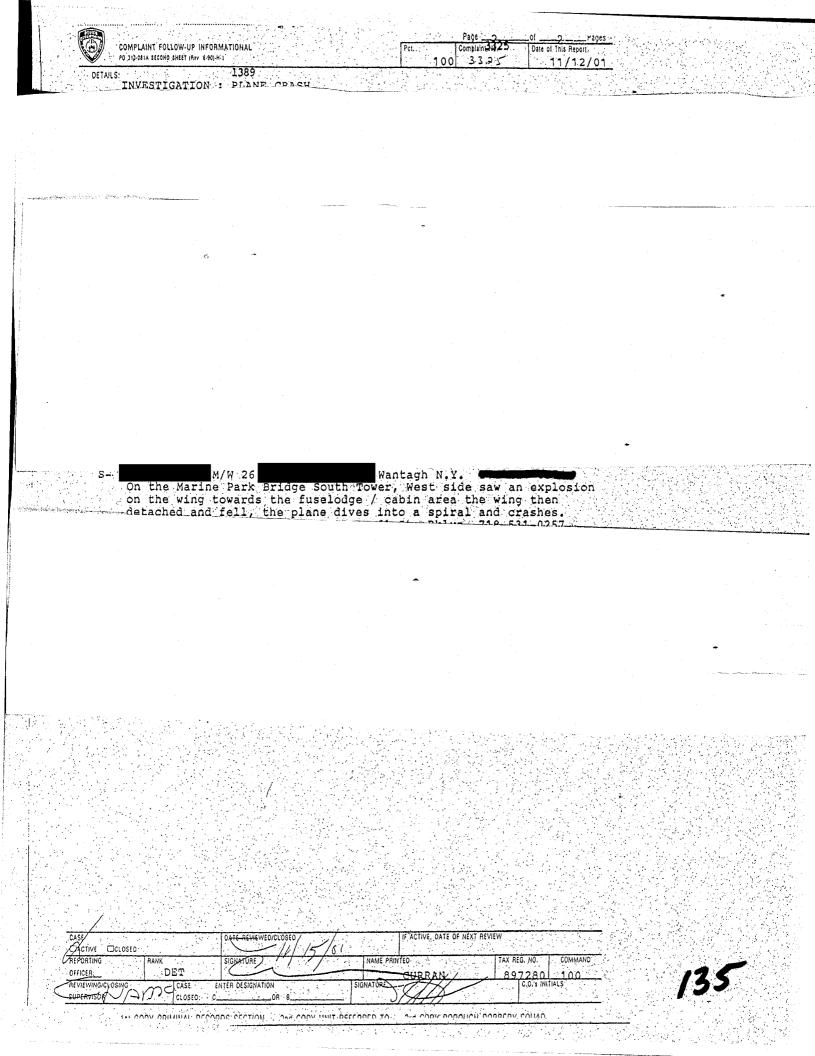
He was in a lift-device 20ft above the ground, working at utility substation located at the corner of 108^{th Street} & Beach Channel Drive when he heard a muffled "boom." He then looked up and observed the accident airplane, noting that the engines sounded louder than normal, more like the Concord. He observed a little puff of "smoke" near the tail, and then observed that the vertical fin dropped off. [He later stated in an in-person interview that the vertical fin appeared to separate from front to back] He noted that the fin and the rudder came off together, then the rudder separated from the fin. He observed, "a dozen smaller pieces that, looked like you threw a bunch of newspapers up in the wind." He followed the fall of the fin and other pieces into the bay.

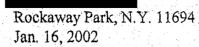
stated that after the vertical tail departed the airplane, the airplane remained stable for a second, it then rolled to the left, and the right engine separated from the wing. He then observed that the nose dropped, and the left engine separate. The airplane then disappeared behind houses and he observed a large fireball and smoke. Stated he didn't see any in-flight fire.

stated the elapsed time from when he first observed the aircraft to the time he lost sight of the aircraft was about 10 to 15 seconds.

TO LUKE SCHIADA (AS.I.),

WHEN I WAS WORKING ON THE MARINE PARKING BRIDGE, Most or THE TIME I WATCH WARRY AIR PUNE PASS BY THE BRIDGE. I LAS WATCHING AMARICAN AIRLINES FRIGHT SSA going BURE UPWARDS SOUTH, SOUTH WEST THEN AN OF A SUDDEN, I Saw A VERY Shall FLAME ON THE RIGHT ENTINE. THE FLAME WENT OUT AND I SAW THE RIGHT WING COME PORT. THE FLIGHT 587 THEN TOOK A 45° DEGREE DILL TOWARDS THE ISLAND (BELLE HARBOR, NEW YORK). FLITHT 587 WAS ALSO Spinning AROUND OR WOBBLING AROUND. THE TIME I LOST SIGHT OF FEIGHT 587, IS WHEN IT OPASHED INTO BELLE HARBOR, N.Y. INTO HOMES. ALL OF THIS HAPPENED IN LOSS THAN TWO MINUTES OF ME OTSSERVING PART FLIGHT 587. - THE Soen Filipt 587 From Flying in Dre And Narming The THE TRAJIC INCIDENT. THANKYOU, I HOPED THIS STOTEMENT HAS HELPUS YOU IN AMY LUAY. LEVELWITNESS II all # w/ Veice mail





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

Dear Mr. Schiada:

In reply to your letter dated January 2, 2002 concerning the plane crash of American Airlines Flight 587 in Belle Harbor, on November 12, 2001, you have requested that I provide a written statement of my observations, as well as answering several questions. You have asked that I include in my statement both (a) my location and (b) what I observed and/or heard.

On the morning of November 12, 2001, I left my home between 9:05 and 9:10 A.M. to attend the 9:00 A.M. Mass at St. Francis de Sales Church (Beach 129th St. & Rockaway Beach Blvd.) Although I knew I was late for the start of the 9:00 A.M. Mass, I decided to go anyway. I drove my car from Beach 122 St. to Beach 129th St. and parked my car in the St. Francis de Sales parking lot.

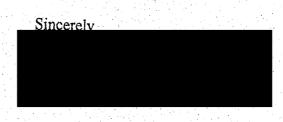
When I got out of my car, I walked only a few feet when I heard what sounded like a very loud plane (perhaps like the sound of the SST/Concord) & it sounded very close. When I looked up, I clearly saw an airplane which looked like it was falling from the sky. The nose of the plane was headed downward and the plane was swaying from side to side at a rapid rate of speed. Flames were coming out of the left side of the plane. I knew the plane was going to hit the ground momentarily as it was so close overhead.

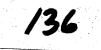
There were 2 or 3 young boys in the parking lot who also observed this scene. They began to scream and run and shouted to me: "Lady, run for your life". Since I am disabled & require a cane to walk, I am obviously not able to run. The boys ran in the direction of the 128th St. entrance of the parking lot (because the plane was clearly heading towards 129th St.) which is where the other entrance is located (and which was nearby to where my car was parked). I tried to follow them but they began to run back as the gate was apparently closed and/or locked. Because of my handicap, I did not get very far. I then attempted to go out the 129th St. entrance and head for the Church which is across the street, all the while screaming for help and watching the plane get closer to the ground. I did eventually exit the parking lot & saw a friend coming down the Church steps. He had been at Mass, in the Church, and left with another gentleman when they apparently heard a loud noise. When he saw my condition & asked me what was wrong. I tried to tell him that I had seen a plane, with the side in flames, heading towards the ground. By this time, the plane was no longer in our view as it had crashed down on what appeared to be approximately Beach 130th St. - one 1 block away from where I had last seen it. Clouds of black smoke were now drifting over the entire block & people were running in all directions to the site of the crash.

I will attempt to answer your five (5) questions below:

- 1. The direction of the plane the plane was traveling DOWN.
- 2. I did <u>not</u> observe any parts separating or falling from the airplane.
- 3. I definitely observed fire coming from the plane. There were flames coming from the left side of the plane and the flames were present the entire time I observed the plane.
- 4. Although it felt like a longer period of time, I would estimate that I observed the plane for approximately a minute.
- 5. My final view of the airplane was seeing it heading toward the ground on the street where I was located –I was located on Beach 129th St. near Rockaway Beach Blvd. The plane appeared to be heading over Beach 129th St. near Newport Ave. when I last saw it.

I hope I have been of some help. If you need further information, I may be reached at my home phone #





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2. ON abov) hours the undersigned			
tel#	who stated	the following: At a	oprox.0914hours on 11/	12/01 she was in	1
the school	yard of St. Pr	ancis De Sales at 12	9st. and Rockaway Beat	h Blvd.She heard a	PE
	looked up and	saw the left side of	the plane in flames a	nd the plane was	PE
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- 3. For you	r information				
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REPORTING OFFICER:	RANK	STOLATONE	NAME PRINTED Matamoros	TAX REG. NO. COMMAND 882683 ±08RAM]
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FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

11/25/01

POLICE OFFICER, Shield NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, Stony Brook Regional Headquarters, work telephone work/home telephone was advised of the official identity of the interviewing agent and the purpose of the interview. Then provided the following information:

advised that he is a licensed private pilot with an instrument rating. Advised that at approximately 9:00 A.M., he was at Floyd Bennett Field, looking in the direction Southeast. Advised that he did not remember hearing an explosion, but looked up, saw an airplane in an usual angle of decent, and instantly saw yellow flames and smoke. Advised that he was looking at the airplane from right, rear, and saw smoke coming from an engine or the wing route area, and then the airplane went down. Advised that the airplane went into a dive or a fluttering spin. Advised that the airplane went into a in a spiral, he saw a lot of smoke and flames. Advised that the airplane seemed to be out of control from the minute that he saw it.

Investigation on 11/12/01 at Queens, NY		
File # 149A-NY-280669 Sub 302 Date dictated N/A		
by SA Vadim Daniel Thomas:vdt	 12	57

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;

AA587 Witness

From:	
Sent:	Tuesday, January 22, 2002 1:41 PM
To:	AA587WIT@NTSB.GOV
Subject	: American Airlines Flight 587

TO: Luke Schiada, Air Safety Investigator National Transportation Safety Board

Dear Mr. Schiada:

In response to your letter of January 2, 2002, the following is my eyewitness account of the above Subject: American Airlines Flight 587:

On the morning of November 12, 2001 I was walking west on the beach at the shoreline of Rockaway Beach at Beach 120th Street. I noticed the airplane coming from my right; it appeared normal at first glance. A moment later the airplane began to rock moderately a few times from side to side as it was descending for several seconds in the horizontal position. During that time I heard a whirring sound and a long, soft, low booming sound. Several seconds later the airplane ceased rocking and descending, it straightened out and burst into flames from the belly up behind the wings, engulfing the airplane from behind the wings almost to the rear of the airplane. The fire and flames were very large reaching upward and outward. The airplane flew in flames for several seconds in the horizontal position continuing in the same direction. The airplane then turned toward me on its left wing, turned nose downward into a slight spiral with its belly facing me, and disappeared out of my vision behind the last in a row of hi-rise apartment buildings a few blocks away. Huge flames and black smoke billowed up and within several seconds I heard a series of 5 or 6 short, low booms which were a few seconds apart.

The airplane was in my vision for approximately 30 seconds.

If I can be of any further assistance you can reach me at weekday evenings between 7:00-8:00 pm. You may also call anytime during the day, weekdays or weekends, if you wish to leave a message, and I will return your call.

Thank you.

Join the world's largest e-mail service with MSN Hotmail. Click Here



105-0.0 Shore Front Pleny Rochaway Park, N.Y. 11694. Mational Orcusportation Boards Parisport, n.J. Dear Luke Schiada In Reference to your requestably trong witnessing & place on Nov, 12, 2001 in Cochausy. I did see the gonerican Aulinov Hight plane 587 on nov. 12, 2001 The plane was flying low-very low-looking outfrom my terrice about 9.1. Mora little later. lamon the 10th floor of 105-00 Shore Front I could see the who le plane nosparkson flamesonly for a short time. I did notice the sur was shining bright on the left side of the plane going towards the ocean from the bagares & blight red, orange color round ball, on the plane, just under the wing area. about in the middle of the plane, I paids oh that's a reflection of the sun on some fait of the plant, no sparks ou flame and then still seeing theplane heading towards the

occon, the mose of the plane went down, it beathown but of site very guickly, all of a pudden block pmoke Came up over the building, whick is firstopposite my aption 105th, a 12 story apt, house. at notime didelsee fire flames or proke before the nose of the plane bent down. I did not see the plane very long maybe 5 or a little longer minutes It was a pight I never wont to see again. Sincerely /39



Telephone Memorandum

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, he

He was on a fishing boat in Jamaica Bay when he heard a loud noise like the Concorde. He saw the Airbus turn toward Belle Harbor. There was an explosion followed by fire and smoke and he could see packages and luggage falling from the airplane. He saw an engine fall off the airplane and then saw the tail fall off. Many pieces of paper were falling also. Then the airplane dove into the ground.



FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/17/01 residing at date of birth Bayridge, New York, telephone provided the following information to Special Agent Pamela A. Culos of the Federal Bureau of Investigation. was fishing the morning of November 12, 2001 on his boat in Jamaica Bay near the Marine with Park Bridge and Floyd Bennett Field. heard a blast which sounded like an explosion and thought it may have been the SST Concord jet taking off from John F. Kennedy International Airport. When he looked up, he saw an airplane on fire. He saw smoke and dark orange flames. saw the aircraft's engine fall in to Belle Harbor. stated that within seconds the plane fell nose first "like a paperweight". He then saw a mushroom cloud and another explosion. He noticed paper and luggage falling to the ground. that it was a beautiful, calm, windless day and noticed no suspicious boating activity while they were fishing.

After the witnessing the event, and assisted a troubled boater by towing his raft back to Floyd Bennett Field.

1-NTSB

LEAD # 96

Investigation on $11/17/01$ at	Brooklyn, New Yor	rk (t	elephonically	<u>) </u>
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by SA Pamela A. Culos				•
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FEDERAL BUREAU OF INVESTIGATION

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owner,	2466
East 29th Street, Brooklyn, New York, telephone	was-
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of workers in the vicinity of Beach 130th Street and Rockaway Beach Boulevard on the morning of November 12, 2001. The then drove down to Beach 116th Street and Rockaway Beach Boulevard to a deli where he was going to buy coffee. The parked his truck, purchasing a parking space receipt, which imprinted the time and date to be 9:15 A.M., November 12, 2001. The provided this receipt to SA Mika which is in the 1A section of this case.

went on to say, that just as he purchased the parking receipt, he heard a very loud weird noise which drew his attention to the sky. He observed an aircraft flying low overhead and then saw the left engine drop off the wing of the aircraft. Just after the engine fell off, the plane started to head down towards the ground like it was going to land. Said the plane was heading down in the vicinity of where his landscaping crew was working, so he jumped back into his truck and went to pickup his men and equipment. When he arrived back in the area of Beach 130th Street, he could see that the plane crashed about a half block from his work crew's location.

explosion while the plane was in flight and can not be sure whether any flames were visible since there was sun glare partially obscuring his vision.

Investigation on	11/14/01 at	Queens,	New York			 _
	Y-280669-302			Date dictated	11/14/01	••••
	HARD P. MIKA		*			- -

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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On November 12, 2001, at approx. 1100-1230 hours the indersigned and Detserive. Anthony Graham did conduct interviews of residences on 132 Street Cronston to Beach Channel Drive in Belle Harbor Queens regarding place crash of American Airlines Flight 587.

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NATIONAL TRANSPORTATION SAFETY BOARD

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

January 2, 2002

Dear Sir or Madam,

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

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

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

- 1. The direction the airplane was traveling (up/down-right/left?)
- 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? Yes, IT Looked Like part of the work of
- 3. Did you observe any smoke or fire coming from the airplane? If so, where was it coming from and was it present the entire time you observed the airplane? No
- 4. How long did you observe the airplane? FRom when it first was approaching Rock away
- 5. If you lost sight of the airplane, what was your final view of the airplane? The plane

Additionally, I would appreciate it if you would provide me with a telephone number and the best time to contact you should future need arise. $\mathcal{L} = \tau - \mathcal{L} + \mathcal{L} \sim \mathcal{L}$

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

Sincerely,

Luke Schiada Air Safety Investigator

COMPLAINT FOLLOW-UP INFORMATIONAL PO JIJGESIA SECOND SHEET (ARV 850)-H-1 DETAILS: INVESTIGATION : PLANE CRASH

T- States he observed the plane, being being and went straight down saw nose of the plane, cockpit area.
2. This concludes the debriefings/ interviews of the workers on the Marine Park Bridge.
3. CASE ACTIVE.

CASE DATE REVIEWED/CLOSED IF. ACTIVE, DATE OF NEXT REVIEW	Constant Anna Anna
OFFICER. DET	AX REG. NO. COMMAND
I CASE ENTER DESIGNATION SIGNATURE	897280 100

איי פארא פאואשאי הרפקסופי לבפדוחא . איא פארא זישר הבנרספרה דה . אין פארא פאסטוניט פאסטרטע פאועה

AA587 Witness From:

Sent:	Tuesday, January 22, 2002 7:39 AM
To:	AA587WIT@NTSB.GOV
Subject:	Witness reply

Please pardon my delay in replying: I could not download your WITNESSLETTER3.DOC attachment with my browser at home, so I forwarded it to my business e-mail address for downloading. My view of the Nov. 12 mishap was from the strand along Rockaway Inlet, about + mile east of the Breezy Point jetty. My attention was diverted from the usual walker's forwardlooking view by some erratic movement above. An airliner seemed to wobble somewhat in flight. The direction of flight was toward me and leftward. I saw what seemed to be two small bright objects slightly above the craft. They disappeared from view as the plane plunged vertically to the ground. I saw no smoke or fire from the airplane prior to its impact. The time of my observation was several seconds. I can offer no further description of these bright objects; they were but small spots. For further correspondence, e-mail me at home:

Name:	
Time:	ġ
Location:	
Present:	

first officer Jet Blue flight 79 (JFK-MSY) 1710 EST via telephone Evan Byrne

was taxing out on taxiway ALPHA to 31L. He said all other aircraft were heading down taxiway ZULU to 31L. Flight 79 had been asked to take KILO-ALPHA to 31L and they were about the intersection of JULIET - ZULU facing completely south. He glanced out the front window and what caught his eye was an aircraft in what appeared to be a 90 degree bank. He thought it was in a left bank but said that given AAL's silver scheme he couldn't tell whether it was the top or the bottom of the airplane. He said there was a kind of gray to white smoke following the aircraft that was kind of obscured in the sky. He then saw some debris behind the aircraft. His initial thought was it was either the vertical stabilizer or the horizontal stabilizer. He described it as thick at one end and thin at the other. He said it was flickering as it fell like a piece of paper would fall out of the sky -- sometimes a thick profile and the other times a thin profile. He said he felt it was some kind of aerodynamic surface the way it was falling. He said it was falling a few seconds behind the aircraft. He said he generally recalls some other debris but nothing he could identify.

He said the aircraft rolled during its descent and it looked almost like a quarter-turn spin recovery. The aircraft impacted the ground shortly thereafter.

Before impact, he believes he saw a yellowish-whitish flame on the side of the fuselage - behind the wing root (halfway between the wing root and the tail). It wasn't a huge ball of fire but there was some there. This was visible about 3-5 seconds before ground impact.

He said the airplane was on the downwind leg for the departure -- pretty much abeam JFK going SE bound. He estimated its height as between 3,500 to 5,500 feet.

He said the flickering debris impacted west of the main aircraft impact -- soon afterwards.

He is an A320 first officer and has about 4,000 hours total flight experience.



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001 home address 327 Lenape On 11/12/2001, Trail, Allentown, Pennsylvania 18104, date of birth Pennsylvania driver's lidense number home telephone cellular telephone number was interviewed at Terminal 6, John F. Kennedy International 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, provided the following information. advised that he was the First Officer of Jet Blue flight 79 departing JFK at 9:05 A.M. 11/12/2001 arriving at New Orleans (MSY). Jet Blue flight 79 pushed back from the gate on time, and was directed by the Air Traffic Control Tower to stage at KA on runway 31L. advised that he first observed an unknown American Airlines aircraft in a 90 degree left bank in the vicinity of the navigational aid for runway 31L. estimated the altitude of the aircraft at approximately 2,000 feet. that this aircraft was American Airlines flight 587. described flight 587's trajectory as rolling left to inversion at which time the nose of the aircraft fell thru into an 85-90 degree from horizontal nose dive. observed a piece of flying surface from the aircraft tumbling thru the air as flight 587 descended. This piece of flying surface fluttered

Additionally, about three seconds before flight 587 impacted the ground, doesn't observed a whitish yellow ball of fire approximately the size of an engine behind the wing near the wing root. Description believes that the ball of fire was on the left side of the aircraft, but can not be certain since the aircraft had rolled to a near vertical dive. Description was unsure if he was observing the top or the bottom of the aircraft.

thru the air changing appearance from thin to wide.

it and its contents are not to be distributed outside your agency.

Investigation on	<u>11/12/2001</u> at	Queens,	New York
File # 149A-	-NY-280669	,	Date dictated 11/16/2001
SA Jo	ohn T. Dugan		101
by Det.	George J. Dorner	-	
This document co	ntains neither recommendations no	r conclusions of the	he FBI. It is the property of the FBI and is loaned to your agency; (45)

149A-NY-280669

Continuation of FD-302 of

, On 11/12/2001 , Page

2

to be intact prior to impacting the ground. Upon impact, flight 587 exploded almost instantly into black smoke and an orange yellow flame that enveloped the aircraft.

did not see any birds in the vicinity of the runway, nor was he aware of any bird reports.

have caused the crash since the aircraft rolled left into it's near vertical dive. Additionally, he opined that the piece of flying surface which he observed tumbling thru the sky as the aircraft descended may have been a portion of the tail since it first looked thin and then looked wide as it fell.

14

1/7/02 TO: LUKE SCHIADA -NTSB 2001 Sto 412/Souto Sole Pansuppany, NJ 07054 GROM: Belle Harbor, NY 11694 Dear Mr. Schoola, I'menting in response to your letter I received today concerning AF flight 587. What I witnessed occurred as followed: I was walking bock to my home along Newport ave (sorth suce of the street) between Beach 129 & Beach 128 when & heard a loud popping sound. I looked up to see the A-300 about 300 5 400 feet above me & falling vertecolly. The popping sound & heard was the left engine separating from the wine. I started running SE alone Newport I saw the first engine but the house 149

on Beach 128 St. a few seconds lates & lead the A-300 crash. & déch' + see any sprohe coming from The plane as it care down. One other thing when I first some the plane coming down I deared the right enere powering down. Exclosed is a plotecopy of the area involved off you need to contact me further, just leave a messing pressage on my answering machine Det'ill get soon and can. S. march



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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 **sector and an** American Airlines Flight Attendant based in New York, via telephone. The entire Witness Group conducted a follow-up interview later the same day. During the conversation, she stated:

first observed the American Airlines airplane while she was walking about 5 blocks (118th Street) from her home. The airplane was flying straight and horizontal, it was not in a climb. The airplane reported that from the wings forward, the airplane looked intact.

She then heard "snapping sounds" and observed a glowing crack by what appeared to be the cargo door, on the left side of the airplane. The crack was described as a jigsaw crack. She was asked to draw the location of the crack on a piece of paper. She drew the crack toward the aft, to the airplane's left, of the "AMERICAN AIRLINES" logo. She did not observe any smoke. The airplane banked to the left, and she could see the top of the airplane. The airplane was descending almost nose first.

She ran towards her house, for protection and observed a large piece of airplane land on a car. She also observed a piece of the airplane on Newport Avenue and 125th Street about the size of a forearm, and retrieved it. She turned the airplane piece over to officials from the Federal Bureau of Investigation.



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PERP	2	INVESTIGATION: American Airlines Flight 587 SUBJECT: Canvass	PERP
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PERP	2	1. On 11/12/01 the undersigned interviewed two people on 132 Street between Newport and Rockaway Beach Blvd.	22 PERP
PERF		2.	PERP
PERI	P 2	is an employee of American Airlines and states that she observed the plane west of her location and the plane was banking south and the tail was on fire, then it hit the	23 PERP
PER		was banking socca and eground.	PERP

CHOICE		
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C.O.'s INITIALS	

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National Transportation Safety Board

Telephone Memorandum

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, she

She saw no fire or smoke and that the tail of the aircraft was still attached. When the aircraft turned to the left it came apart and crashed.

