

Witness Group Factual Report

APPENDIX E

**Documents Pertaining to
Witnesses
151-200**

DCA01MA001

INFORMATIONAL PD 913-081A (Rev. 4-89)-31		Crime Investigate Plane Crash	Pct. 100	OCOB No.	Complaint No. 3325	Date of This Report 11/13/01
Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1389	Unit Reporting 100 squad	Follow-Up No.		
Complainant's Name - Last, First, M.I. P.S.N.Y.			Victim's Name - If Different			

Witness No. 1	Last Name, First, M.I.	Address, Include City, State, Zip	Apt. No.
		Rockaway n.y	
	Home Telephone	Business Telephone	Position / Relationship
			Sex: M - W
			Race: W
			Age: 47

Total No. of Perpetrators	Wanted	Arrested	Weapon	Describe Weapon (if firearm, give color, make, calibre, type, model, etc.)
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Used <input type="checkbox"/> Possessed	

Perp. No. 1	Wanted	Arrested	Last Name, First, M.I.	Address, Include City, State, Zip	Apt. No.	Res. Pct.
	<input type="checkbox"/>	<input type="checkbox"/>				

Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description								
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")								

Perp. No. 2	Wanted	Arrested	Last Name, First, M.I.	Address, Include City, State, Zip	Apt. No.	Res. Pct.
	<input type="checkbox"/>	<input type="checkbox"/>				

Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description								
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")								

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>

Witness Interviewed	In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>	11/13/01	2115	<input type="checkbox"/>

Canvass Conducted	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results	Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	

Complainant Viewed Photos	Results:
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	

Witness Viewed Photos	Results:
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	

Crime Scene Ousted	By (Enter Results in Details)	Crime Scene Photos	By (Enter Results in Details)
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS:
 Investigation: Plane Crash
 Subject: Interview of [REDACTED]

1. On 11/13/01 at approx 2115 hrs the undersigned did speak with [REDACTED] via telephone regarding what he saw on 11/12/01, the results are as follows: [REDACTED] states that on 11/12/01 at approx 0915 hrs he was waiting for the bus on Beach 116 street and Newport Ave. He states that he heard a swoosh sound then observed some type of white colored debris falling out of the sky. He then observed a plane flying very low he guesses about 300-400 feet above the ground. He then states that he observed flames as well as smoke coming out of the plane's left wing or engine. He states that the plane began to nose dive and spin like it was out of control. He then states that the plane went down and disappeared from view. He states that he did not hear any explosion but did observe a large flash or fireball of flames, followed by thick black smoke.

Investigation continuing.....

CASE	DATE REVIEWED / CLOSED	IF ACTIVE, DATE OF NEXT REVIEW
<input type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED	11/14/01	
REPORTING OFFICER	RANK	SIGNATURE
		[Signature]
REVIEWING / CLOSING SUPERVISOR	CASE ENTER DESIGNATION	SIGNATURE
	CASE: C OR B	[Signature]
		TAX REG. NO. 903787
		COMMAND 100sqd
		C.O.'s INITIALS

CHOICE 1	CHOICE 2	PERP 1	PERP 2

151

January 10, 2002.

National Transportation Safety Board
2001 Route 46
Suite 504
Parsippany, N.J. 07054

Attention: Luke Schiada
Air Safety Investigator

Dear Mr. Schiada:

As per your recent request, here are my notes on the plane crash that took place in Belle Harbor on November 12, 2001:

I was at home sitting in my living room, recovering from recent surgery on the morning of November 12, 2001 and it was a little after 9am when I heard an airplane over my house. The plane was louder than the usual Concorde, it sounded more like an army helicopter and it sounded as though it was shaking, so I went outside to see the plane. I went out on my porch of my apartment, which is on the top floor of the house and faces onto 124th Street. As the plane flew over it was still in a horizontal position but was losing altitude. The plane was heading in the southwest direction towards the beach, which would have been to the right from where I was standing.

As the plane passed me I could see the cockpit hanging off the plane. It was slightly attached at the bottom, and flames were shooting out the front of the plane. As the plane continued over the next 2-3 blocks I had a full view of the plane from behind. There were no flames coming out of any other part of the plane as some reports were given. As I viewed the back of the plane the rudder was on the plane but I don't recall seeing the parts that attach to each side of the rudder. I lost sight of the plane at approximately 128th Street, but my last sight of the plane it was still in the horizontal position so I was surprised that reports indicated it nosed dived.

After I lost sight of the plane I heard two explosions approximately 1-2 minutes apart and then saw the black smoke and my street was sprayed with fragments from the plane. I did notice at the time there was another commercial plane in the air much further above that would have seen the

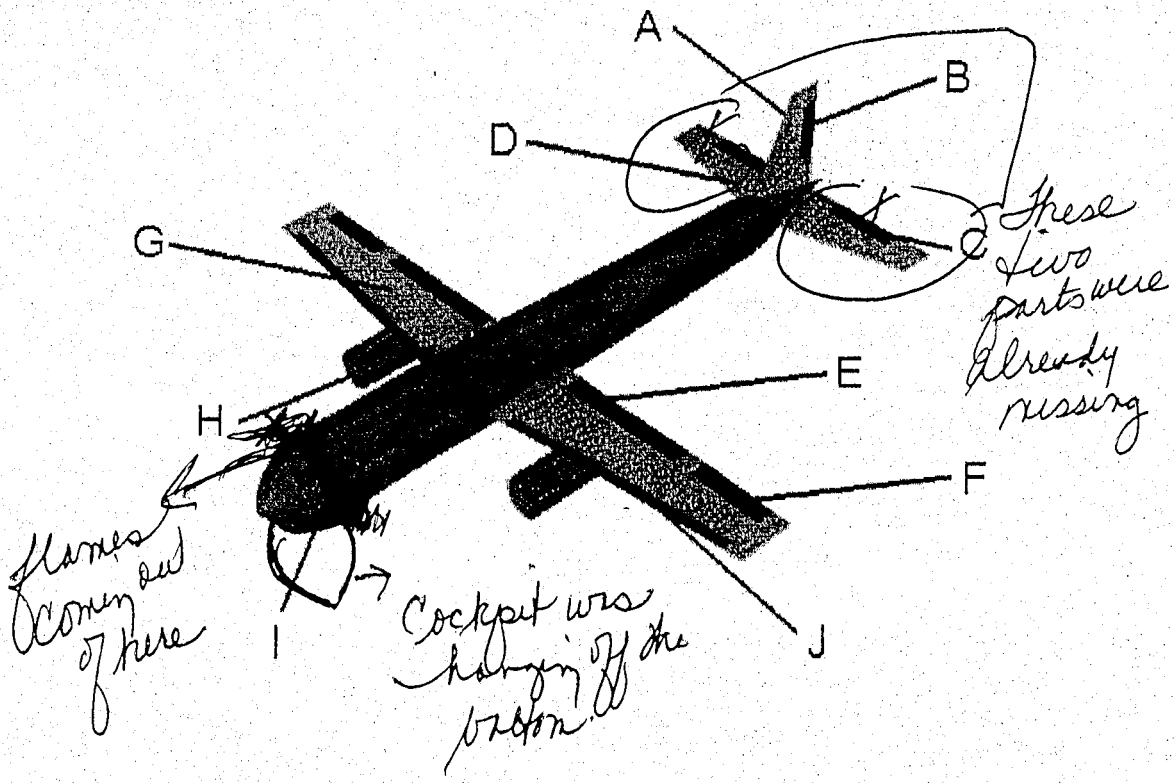
crash. It was traveling in the same direction as the plane but to the right of the plane and much further above.

My observation of the plane was approximately 5-7 minutes and I did not see any parts fall from the plane during that time, I only noticed that the cockpit was almost entirely severed from the plane. I do not recall taking any notice if the engines were still attached during this time.

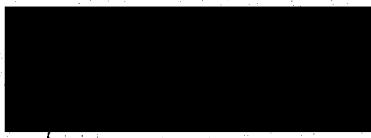
If you have any questions you can reach me at my office during the hours of 8am – 5:30pm at [REDACTED] or after 8pm at home at [REDACTED] I hope I have answered all your questions.

Sincerely,

[REDACTED]
460 Beach 124th Street
Rockaway, N.Y. 11694



I wasn't sure if I labeled parts correctly so here is a picture



1/19/02

INFORMATIONAL PD 313-081A (Rev. 4-89)-31		Crime Investigate Airline Crash 100	Pct.	OCCB No.	Complaint No. 3325	Date of This Report 11/13/01	14 PERP 1
Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1389	Unit Reporting 100 Squad		Follow-Up No.		PERP 2
Complainant's Name - Last, First, M.I. American Airlines		Victim's Name - If Different					15
Last Name, First, M.I.		Address, include City, State, Zip				Apt. No.	PERP 1
Home Telephone		Business Telephone		Position / Relationship	Sex	Race	PERP 2
Total No. of Perpetrators		Wanted	Arrested	Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed			Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No. Res. Pct.
Sex	Race	Date of Birth	Age	Height ft. in.	Weight	Eye Color	HAIR COLOR
Eyeglasses <input type="checkbox"/> Sunglasses <input type="checkbox"/>		Clothing Description		NYSID No.			
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No. Res. Pct.
Sex	Race	Date of Birth	Age	Height ft. in.	Weight	Eye Color	HAIR COLOR
Eyeglasses <input type="checkbox"/> Sunglasses <input type="checkbox"/>		Clothing Description		NYSID No.			
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
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Comp. Interviewed		In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)	
Witness Interviewed		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, Names, Addresses, Results			Crime Scene Visited		
Complainant Viewed Photos		Results:		If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained			
Witness Viewed Photos		Results:					
Crime Scene Dusted		By (Enter Results in Details)		Crime Scene Photos		By (Enter Results in Details)	
If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted							
DETAILS: INVESTIGATION: INVESTIGATE AIRLINER CRASH SUBJECT: INTERVIEW OF [REDACTED]							
1. On this date of Tuesday; November 13, 2001 at approximately 1755 hours the undersigned along with Det. Kinard were present at 460 B.124th Street; the residence of [REDACTED] to take a report of what was witnessed regarding airline crash. [REDACTED] stated that she heard a noise louder than the concorde and also heard heavy shaking. She stated that she went out to her porch and observed the nose of the plane hanging off but somewhat still attached with flames coming out through the front of the plane from the nose area. She also stated that she could see the left side of the plane and did not observe any flames from that side. She also heard two explosions; the 1st while the plane was heading down and the second explosion when it hit the ground. [REDACTED] also stated that she observed another plane way up in the air (commercial plane). 2. [REDACTED] stated that she was too upset to call 911 but called her sister instead. 3. CASE ACTIVE.							
CASE ACTIVE <input checked="" type="checkbox"/> CLOSED <input type="checkbox"/>		DATE REVIEWED / CLOSED 11/14/01		IF ACTIVE, DATE OF NEXT REVIEW			
REPORTING OFFICER	RANK DET.	SIGNATURE		NAME PRINTED PARRIS, A.		TAX REG. NO. 896252	COMMAND 100SQD
REVIEWING / CLOSING SUPERVISOR	CASE CLOSED: C	ENTER DESIGNATION ORB		SIGNATURE		C.O.'s INITIALS	

Handwritten signatures and initials:
 JET
 G. PARRIS
 J. PARRIS
 J. PARRIS

152

AA587 Witness

From: [REDACTED]
Sent: Friday, January 25, 2002 6:56 PM
To: AA587 Witness
Subject: Re: American Airlines Crash - 11/12/01

I observed no fire coming from the plane at any time.

XX

----- Original Message -----

From: AA587 Witness
To: [REDACTED]
Sent: Tuesday, January 22, 2002 9:09 AM
Subject: RE: American Airlines Crash - 11/12/01

[REDACTED]

Thank you for responding to my request. As a follow-up to your response:

At any time do you observe any fire coming from the airplane? Was it present the entire time you observed the airplane.

Thank you again for your assistance.

Sincerely,

Luke

Luke Schiada
Air Safety Investigator

-----Original Message-----

From: [REDACTED]
Sent: Sunday, January 20, 2002 4:24 PM
To: AA587WIT@NTSB.GOV
Subject: American Airlines Crash - 11/12/01

On November 12, 2001 I was fishing at the rock jutting at 149th Street when I observed a plane in level flight when I observed a large silvery material falling from the tail of the plane and I also noted smaller pieces which fell off the plane as it was flying level. While the plane was still in level flight I noticed the right wing crack and come off. At this point the I noticed the left wing start come up until the wing was straight up in the air, then I watched the plane turn and do a nose dive straight into the ground. I did not see any engines come off and the left engine was still intact upon impact.

NY 13787

[REDACTED] Harpursville

153

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/16/2001

On 11/16/2001, [REDACTED] DOB [REDACTED] of [REDACTED] Harpersville, New York, telephone [REDACTED] was interviewed telephonically by Special Agent Christopher J. LaManna. [REDACTED] was advised of the identity of the interviewing agent and the purpose of the interview, after which he provided the following information:

On 11/16/2001, at approximately 9:00am, [REDACTED] was fishing on a jetty at or about 149th Street, Belle Harbor, New York. He stated he had gotten off work at around 7:00am from Buchanan Marine of Hempstead, New York and was to meet a friend at the jetty. While fishing he noticed a low flying plane, as he watches it pass he observes something fall off the tail of the plane. He described the piece as "large" and that it "came down like a leaf." He stated that the engines were running, but did observe the right wing crack and then the plane's nose began to "go toward the ground." He observed a fireball and smoke which accompanied an explosion.

Investigation on 11/16/2001 at Brooklyn, New York (telephonically)
File # 149A-NY-280669-302 - 112 Date dictated 11/16/2001
by SA Christopher J. LaManna

[REDACTED]
BELLE HARBOR, NY 11694
[REDACTED]

JANUARY 10, 2002

LUKE SCHIADA, AIR SAFETY INVESTIGATOR
NATIONAL TRANSPORTATION SAFETY BOARD
2001 ROUTE 46, SUITE 504
PARSIPPANY, NJ 07054

DEAR MR. SCHIADA,

I RECEIVED YOUR REQUEST TO PROVIDE YOU WITH INFORMATION REGARDING AMERICAN AIRLINES FLIGHT 587, WHICH CRASHED IN BELLE HARBOR, NY ON NOVEMBER 12, 2001. I WILL DO MY BEST TO BE AS DETAILED AS POSSIBLE.

ON 11/12, I WAS WALKING MY DOG, HEADING NORTH ON 128TH STREET FROM ROCKAWAY BEACH BLVD TOWARD NEWPORT AVE. WHEN I WAS 4 HOUSES FROM THE CORNER OF 128TH & NEWPORT AVE, I LOOKED UP TO SEE A PLANE, DIRECTLY NORTH OVER 128TH BETWEEN NEWPORT & CRONSTON AVENUES. I DON'T REMEMBER HEARING ANYTHING, BUT MY MIND WAS A MILLION MILES AWAY UNTIL I LOOKED UP. THE PLANE WAS FLYING EXTREMELY LOW OVER THE HOUSES, HEADING SOUTHWEST ACROSS THE PENINSULA. AS I LOOKED AT THE PLANE, THE LEFT ENGINE FELL OFF THE WING & SMALLER PIECES OF METAL (THAT LOOKED LIKE FLOATING PAPERS) CAME OFF WITH IT. I SAW NO SMOKE OR FLAMES ANYWHERE ON THE PLANE. AFTER THE ENGINE FELL OFF, THE PLANE TURNED ONTO ITS RIGHT SIDE & BEGAN TO DIVE DOWN TOWARDS THE GROUND. AS FAR AS I CAN TELL, THIS ALL HAPPENED IN THE COURSE OF A FEW SECONDS. WHEN THE ENGINE FELL OFF AND THE PLANE BEGAN TO TURN AND DIVE, I TURNED AND RAN TOWARDS THE BEACH (ROCKAWAY BEACH BLVD). I ONLY GOT 2 HOUSES AWAY BEFORE I HEARD THE PLANE CRASH & SAW A HUGE FIREBALL IN THE SKY.

I HOPE THIS HELPS. PLEASE CONTACT ME WITH ANY QUESTIONS YOU MAY HAVE. MY HOME NUMBER IS [REDACTED]. I AM HOME MONDAY, WEDNESDAY & THURSDAY UNTIL 10:30 AM, AND AFTER 8 PM, AND TUESDAY & FRIDAY UNTIL 9:00 AM AND AFTER 7:00 PM. IT'S DIFFICULT TO REACH ME AT WORK, BUT IF THE HOURS WORK BETTER FOR YOU, PLEASE TRY [REDACTED]
[REDACTED]

THANK YOU.
[REDACTED]

154

Date of Orig. Report: 11/12/01 Date Assigned: 11/12/01 Case No. 1389 Unit Reporting: 100 SQD Follow-Up No.

Complainant's Name - Last, First, M.I. Victim's Name - If Different

Witness No. 1: Last Name, First, M.I., Address, Include City, State, Zip, Apt. No.

Home Telephone, Business Telephone, Position / Relationship, Sex, Race, Date of Birth, Age

Total No. of Perpetrators: Wanted, Arrested, Weapon Used/Possessed, Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Perp. No. 1: Wanted, Arrested, Last Name, First, M.I., Address, Include City, State, Zip, Apt. No., Res. Pct.

Sex, Race, Date of Birth, Age, Height, Weight, Eye Color, Hair Color, Hair Length, Facial Hair, NYSD No.

Eyeglasses, Sunglasses, Clothing Description, Nickname, First Name, Alias, Scars, Marks, M.O., Etc. (Continue in "Details")

Perp. No. 2: Wanted, Arrested, Last Name, First, M.I., Address, Include City, State, Zip, Apt. No., Res. Pct.

Sex, Race, Date of Birth, Age, Height, Weight, Eye Color, Hair Color, Hair Length, Facial Hair, NYSD No.

Eyeglasses, Sunglasses, Clothing Description, Nickname, First Name, Alias, Scars, Marks, M.O., Etc. (Continue in "Details")

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Comp. Interviewed: Yes/No, In Person, By Phone, Date, Time, Results: Same as Comp. Report - Different (Explain in Details)

Witness Interviewed: Yes/No, In Person, By Phone, Date, Time, Results: Same as Comp. Report - Different (Explain in Details)

Canvass Conducted: Yes/No, If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results, Crime Scene Visited: Yes/No, If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos: Yes/Refused/Future, Results:

Witness Viewed Photos: Yes/Refused/Future, Results:

Crime Scene Dusted: Yes/No, By (Enter Results in Details), Crime Scene Photos: Yes/No, By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral, C-2 Inaccurate Facts, C-3 No Evidence / Can't ID, C-4 Uncooperative Complainant, C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: INVESTIGATE PLANE CRASH
SUBJECT: INTERVIEW WITNESS

1. On 11/12/01 at about 1325 hrs the undersigned did reinterview the following witness regarding her observations,

She stated that she had been out on Beach 128 St and Newport Ave to Rockaway Beach Blvd walking her dog. When she heard a plane that sounded like it was low. She saw the plane coming towards her location from J.F.K. She stated that she she looked up at the plane and it appeared that things were coming off of the plane. She stated that she did not see any flames and did see the engine on the left side fall off of the plane. She stated that she saw the plane turn right and could see the bottom of the plane and then it headed into the ground. She also stated that it appeared that the plane was intact before the engine came off and she heard no explosion or any problem before the crash.

2. THIS CASE IS ACTIVE.

CASE: ACTIVE [X] CLOSED [] DATE REVIEWED / CLOSED: 11/14/01 IF ACTIVE, DATE OF NEXT REVIEW

REPORTING OFFICER: RANK: DET SIGNATURE: NAME PRINTED: KENZIK, B TAX REG. NO.: 883112 COMMAND: QSVS

REVIEWING / CLOSING SUPERVISOR: CASE ENTER DESIGNATION: OR B SIGNATURE: C.O.'S INITIALS

154



COMPLAINT - FOLLOW UP INFORMATIONAL
 PD 313-081A (Rev. 4-89)-31

Crime: **Invest. Crash** Pct: **100** OCCB No. _____ Complaint No. **3325** Date of This Report **11/12/01**

Date of Orig. Report **11/12/01** Date Assigned **11/12/01** Case No. **1389** Unit Reporting: **MNBIT.** Follow-Up No. _____

Complainant's Name - Last, First, M.I. _____ Victim's Name - If Different _____

Witness No. 1 Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____

Home Telephone _____ Business Telephone _____ Position / Relationship _____ Sex _____ Race _____ Date of Birth _____ Age _____

Total No. of Perpetrators _____ Wanted _____ Arrested _____ Weapon _____ Describe Weapon (If firearm, give color, make, calibre, type, model, etc.) _____
 Used Possessed

Perp. No. 1 Wanted _____ Arrested _____ Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSD No. _____

Eyeglasses Sunglasses Clothing Description, _____
 Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____
 (Continue in "Details"):

Perp. No. 2 Wanted _____ Arrested _____ Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSD No. _____

Eyeglasses Sunglasses Clothing Description, _____
 Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____
 (Continue in "Details"):

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."

Comp. Interviewed Yes No In Person By Phone Date _____ Time _____ Results: Same as Comp. Report - Different (Explain in Details) _____

Witness Interviewed Yes No In Person By Phone Date _____ Time _____ Results: Same as Comp. Report - Different (Explain in Details) _____

Canvass Conducted Yes No If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results _____ Crime Scene Visited Yes No If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained _____

Complainant Viewed Photos Yes Refused Future Results: _____

Witness Viewed Photos Yes Refused Future Results: _____

Crime Scene Dusted Yes No By (Enter Results in Details) _____ Crime Scene Photos Yes No By (Enter Results in Details) _____

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS:
 Investigation : Airline Crash.
 Subject : Canvass of Beach 127 ST.

1. On 11/12/01 [redacted] date of birth [redacted] address [redacted] phone [redacted] was interviewed and he provided the following information.

2. She told me that she was walking her dog on Beach 128 ST, there came a time when she looked into the sky and saw a plane that was flying very low. She also stated that this plane losing parts, and begin to bank, and then crash into the ground. [redacted] also stated that she saw one of the engines to the plane fall off as it was in the air.

3. Case is active.

CASE ACTIVE CLOSED DATE REVIEWED / CLOSED **11/14/01** IF ACTIVE, DATE OF NEXT REVIEW _____
 REPORTING OFFICER: **Det** RANK _____ SIGNATURE _____ NAME PRINTED **Serrentino** TAX REG. NO. **882140** COMMAND **MNBIT.**
 REVIEWING / CLOSING SUPERVISOR: _____ CASE ENTER DESIGNATION _____ SIGNATURE _____ C.O.'s INITIALS _____
 CLOSED: **C** OR B _____

Choice 1 _____ Choice 2 _____ Perp 1 _____ Perp 2 _____

154



COMPLAINT FOLLOW-UP INFORMATIONAL

PD 013.081A SECOND SHEET (REV. 8-20-04)

Page 2 of 2 Pages
Pct. Complaint No. Date of This Report

458 B142 St [REDACTED] 8. Heard a loud rumbling, thought it was the Concorde. Lifted up the window shade and saw a plane completely vertical, nose down, low to the house line. Just saw the fuselage, did not observe wings. Saw flames and dark smoke coming from the plane. Did not hear the impact.

[REDACTED]

155

CASE		DATE REVIEWED/CLOSED		IF ACTIVE, DATE OF NEXT REVIEW	
<input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		11/12/01			
REPORTING OFFICER	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.	COMMAND
	Det	[Signature]	Ronald Weisbrod	882990	110 SQD
REVIEWING/CLOSING SUPERVISOR	CASE	ENTER DESIGNATION	SIGNATURE	C.O.'S INITIALS	
	CLOSED	C OR B	[Signature]		

Name: [REDACTED] Captain Jet Blue flight 41 (JFK-MCO)
Time: 1540 EST
Location: via telephone
Present: Evan Byrne

[REDACTED] witnessed the AAL587 crash. He was in command of Jet Blue flight 41 from JFK-MCO and has 13,000 hours total time. His A320 was behind a NWA DC-9 during taxi-out to runway 31L. When the DC-9 took the runway his airplane was number 1 on the hold short line. His first officer said "oh my gosh do you see the airplane" and the first thing [REDACTED] saw was the A300 was rolling right and left and it looked like they were struggling to keep the wings level. He said it looked like they had elevator control.

[REDACTED] saw a small fire coming from the first inboard third of the right wing. He estimated the fire to be about 7-9 feet in diameter based on his observation of the size of the airplane and its distance. He said right after he saw the airplane the flight path angle was about 80 degrees nose down. He said the airplane continued to the ground "almost fluttering" - right wing down, then left wing down, back and forth all the way to the ground. He thought the impact was nose down, left wing down. He said he talked with Airbus personnel and they asked him if it looked like the airplane was stalled. He said after they asked him that he thought that possibly at the very end it was -- and it looked like it made about a 1/4 turn spin right before impact.

[REDACTED] said the fire was deep orange -- not bright red but deep orange and it was the same color on the wing as the eventual fireball he saw from the impact.

[REDACTED] did not see any debris coming from the airplane. He saw no smoke coming from aircraft either.

[REDACTED] said everything as far as the departure and climb out was normal -- he wasn't really watching the departure but the airplane was where it should have been at that point in the procedure.

[REDACTED] said that after the crash, he saw birds to the south of 31L over the bay. He said they were large black birds, not seagulls and were flying less than 20 feet above the bay.

[REDACTED] couldn't tell whether the engines were on the airframe or not. He was not concentrating on that. He was fixating on the struggle to control the airplane.

[REDACTED] said the flame appeared to be coming from the upper surface of the wing.

[REDACTED] said he heard no radio communications from the airplane. He said after the crash there were comments on the tower frequency about what people had seen.

[REDACTED] said he saw the A300 taxi but didn't look closely.

[REDACTED] said that a pilot on Jet Blue flight 79 [REDACTED] told him he saw some debris near the airplane and also saw the airplane in a lower nose down attitude than [REDACTED] thought it was.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001

On 11/12/2001, [REDACTED] home address 14201 Lithgow Place, Huntersville, North Carolina 28078, date of birth [REDACTED] North Carolina driver's license number [REDACTED] home telephone [REDACTED] cellular telephone [REDACTED] 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, [REDACTED] provided the following information.

[REDACTED] advised that he was the Captain of Jet Blue flight 41 departing from JFK at 8:50 A.M. 11/12/2001 arriving at Orlando, Florida (MCO). Jet Blue flight 41 was delayed approximately 10 minutes for a maintenance repair on the number one air conditioning pack. [REDACTED] noted that he pushed off at 9:00 A.M. and taxied out to runway 31L behind a North West Airline DC-9. Behind Jet Blue flight 41 was an American Airlines 767 and an American Airlines Airbus.

[REDACTED] recalled announcing over the aircraft's intercom to his passengers that the Concord was on approach to land on runway 31R. [REDACTED] advised that the North West Airlines DC-9 was on deck to take off when he heard Jet Blue flight 41 First Officer [REDACTED] announced "look at that airplane".

[REDACTED] noted that he first observed an unknown American Airlines flight at 230 degrees magnetic from Jet Blue flight 41's location. This airplane was out of control with a fire in the vicinity of the right wing. [REDACTED] later learned that this was American Airlines flight 587.

American Airlines flight 587 was in a near vertical descent with the nose below the tail, and rolling back and forth off its vertical axis. A round, deep orange flame approximately eight to nine feet in diameter originating from the first third of the right wing (from the fuselage outward) was observed by [REDACTED] [REDACTED] observed no smoke from the fire.

Investigation on 11/12/2001 at Queens, New York

File # 149A-NY-280669

Date dictated 11/16/2001

by SA John T. Dugan
Det. George J. Dorner

156

149A-NY-280669

Continuation of FD-302 of [REDACTED]

, On 11/12/2001 , Page 2

[REDACTED] was unable to determine if American Airlines flight 587 had managed to make the Bridge Non-Directional Beacon (NDB) "OGY". NDB OGY is approximately three to four miles from runway 31L and is a navigational aid which airplanes taking off turn on and then increase power. [REDACTED] noted that on average an aircraft should be hitting about four to five thousand feet in altitude at this time.

[REDACTED] believed that the left side of American Airlines flight 587 impacted the ground first but was not one hundred percent sure because the aircraft was fluttering side to side. [REDACTED] observed a deep orange fire ball approximately twice the length of the fuselage with dark smoke emanating from the vicinity of the crash. [REDACTED] noted that from his vantage point, he could not actually see the airplane impact with the ground. Approximately ten minutes after impact, the smoke from the crash scene turned white.

[REDACTED] advised that Jet Blue flight 79 Captain [REDACTED] [REDACTED] contacted the JFK Control Tower on frequency 119.1 to report the incident.

Moreover, passengers aboard Jet Blue flights 41 and 73 were sitting at an angle which would preclude them from observing the incident surrounding American Airline flight 587. [REDACTED] believed that the Northwest Airline DC-9 which was on deck to take off from runway 31L may have passengers on the left side of the aircraft which may have seen the incident.

All flights were immediately grounded after the crash, and returned to their terminals for passenger debarkation.

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

(Handwritten signature)

Follow-up #

UF 61 Number	Agency 03	Facility JFK	County of Offense QUEENS	C.C.R. Number '22239/01	
1	Complaint INVESTIGATE AIRCRAFT CRASH	Law/Sect	P.A. Crime Code 0	Date Occurred 11/12/01	Loc Code 000 <input checked="" type="checkbox"/> NY <input type="checkbox"/> NJ
2	Complaint	Law/Sect	P.A. Crime Code	Day Occurred	Time Occurred (From-To)
Place of Occurrence (Address) <input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside NEWPORT ROAD/129&131 ST/BELL HARBOR NY				Date Reported 11/12/01	Time Reported 0921HR
Complainant's Name STATE OF			Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Age
Complainant's Address NEW YORK				Area Cd - Bus. Tele.	
Complainant's Address NEW YORK				Area Cd. - Home Tele.	
1	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth
Suspect's Address			Hgt.	Wgt.	Hair
			Eyes	Phone	
			P.A. Arrest #		B. Number
2	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth
Suspect's Address			Hgt.	Wgt.	Hair
			Eyes	SSN	
			P.A. Arrest #		B. Number
Pct. of Occurrence 100	Pct. Voucher No.	Alarm No.	Docket Number	Court Date	Court
Magistrate	Disposition	Case Closed <input type="checkbox"/> By Arrest <input type="checkbox"/> By Other <input type="checkbox"/> Unfounded	Case Open <input type="checkbox"/> Inactive <input checked="" type="checkbox"/> Active	Records Section Only <input type="checkbox"/> Master Log <input type="checkbox"/> MNI File	

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

SYNOPSIS: INVESTIGATE CRASH OF AMERICAN AIRLINES FLIGHT #587, TAIL #N053AA, 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.

#1 At 1105 HRS [REDACTED] CAPTAIN OF JET BLUE FLIGHT # 41 WAS INTERVIEWED [REDACTED] CELL [REDACTED] STATED THAT HE WAS HOLDING SHORT OF RUNWAY 31L AS A NORTHWEST AIRCRAFT WAS AWAITING CLEARANCE TO TAKE OFF. AMERICAN AIRLINES FLIGHT # 587 HAD JUST TAKEN OFF FROM SAID RUNWAY AND WITHIN SEVERAL SECONDS HIS FIRST OFFICER STATED LOOK AT THAT PLANE, [REDACTED] DID NOT OBSERVE SAID FLIGHT TAKE OFF). [REDACTED] OBSERVED AMERICAN FLIGHT # 587 OUT OF CONTROL IN A LEFT BANKING POSITION AND THEN IN A NEAR VERTICAL DESCENT WITH NOSE BELOW TAIL, FIRE IN THE RIGHT WING AREA, ROLLING OFF LONGITUDINAL AXIS. [REDACTED] FURTHER STATED HE NOTICED ROUND, DEEP ORANGE FLAMES IN CLOSE 1ST TO 3RD PORTION OF WING FROM FUSELAGE OUTWARD, AIRCRAFT NOSE DOWN, ROLLING BACK AND FORTH. AIRCRAFT HIT GROUND WITH DEEP ORANGE FIRE BALL APPROXIMATELY TWICE LENGTH OF FUSELAGE WITH DARK SMOKE TURNING TO WHITE SMOKE WITHIN APPROXIMATELY 10 MINUTES. [REDACTED] STATED THAT AFTER A PERIOD OF TIME HIS PLANE WAS DIRECTED BACK TO THE GATE AREA AND HE FURTHER STATED THAT NO OTHER CREW MEMBERS OR PASSENGERS COULD HAVE BEEN WITNESS TO THE INCIDENT DUE TO THE ANGLE OF HIS PLANE EXCEPT FOR HIS FIRST OFFICER [REDACTED]

Arresting/Investigating Officer DET. GEORGE DORNER	Shield Number 106	Tax Registry Number 22048
Tour Commander	Date	Facility Commanding Officer
		Date

156



National Transportation Safety Board

Telephone Memorandum

Date: November 15, 2001

Person Interviewed: [REDACTED]

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed [REDACTED] via telephone. During the conversation she stated:

"I grew up here and have seen trillions of airplanes. I was walking on the beach about 40 blocks from the impact site. I looked up and saw the airplane trying to climb, an orange fireball appeared in front of the airplane. The plane turned left and went into a steep dive. All of this lasted about 5 seconds."



Crime: INVESTIGATE PLANE CRASH Pct. 100 OCCB No. _____ Complaint No. 3325 Date of This Report 11/13/01

Date of Orig. Report: 11/12/01 Date Assigned: 1389 Unit Reporting: 104 PDU Follow-Up No. _____

Complainant's Name - Last, First, M.I. _____ Victim's Name - If Different _____

Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____

Home Telephone _____ Business Telephone _____ Position / Relationship _____ Sex _____ Race _____ Date of Birth _____ Age _____

Total No. of Perpetrators: _____ Wanted: Arrested: Weapon: Used Possessed Describe Weapon (if firearm, give color, make, calibre, type, model, etc.): _____

Wanted: Arrested: Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSID No. _____

Eyeglasses Sunglasses Clothing Description: _____

Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____ (Continue in "Details")

Wanted: Arrested: Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSID No. _____

Eyeglasses Sunglasses Clothing Description: _____

Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____ (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."

Comp. Interviewed: Yes No In Person: By Phone: Date: _____ Time: _____ Results: Same as Comp. Report - Different (Explain in Details)

Witness Interviewed: Yes No In Person: By Phone: Date: _____ Time: _____ Results: Same as Comp. Report - Different (Explain in Details)

Canvass Conducted: Yes No If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results. Crime Scene Visited: Yes No If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained.

Complainant Viewed Photos: Yes Refused Future Results: _____

Witness Viewed Photos: Yes Refused Future Results: _____

Crime Scene Dusted: Yes No By (Enter Results in Details): _____ Crime Scene Photos: Yes No By (Enter Results in Details): _____

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS:

INVESTIGATION : CRASH OF AMERICAN AIRLINES FLIGHT # 587
SUBJECT : CANVASS/INTERVIEW

1. On this date, at 1955hrs, the undersigned interviewed [redacted] Belle Harbor, [redacted], the results are as follows;

2. The above states she parked her car in the vicinity of 190st/Beach Channel Drive and was walking East on the beach. At this time she observed a plane coming from the North and the plane just did not look right. The plane was struggling and banking to the left. At this time she observed a Orang ball in the vicinity of the middle of the plane, then bank a hard left and then went down nose first.

The above states she did not see any parts come off of plane, was far away. Then states she saw Black smoke in distance and it all happened in seconds.

3. The above and husband were previously interviewed by FBI in regards to this incident.

4. CASE ACTIVE.....

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/01

██████████ Far Rockaway, New York; telephone number: ██████████ was interviewed regarding the crash of American Airlines flight #587 on November 12, 2001.

At approximately 9:15am on 11/12/01, ██████████ was in a parking lot in the vicinity of 114th Street and Beach Channel Drive in Far Rockaway. He looked up and saw a large, commercial type plane spiraling downwards, pieces coming off it. He didn't hear or see any explosion. He didn't see any fire.

N-445 WPD

M44 | File Person jmc

Investigation on 11/12/01 at Queens, New YorkFile # 149A-NY-280669 sub 302 - 74 Date dictated 11/12/01by SA Janet L. Engel
SA Richard P. Mika

158

INFORMATIONAL PD 313-081A (Rev. 4-89)-31		Crime Inves. Plane Crash	Pct. 100	OCCB No.	Complaint No. 3325	Date of This Report 11/13/01	14 PERP 1				
Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1329	Unit Reporting 104 PDU	Follow-Up No.		15 PERP 2					
Complainant's Name - Last, First, M.I.				Victim's Name - If Different							
Last Name, First, M.I.				Address, include City, State, Zip				15 PERP 1			
Home Telephone		Business Telephone		Position / Relationship		Sex	Race	Date of Birth	Age	16 PERP 2	
Total No. of Perpetrators		Wanted	Arrested	Weapon		Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)					
<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Used <input type="checkbox"/> Possessed							
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No	Res. Pct.	17 CHOICE 1		
<input type="checkbox"/>		<input type="checkbox"/>							18 CHOICE 2		
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description.									
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")									
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No	Res. Pct.	19 CHOICE 1		
<input type="checkbox"/>		<input type="checkbox"/>							20 CHOICE 2		
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description.									
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")									
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)					
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>					
Witness Interviewed		In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)					
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>					
Canvass Conducted.		If Yes - Make Entry in Body Re: Time, Date, Names, Addresses; Results				Crime Scene Visited		If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained			
<input type="checkbox"/> Yes <input type="checkbox"/> No						<input type="checkbox"/> Yes <input type="checkbox"/> No					
Complainant Viewed Photos		Results:									
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future											
Witness Viewed Photos		Results:									
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future											
Crime Scene Dusted		By (Enter Results in Details)			Crime Scene Photos		By (Enter Results in Details)				
<input type="checkbox"/> Yes <input type="checkbox"/> No					<input type="checkbox"/> Yes <input type="checkbox"/> No						
4 If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted											
5 DETAILS:											
INVESTIGATION: AMERICAN AIRLINES PLANE CRASH											
SUBJECT: DOOR TO DOOR CANVASS ON B137st											
STATUS: CASE ACTIVE											
6 1. On 11/13/01 at 2030 hrs. while doing a door to door canvass the undersigned did interview [redacted] who lives at [redacted] phone # [redacted] who stated the following; while walking to his car after a doctor appointment at about 9:15 AM, at the corner of B114 and Rockaway Blvd., he saw the plane spireling to the ground with debris falling from it, and then heard it hit the ground. The witness had nothing else to add.											
7 2. Case Active											
8											
9											
10											
11											
12											
13											

CASE <input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		DATE REVIEWED / CLOSED 11/16/01		IF ACTIVE, DATE OF NEXT REVIEW	
REPORTING OFFICER:	RANK Det	SIGNATURE <i>[Signature]</i>	NAME PRINTED Gabrielli	TAX REG. NO. 913456	COMMAND 104 PDU
REVIEWING / CLOSING SUPERVISOR <i>[Signature]</i>	CASE CLOSED: <input type="checkbox"/> C <input type="checkbox"/> OR B	ENTER DESIGNATION	SIGNATURE <i>[Signature]</i>	C.O.'S INITIALS	

158

[REDACTED]
414 Beach 127th Street, Belle Harbor, N.Y. 11694
Phone 718-634-1685

March 01, 2002

National Transportation Safety Board -
2001 Route 46, Suite 504
Parsippany, N.J. 07054

Dear Mr. Luke Schiada,

In response to your letter, as to what I saw on Nov. 12, 2001, I was sitting in an enclosed porch in the front of my house with an insurance agent from Health Plus named [REDACTED]. When we heard an extremely loud rumble that made my house shake, [REDACTED] asked me what is that noise? I said that it was probably the Concord. He said that he didn't think so because he also lived in Queens and he had never heard anything like that. We both started to look out the window. It took me a few seconds to spot the plane. When I saw the plane it was almost perpendicular to the ground and just above the rooftops of the houses. It was slightly turned and I saw the top of left wing, I saw the cockpit windows and all the passenger windows. I didn't see any smoke or fire. I saw and felt the plane crash into the ground. I was approximately three quarters of the plane when I turned to [REDACTED] to see if he had also seen the plane. By the look on his face I knew that what I had seen was real. When I looked back to see the plane all I could see was the black smoke. I ran outside and I saw the house directly in front of my house on 128th street burst into fire (the back of 414 128th Street faces the front of my house). It was the craziest thing I had ever seen the house seemed to be exploding from the top to the bottom. This was the house that was hit by one of the motors. When I looked up into the air I saw thousands of shiny white particles floating. Someone said not to worry it was probably the paint from the plane.

Two months later [REDACTED] came back to my house and we talked about that day. He told me he had seen the plane heading toward Breeze Point and then it changed direction and came towards us. I told him I would be writing this letter and he gave me permission to give you his telephone numbers. [REDACTED] is a marketing rep for Health Plus offices located at 91-31 Queens Blvd. Ste. 222, Elmhurst, N.Y. 11373. Telephone number [REDACTED] cell number [REDACTED].

I'm sorry it has taken me so long to respond to your request but it has not been easy for me to do this. I hope I was of some help.

Sincerely,
[REDACTED]



COMPLAINT - FOLLOW UP INFORMATIONAL
 PD 313-081A (Rev. 4-89)-31

Crime	Pct.	OCCB No.	Complaint No.	Date of This Report
Inv Plane Crash	100		3325	11/12/01
Date of Orig. Report	Date Assigned	Case No.	Unit Reporting	Follow-Up No.
11/12/01	11/12/01	1389	101 RAM	
Complainant's Name - Last, First, M.I.				Victim's Name - If Different

Witness No. 1	Last Name, First, M.I.			Address, include City, State, Zip			Apt. No.
	[REDACTED]			414 BEACH 127TH ST			ROCKAWAY NY
Witness No. 2	Home Telephone		Business Telephone		Position / Relationship		Sex
	[REDACTED]		[REDACTED]		[REDACTED]		F
Perp. No. 1	Total No. of Perpetrators	Wanted	Arrested	Weapon			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Used <input type="checkbox"/> Possessed			
Perp. No. 2	Wanted	Arrested	Last Name, First, M.I.			Address, include City, State, Zip	
	<input type="checkbox"/>	<input type="checkbox"/>	[REDACTED]			[REDACTED]	
Perp. No. 1	Sex	Race	Date of Birth	Age	Height	Weight	NYSID No.
Perp. No. 2	<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description				
	[REDACTED]		[REDACTED]				
Perp. No. 1	Wanted		Arrested		Last Name, First, M.I.		
	<input type="checkbox"/>		<input type="checkbox"/>		[REDACTED]		
Perp. No. 2	Sex	Race	Date of Birth	Age	Height	Weight	NYSID No.

3 AREA WITHIN BOX FOR DETECTIVE/LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>
Witness Interviewed	In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	11/12/01	1115	<input type="checkbox"/> <input type="checkbox"/>
Canvass Conducted	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results			Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				<input type="checkbox"/> Yes <input type="checkbox"/> No	
Complainant Viewed Photos	Results:				
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future					
Witness Viewed Photos	Results:				
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future					
Crime Scene Dusted	By (Enter Results in Details)		Crime Scene Photos	By (Enter Results in Details)	
<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No		

6 If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence/Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

6 DETAILS: INVESTIGATION: PLANE CRASH
 SUBJECT: EYEWITNESS ACCOUNT OF CRASH

7 1) ON 11/12/01 THE UNDERSIGNED INTERVIEWED THE WITNESS [REDACTED] OF 414 BEACH 127TH ST AT APPROXIMATELY 1115 HOURS AND SHE RELATED THE FOLLOWING TO ME IN SUM AND SUBSTANCE REGARDING THIS INVESTIGATION. SHE WAS ON THE FIRST FLOOR OF HER HOME AND WAS LOOKING OUT THE WINDOW WHEN SHE FELT THE HOUSE RUMBLE AND SHAKE. SHE CONTINUED TO LOOK OUT THE WINDOW AND SAW A PLANE OVER THE HOUSES COMING STRAIGHT DOWN NOSE FIRST COCKPIT FACING HER WINDOW WHICH LOOKS OUT TO THE WEST. SHE REMEMBERED THAT THE PLANE SHOWED NO SIGNS OF SMOKE OR FIRE, AND SHE SAW PART OF ONE WING AND THE OTHER WING LOOKED INTACT. AFTER THE PLANE HIT THERE WAS AN EXPLOSION THEN A SECOND EXPLOSION AND DEBRIS WAS FLUNG ALL OVER THE PLACE LIKE CONFETTI.

10 CASE ACTIVE

CASE	DATE REVIEWED / CLOSED	IF ACTIVE, DATE OF NEXT REVIEW
<input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		
REPORTING OFFICER: FINE PO	SIGNATURE: PO	NAME PRINTED: FINE
REVIEWING / CLOSING SUPERVISOR:	CASE ENTER DESIGNATION: C OR B	TAX REG. NO.: 906231
		COMMAND: 101
		C.O.'s INITIALS:

159

Date of Orig. Report: 11/12/01 Date Assigned: Case No: 1389 Unit Reporting: CIS Follow-Up No. Victim's Name - If Different:

Complainant's Name - Last, First, M.I.: Last Name, First, M.I. Address, include City, State, Zip Apt. No. Home Telephone Business Telephone Position / Relationship Sex Race Date of Birth Age

Perpetrators: Total No. of Perpetrators: Wanted Arrested Weapon Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Perpetrator 1: Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct. Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Perpetrator 1: Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

Perpetrator 2: Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct. Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Perpetrator 2: Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY: THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)

Witness Interviewed: 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, Names, Addresses, Results Crime Scene Visited: If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos: Results: Witness Viewed Photos: Results: Crime Scene Dusted: By (Enter Results in Details) Crime Scene Photos: By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: SUBJECT: INVESTIGATE PLANE CRASH INVESTIGATION: INTERVIEW OF WITNESS

1. ON 11/12/01 THE UNDERSIGNED WAS ASSIGNED TO CANVASS B 127 ST AND INTERVIEWED [REDACTED] DOB [REDACTED] OF 414 B 127 ST [REDACTED] WHO SUPPLIED THE FOLLOWING INFORMATION:

2. THE ABOVE PERSON STATED SHE WAS IN HER LIVING ROOM WHEN SHE HEARD A LOUD RUMBLING NOISE. WHEN SHE LOOKED OUTSIDE HER WINDOW, SHE STATED THAT SHE OBSERVED THE PLANE IN A NOSE DIVE AND APPARENTLY NOT ON FIRE AND THAT MOMENTS LATER SHE HEARD THE IMPACT OF THE PLANE AND OBSERVED THE SMOKE COMING FROM THE SCENE.

3. CASE IS ACTIVE.

CASE: ACTIVE [] CLOSED [] DATE REVIEWED / CLOSED: IF ACTIVE, DATE OF NEXT REVIEW: REPORTING OFFICER: RANK: SGT SIGNATURE: NAME PRINTED: ZAVILOWITZ TAX REG. NO.: 902632 COMMAND: CIS REVIEWING / CLOSING SUPERVISOR: JHM CASE ENTER DESIGNATION: ORB SIGNATURE: C.O.'s INITIALS:

Choice 1 Choice 2 PERP 1 PERP 2 PERP 1 PERP 2

159

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/13/01

On 11/13/01, [REDACTED] was telephonically contacted by SA Steven E. Braus, regarding his observations of the plane crash on 11/12/01.

[REDACTED] stated that he was at the intersection of Beach 116th Street, and Newport Street, when he first heard the plane. When he turned and looked up, he saw a passenger jet heading straight towards the ground. At the same time he observed a large piece of the plane trailing somewhat behind. He did not know if the large piece was the engine. He stated that the plane was largely intact except for the trailing piece.

[REDACTED] did not see fire, or hear an explosion, at any time, prior to the actual crash.

[REDACTED] resides at [REDACTED] Brooklyn, New York, telephone [REDACTED], date of birth: [REDACTED]

Investigation on 11/13/01 at Queens, New York (telephonically)

File # 149A-NY-280669 Date dictated 11/13/01

by Steven E. Braus

160

40

11/25/01

Dear Mr. Schiada,

On November 12, 01 I was in my livingroom that faces my kitchen window. A very loud noise (that I recognized as an airplane) was louder than usual since I hear planes all day and night long.

My kitchen window faces Manhattan. I saw what I thought was papers floating from side to side then gently down. I live on the 6th floor of an apartment building.

I walked over to the kitchen window to see what was going on. To my left I saw a black cylinder shaped thing falling. It was flaming and grey smoke was coming from the right side of it. It was a little tilted.

The next thing I knew the nose of the plane was coming straight down. My eyes were focused on the nose of the plane. That part was not on fire when I saw it. I really don't know how long I looked at it

because I was afraid I think
it couldn't have been more
than a few seconds

I hope this helps your
investigation. If you need
to reach me during the
day I can be reached at

[redacted] or [redacted] at [redacted]

after 3 P.M. Home [redacted]

Sincerely yours,

[redacted]



National Transportation Safety Board

Telephone Memorandum

Date: November 15, 2001

Person Interviewed: [REDACTED]

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

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

[REDACTED] re-iterated the statement she provided the Federal Bureau of Investigation on November 13, 2001. She heard unusually loud noises from an airplane. She went to her window and saw debris that appeared to be paper floating from the sky. She observed a black cylinder with flames and gray smoke coming from the cylinder. It appeared to be coming from the right side of the cylinder. She advised that the airplane was on her left and it seemed quiet. Approximately 1-2 seconds later, she saw the nose of the airplane. There was no fire.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/13/2001

██████████ 133 Beach 120th Street, Apartment 6B, Belle Harbor, New York, telephone number ██████████, was interviewed at her residence. After being advised of the nature of the interview and the identities of the interviewing agents, KOGUT provided the following information:

██████████ advised that she went to her window after hearing what sounded like a low flying airplane and observed what she thought was paper falling from the plane. ██████████ then observed a black cylinder shaped barrel, on fire, falling from the sky and the airplane heading straight toward the ground. ██████████ indicated that she did not hear any sound or explosion before observing the burning barrel shaped object. ██████████ indicated that when she first observed the airplane it was heading toward her building which is located on the oceanfront. ██████████ stated that she did not hear a loud crash when the plane hit the ground. ██████████ could provide no additional information.

NY 44

Investigation on 11/12/01 at Belle Harbor, New York

File # 149A-NY-280669-302 Date dictated 11/13/01

by SA John W. Scata
SA Steven M. Troyd

161



COMPLAINT - FOLLOW UP
INFORMATIONAL
PD 310-0B1A (Rev. 4-89)-31

Crime **INVESTIGATE PLANE CRASH** Pct. **100** OCCB No. **3325** Complaint No. **3325** Date of This Report **11/13/01**

Date of Orig. Report **11/12/01** Date Assigned **11/12/01** Case No. **1389** Unit Reporting **113 PDU** Follow-Up No.

Complainant's Name - Last, First, M.I. **PSNY** Victim's Name - If Different

Last Name, First, M.I. Address, include City, State, Zip Apt. No.

Home Telephone Business Telephone Position / Relationship Sex Race Date of Birth Age

Total No. of Perpetrators Wanted Arrested Weapon Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)
 Used Possessed

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE/LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)

Witness Interviewed: In Person By Phone Date Time Results: Same as Comp. Report Different (Explain in Details)

Canvase Conducted: If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results. Crime Scene Visited: If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos: Results: Witness Viewed Photos: Results:

Crime Scene Dusted: By (Enter Results in Details) Crime Scene Photos: By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence/Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: Investigation: Plane Crash Subject: Interview of Witness

1. On this date, I the undersigned did conduct an interview with a witness to the crash named [REDACTED]. The witness stated that she is a cleaning lady for the address of 333 Beach 143 Street and was outside cleaning the windows to the said residence. She heard a loud roar and thought that it was the concorde airplane coming in to land. She looked up to the sky to catch a glimpse of the plane and she states that she observed the wing of an airplane flying to the ground. Then coming behind the wing she observed a large airplane with only one wing, the right wing, flying and coming closer to the ground. She further states there was no smoke or fire she could see coming from the plane. She then saw the plane crash in the distance, felt the ground and the house shake upon impact. The witness then ran towards the scene of the crash.

2. The abovementioned witness works at 333 Beach 143 Street and at 303 Beach 143 street. She lives at Rockaway beach. Her work number [REDACTED]

33. Case Active.

CHOICE 1 CHOICE 2

PERP 1 PERP 2

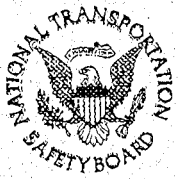
CASE ACTIVE CLOSED DATE REVIEWED / CLOSED IF ACTIVE, DATE OF NEXT REVIEW

REPORTING OFFICER: RANK **PO** SIGNATURE **[Signature]** NAME PRINTED **LOBEL** TAX REC. NO. **897886** COMMAND **113 RAM**

REVIEWING / CLOSING SUPERVISOR: CASE ENTER DESIGNATION SIGNATURE C.O.'s INITIALS

Choice 1 Choice 2 PERP 1 PERP 2

162



National Transportation Safety Board

Telephone Memorandum

Date: November 15, 2001

Person Interviewed: [REDACTED]

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was on the Rockaway Boulevard boardwalk on 90th street, when he looked up and observed an airplane acting "peculiar." He further described the airplane as "fish-tailing or struggling." He observed the tail section of the airplane separate, which was followed by other pieces separating from the airplane. Approximately one or two seconds later, he observed smoke and "something ignite near the left engine". The airplane then banked to the left about 60 to 75 degrees and entered a dive. The airplane disappeared behind a building and he observed smoke rising.



National Transportation Safety Board

Telephone Memorandum

Date: March 12, 2002

Person Interviewed: [REDACTED]

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was in a tow truck traveling westbound on Sea girt Boulevard, near Beach 9th or 11th Street. He remembered seeing two airplanes in the distance, off his right, and when he looked back, he observed one airplane in a climb, "tilted to the left," with "black, thick smoke" coming from the airplane's left engine. The black smoke was "wavy" and getting "worse and worse." He was stopped at a traffic signal at Beach 21st Street, when he observed a "puff" of black smoke. The smoke then became more yellow in color and he could see flames. The airplane continued to climb and then made a "hard left" turn, and went straight down "quickly." The airplane disappeared behind some buildings.

[REDACTED] did not observe any parts separate from the airplane. Nor did he observe fire coming from any other portion of the airplane.

[REDACTED] estimated he observed the airplane "for a minute to a minute and a half." He did not recall hearing any sound associated with the airplane. He further stated the airplane was "far away" and "blurred."

165 Beach 119 Street- spoke with [redacted] at phone # [redacted]
 [redacted] He owns the building and was in the driveway when
 he the plane buring in the middle and flying west. He saw the
 plane go straight down.No debris was found on his property, all
 his residents are accounted for.

CASE		DATE REVIEWED/CLOSED		IF ACTIVE, DATE OF NEXT REVIEW	
<input checked="" type="checkbox"/> ACTIVE	<input type="checkbox"/> CLOSED				
REPORTING OFFICER	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.	COMMAND
	Det.	<i>[Signature]</i>	Donlon	908494	ENCS
REVIEWING/CLOSING SUPERVISOR	CASE	ENTER DESIGNATION	SIGNATURE	C.O.'S INITIALS	
	CLOSED	C. _____ OR B. _____	<i>[Signature]</i>		

165

NWA First Officer [REDACTED] Employee [REDACTED] working on Flight 1887, November 12, 2001.

We were taxiing out towards rwy 31L at JFK airport, time approximately 9:00 a.m. local. We were sequenced to follow behind two American Airlines flights. An Airbus A-300 and A Boeing 787. This was our sequence at the runway. The Airbus was cleared for take-off and the Boeing was given position and hold 31L. The Boeing 787 was cleared for take-off and shortly thereafter we were given position and hold 31L. It was during this time that I noticed an aircraft beginning a rapid nose-over from a normal flight path. I noticed about a mile behind the aircraft some small amount of debris floating toward the ground. I looked for signs of an explosion or smoke coming from the aircraft, but did not see any significant amount of smoke. I did not see any trail of smoke coming from ground (missile). I never saw any sign of explosion on or around the aircraft. My attention went back to the aircraft. By now it was pretty much in a vertical dive. The "top" of the aircraft was now facing east toward the sun. As it dove vertically, the aircraft rolled to the left which allowed me to view the "top" profile of aircraft. I am 99% sure that both main wings were intact. The aircraft appeared to be mostly structurally sound. I observed something not correct on the empanage. There seemed to be something missing or not right. That is really all I can say about the tail of the aircraft. The aircraft impacted the ground vertically. I did not notice any debris falling with aircraft.

I forgot to mention when I saw the top profile of the aircraft as it was rolling, I saw the reflection of the sunlight on the top wing surface. This is why I am so certain of having intact wings on the aircraft.

I have made statements to:
"Russ" from AA SOC
JFK Port Authority detective
Ed Davidson-Conference call

NWA First Officer [REDACTED]

Emp # [REDACTED]

Working on Flight #1867, Nov 12, 2001.

We were taxiing out towards RWY 31L at JFK airport, time approx 9:00am local. We were sequenced to follow behind 2 American Airlines flights: an Airbus A-300 and a Boeing 767. This was our sequence at the runway. The Airbus was cleared for Take-off and the Boeing was given position and hold 31L. The Boeing 767 was cleared for take-off and shortly thereafter we were given position and hold 31L. It was during this time that I noticed an aircraft beginning a rapid nose-over from a normal flight ~~path~~ path. I noticed about ~~one~~ a mile behind the aircraft some small amount of debris floating toward the ground. I looked for signs of an explosion, or smoke coming from the aircraft, but did not see any significant amount of smoke. I did not see any trail of smoke coming from ground (missile). I never saw any sign of explosion on or around the aircraft.

My attention went back to the aircraft. By now it was pretty much in a vertical dive. ~~The~~ The "top" of the aircraft was now facing East toward the sun. As it dove vertically, the aircraft rolled to the left which allowed me to view the "top" profile of aircraft. I am 99% sure that both main wings were intact. The aircraft appeared to be mostly structurally sound. I observed something not correct on the empennage. There seemed to be something missing or not right. That is really all I can say about the tail of the aircraft. The aircraft impacted the ground vertically. I did not notice any debris falling with aircraft.

I forgot to mention when I saw the top profile of the aircraft as it was rolling, I saw the reflection of the sunlight on the ~~top~~ ~~top~~ top wing surface. This is why I am so certain of having intact wings on the aircraft.

I have made statements to:
: "Russ" from AA SOC
: JFK Port Authority detective
: Ed Davidson - conference call.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/13/01

██████████ date of birth ██████████ SSAN ██████████, was interviewed at the office's of Northwest Airlines, Terminal 4, John F. Kennedy Airport (JFK). He was provided the identity of the interviewing agent and the purpose of the interview. Also present during the interview was Alex Velez Jr., a Port Authority Police Department Detective. ██████████ provided the following information:

██████████ works for Northwest Airlines (NWA) as a First Officer. He started employment with NWA in March 2000. ██████████ employee number at NWA is ██████████ business telephone number is ██████████

██████████ along with Captain ██████████ were the flight crew for NWA flight #1867. The flight originated from JFK airport with the destination of Detroit, Michigan. The flight was to leave JFK at 9am, from terminal #4. A few minutes before 9am, ██████████ plane left the terminal and started taxiing to runway 31L(31 Left). Runway 31L faces in the Northwest direction. At this point, ██████████ switched his radio from ground frequency to tower frequency. The Tower at JFK told ██████████ and ██████████ to taxi behind two American Airlines (AA) flights. The first plane was an Airbus 300, AA flight #587. The second AA plane was a Boeing 767 model. ██████████ flight taxied behind the Boeing 767 plane. ██████████ stated that he did not notice anything unusual about either of the AA planes in front of his.

██████████ watched flight #587 start down the runway to take off. ██████████ still did not notice anything unusual about the plane. ██████████ did not see flight #587 take off the runway. After the Boeing 767 AA plane took off, the tower cleared ██████████ flight to "taxi, position and hold." While ██████████ was positioning the plane for take off, ██████████ spoke to a flight attendant, by phone, to tell her to prepare the cabin for take off. ██████████ then looked out in the sky, in the area where his plane would be heading after take off, and saw an airplane "in trouble."

██████████ then noticed the troubled plane begin to pitch it's nose down. The plane was not flying straight and level. ██████████ then saw silver debris fragments approximately a half a mile behind the troubled plane. The silver fragments were falling straight down toward the ground. ██████████ stated that he did not notice any fire,

11/12/01 Jamaica, New York

Investigation on _____ at _____

149A-NY-280669-302

File # _____

Date dictated _____

by SA MATTHEW GALIOTO *MG*

149A-NY-280669

Continuation of FD-302 of [REDACTED]

, On 11/12/01

, Page 2

explosion or significant amount of smoke. [REDACTED] stated that he might have tapped [REDACTED] on the shoulder and pointed to the troubled plane. The plane then went into a nose dive toward the ground. [REDACTED] view of the plane was from it's profile. The plane then turned to where [REDACTED] could see the top part of the plane. Just before impact, the plane turned back to the profile view. up until impact, [REDACTED] did not notice any fire or significant amounts of smoke.

[REDACTED] stated that he is "almost positive" the plane's wings and body were intact. [REDACTED] could not tell if the engines were still attached to the plane. [REDACTED] did feel that "something was wrong" with the tail or empennage part of the plane. After the plane hit the ground, there was a large fireball and dark smoke. [REDACTED] flight was still on tower frequency and he did not recall any communication between the tower and AA flight #587. [REDACTED] stated that the AA flight may have switched to departure frequency.

One of the other flights behind [REDACTED] radioed to the tower to see if tower control knew about the downed plane. At that point, tower control was unaware of the crash. [REDACTED] did not notice any smoke from the ground to the plane and did not notice anything like a missile hitting the plane. [REDACTED] heard that AA flight #587 was supposed to have departed at 8am, but was delayed. He did not know the reason for the delay. [REDACTED] stated that the Airbus 300 model has two engines, one on each side of the wings.

[REDACTED] provided a copy of a signed written statement he made to AA on 11/12/01.

166

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

NON CRIMINAL INCIDENT REPORT

		UF 61 Number	Agency 03	Facility JFKIA	County of Offense Queens	C.C.R. Number 22230-01
1	Complaint INVESTIGATION OF AIRCRAFT CRASH (AMERICAN AIRLINES FLIGHT 587)	Law/Sect	P.A. Crime Code	Date Occurred 11/12/01	Loc Code 000	X <input type="checkbox"/> NY <input type="checkbox"/> NJ
2	Complaint	Law/Sect	P.A. Crime Code	Day Occurred Monday	Time Occurred (From-To)	
Place of Occurrence (Address) <input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside				Newport Road between 129 St. and 131 St. Bell Harbor, Queens, NY		Date Reported 11/12/01
Complainant's Name			Sex <input checked="" type="checkbox"/> M <input type="checkbox"/> F	Race	Age	Area Cd - Bus. Tele.
Complainant's Address						Area Cd. - Home Tele.
1	Suspect's Name (Last, First, Initial) <input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth	Age	Phone
Suspect's Address			Hgt.	Wgt.	Hair	Eyes
					P.A. Arrest #	B. Number
2	Suspect's Name (Last, First, Initial) <input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth	Age	Phone
Suspect's Address			Hgt.	Wgt.	Hair	Eyes
					P.A. Arrest #	B. Number
Pct. of Occurrence	Pct. Voucher No.	Alarm No.	Docket Number	Court Date	Court	
Magistrate	Disposition	Case Closed <input type="checkbox"/> By Arrest <input type="checkbox"/> By Other <input type="checkbox"/> Unfounded	Case Open <input type="checkbox"/> Inactive <input type="checkbox"/> Active	Records Section Only <input type="checkbox"/> Master Log <input type="checkbox"/> MNI File		
Details of Complaint: Include Additional Suspects, Complainants, Witnesses. Summarize Detail of Complaint						
Investigation of American Airlines flight 587, tail number N053AA, aircraft type: Airbus A300, on take off from JFKIA airport, runway 31Left, enroute to Santo Domingo, Dominican Republic.						
Reference is made to all reports and memorandums for this case file.						
On November 12, 2001, the undersigned assisted FBI Special Agent Matt Galimoto. We responded to Northwest Airlines (JFKIA), for the purpose of interviewing Northwest Airlines flight number 1867 crew members. At approximately 1330 hours FBI Special Agent Galimoto interviewed First Officer [REDACTED]. First Officer [REDACTED] has been employed from March 2000. First Officer [REDACTED] stated he observed American Airlines aircraft flight 587 taxi and didn't observe anything usual with the aircraft as it passing his aircraft. At approximately 0900 hours the Captain of his aircraft taxied to 31-Left and were number three aircraft for take off. While awaiting take off he observed American Airlines aircraft flight 587 in flight. He observed the aircraft was not displaying any smoke, fire when it was nose-diving. He also observed aircraft debris trailing from behind the aircraft for approximately five miles. He also observed the wing and related that he felt something did not appear "right." He also observed both wings on the aircraft as it was "on the way down," and did not observe the engines. On impact he observed a fireball and dark smoke. This case remains open/active. Investigation is continuing.						
[REDACTED SIGNATURE]			11/12/01			
[REDACTED SIGNATURE]			[REDACTED]			
Arresting/Investigating Officer Detective Alex Velez, Jr			Shield Number 063		Tax Registry Number 20496	
Tour Commander			Date November 12, 2001		Facility Commanding Officer	
			Date		Date	

166

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

TEL. EXT. (201)963-7111

Date 11/12/01 Follow-up #

UF 61 Number		Agency 03	Facility JFK	County of Offense Queens	C.C.R. Number 01022230
1	Complaint Investigate Aircraft Crash	Law/Sec	P.A. Crime Code	Date Occurred 11/12/01	Loc Code 000 <input checked="" type="checkbox"/> NY <input type="checkbox"/> NJ
2	Complaint	Law/Sec	P.A. Crime Code	Day Occurred Monday	Time Occurred (From-To) 0915
Place of Occurrence (Address) <input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside 129 th Street, Belle Harbor, NY				Date Reported 11/12/01	Time Reported 1650
Complainant's Name			Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Age
Complainant's Address					Area Cd - Bus. Tele.
Complainant's Address					Area Cd. - Home Tele.
1	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth
Suspect's Address			Hgt.	Wgt.	Age
Suspect's Address			Hair	Eyes	Phone
Suspect's Address			P.A. Arrest #		B. Number
2	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Date of Birth
Suspect's Address			Hgt.	Wgt.	Age
Suspect's Address			Hair	Eyes	Phone
Suspect's Address			P.A. Arrest #		B. Number
Pct. of Occurrence	Pct. Voucher No.	Alarm No.	Docket Number	Court Date	Court
Magistrate	Disposition	Case Closed <input type="checkbox"/> By Arrest <input type="checkbox"/> By Other	Case Open <input type="checkbox"/> Inactive <input type="checkbox"/> Active	Records Section Only <input type="checkbox"/> Master Log <input type="checkbox"/> MNI File	
Details of Complaint: Include Additional Suspects, Complainants, Witnesses. Summarize Detail of Complaint					
Synopsis: American Airlines Flight 587 departed JFK at 0913 hours and crashed in the vicinity of 129 th Street in Belle Harbor, NY					
At 1030 hours, Captain [redacted] and First Officer [redacted] who were the pilot and co-pilot of Northwest Airlines Flight 1867 were interviewed in Terminal Four by the undersigned. Flight 1867 was in line to takeoff from Runway 31L when Captain [redacted] reported that he saw pieces of an aircraft falling from an aircraft and then the aircraft went into a nose dive and crashed. First Officer [redacted] stated that wings appeared to be intact and that there was no visible fire. The aircraft appeared to be rolling to the left and diving. Traces of smoke were visible. [redacted] and [redacted] are based in Minneapolis [redacted]					
Arresting/Investigating Officer Det. John Curnyn <i>Det. John Curnyn</i>			Shield Number 103	Tax Registry Number 037523	
Tour Commander		Date	Facility Commanding Officer		Date

166

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/15/2001

[REDACTED], SSAN [REDACTED] telephone number [REDACTED] residing at [REDACTED] Queens, New York was interviewed at her residence. After being advised of the identity of the interviewing agent and the purpose of the interview, [REDACTED] provided the following information regarding the crash of AMERICAN AIRLINES FLIGHT # 587:

Sometime between 8:30 AM and 9:30 AM on 11/12/01, [REDACTED] was running along the beach between Beach 126 and Beach 127 Streets, Queens, New York. As she was running, [REDACTED] looked up to see a plane slowly turning and falling. She also observed one of its jet engines falling away from the plane. At the same time, [REDACTED] noticed other little pieces also coming off the plane and falling to the ground. She did not see any fire from either the plane or its detached parts. [REDACTED] was close enough to count the windows on the plane's fuselage. She heard a low rumble as the plane fell and then felt its impact when it crashed. Because of the rising sun, the tumbling plane cast confusing shadows that made it difficult for [REDACTED] to determine its trajectory during its descent. For this reason, [REDACTED] sought cover by running toward the water.

Investigation on 11/12/01 at Queens, New York

File # 149A-NY-280669-302-119 Date dictated 11/15/01

by SA John J. Janus

167

Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1589	Unit Reporting CIS	Follow-Up No.	PERP 2
Complainant's Name - Last, First, M.I.			Victim's Name - If Different		
Last Name, First, M.I.				Address, include City, State, Zip	
Home Telephone		Business Telephone		Position / Relationship	Sex Race Date of Birth Age
Total No. of Perpetrators	Wanted	Arrested	Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed	Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)	
Wanted	Arrested	Last Name, First, M.I.		Address, include City, State, Zip	
Sex	Race	Date of Birth	Age	Height ft. in.	Weight lb.
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description			
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")			
Wanted	Arrested	Last Name, First, M.I.		Address, include City, State, Zip	
Sex	Race	Date of Birth	Age	Height ft. in.	Weight lb.
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description			
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")			
AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."					
Comp. Interviewed <input type="checkbox"/> Yes <input type="checkbox"/> No	In Person <input type="checkbox"/> <input type="checkbox"/>	By Phone <input type="checkbox"/> <input type="checkbox"/>	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)
Witness Interviewed <input type="checkbox"/> Yes <input type="checkbox"/> No	In Person <input type="checkbox"/> <input type="checkbox"/>	By Phone <input type="checkbox"/> <input type="checkbox"/>	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)
Canvass Conducted <input type="checkbox"/> Yes <input type="checkbox"/> No	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results			Crime Scene Visited <input type="checkbox"/> Yes <input type="checkbox"/> No	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained
Complainant Viewed Photos <input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	Results:				
Witness Viewed Photos <input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	Results:				
Crime Scene Dusted <input type="checkbox"/> Yes <input type="checkbox"/> No	By (Enter Results in Details)		Crime Scene Photos <input type="checkbox"/> Yes <input type="checkbox"/> No	By (Enter Results in Details)	
If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted					
DETAILS: CANVASS OF 124 st., BETWEEN RBB and NEWPORT AVE. INVESTIGATION OF PLANE CRASH... 124 st. and NEWPORT AVE.					

CHOICE 1	[REDACTED] engine detached from plane and airplane went into spin				
CHOICE 2	[REDACTED] crashing to ground				
CASE <input type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		DATE REVIEWED / CLOSED:		IF ACTIVE, DATE OF NEXT REVIEW	
REPORTING OFFICER:	RANK DET.	SIGNATURE	NAME PRINTED HILBIG, ERICH	TAX REG. NO. 905452	COMMAND CIS
REVIEWING / CLOSING SUPERVISOR:	CASE CLOSED: C	ENTER DESIGNATION OR B	SIGNATURE	C.O.'S INITIALS	
Choice 1	Choice 2	Perp 1	Perp 2	Perp 3	Perp 4

167



National Transportation Safety Board

Telephone Memorandum

Date: November 15, 2001

Person Interviewed: [REDACTED]

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview-

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

He was eating breakfast in Riis Park, at Beach-149 & Rockaway Beach Blvd, when he heard an unusual aircraft engine noise. He described the noise as, "the engine was taking in air but not accelerating." Upon learning that [REDACTED] had experience as a military aircraft maintenance technician, the interviewer asked, "Like a 'compressor stall?'" to which [REDACTED] responded, "Exactly."

[REDACTED] described the aircraft's flight path as, "wobbly". He did not observe the tail section of the airplane but noted that as he acquired visual contact with the airplane the right engine was, "about 5 feet from the airplane moving away from the wing." He observed no fire or smoke but did note that the left engine was still attached. He described the attitude as nose up about 5 to 10 degrees, going toward nose down, in a left bank.

[REDACTED] was employed as a law enforcement officer. His military aircraft maintenance experience was with Marine helicopters.



National Transportation Safety Board

Telephone Memorandum

Date: February 28, 2002

Person Interviewed: [REDACTED]

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

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

She was in her kitchen on Beach 144th Street, when she heard a noise and looked up to see a piece of something falling off the Airbus. She thought it might have been an engine. She did not see any fire or smoke.



1389

DETAILS:

CONTINUED.....



A. 414 BEACH 144 STREET (PRIVATE HOUSE)
 SPOKE TO A [REDACTED] F/W/40YRS [REDACTED] WHO
 STATES THAT SHE HEARD A RUMBLE AND LOOKED OUT HER REAR WINDOW AND
 SAW THE ENGINE FALL OFF THE PLANE AND THEN ANOTHER PIECE FELL OFF
 RIGHT AFTER THE ENGINE, THEN THE PLANE NOSE DIVED TOWARDS THE
 GROUND.



CONTINUED NEXT PAGE.....

CASE <input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		DATE REVIEWED/CLOSED <u>11/12/01</u>	IF ACTIVE, DATE OF NEXT REVIEW		
REPORTING OFFICER:	RANK DET	SIGNATURE <i>[Signature]</i>	NAME PRINTED ASPENLEITER, JAMES	TAX REG. NO. 880642	COMMAND 110RAM
REVIEWING/CLOSING SUPERVISOR:	CASE ENTER DESIGNATION CLOSED: C _____ OR B _____	SIGNATURE <i>[Signature]</i>	C.O.'s INITIALS		

169

January 15, 2002

[REDACTED]
Palm City, FL 34990

Mr. Luke Schiada
Air Safety Investigator
NATIONAL TRANSPORTATION SAFETY BOARD
2001 Route 46, Suite 504
Parsippany, NJ 07054

Dear Mr. Schiada:

The following are my observations, based upon the form you supplied to me, of the crash of American Airlines 587 on November 12, 2001.

At the time of the incident, I was at the rear of a private residence located at [REDACTED] Howard Beach, NY watching airplanes take off from JFK Airport. The residence is at the north end of a wide canal which runs to the SSE and is east of and parallel to Cross Bay Blvd.

1. I was looking to the south. The airplane was traveling from my left to my right and rising slightly.
2. I observed no parts separate or fall from the airplane.
3. I first observed the airplane, as written in 1. above. A bright yellow flash of light, very much like a camera flash, appeared where the right wing (direction of flight) meets the fuselage. The size of the flash was approximately the width of the fuselage from top to bottom. The plane stopped its forward and upward progress and descended vertically while maintaining its same attitude. A stream of white smoke rose vertically from the location where the flash had appeared as it fell.
4. I observed the plane for approximately 5 to 10 seconds after the flash and for approximately 30 seconds prior to the flash of light.
5. I lost sight of the plane when it fell behind the fire house on the west side Cross Bay Blvd.

If necessary, you may contact me at my residence telephone. [REDACTED]

[REDACTED]
Sincerely,
[REDACTED]



National Transportation Safety Board

Telephone Memorandum

Date: January 10, 2002

Person Interviewed: [REDACTED]

Subject: DCA02MA001, Witness Interview

[REDACTED] 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 on the 13th floor of a building located at 107-10 Shorefront Parkway, when he noticed a "light in the sky, like a reflection out of the side of my eye," through a window. He observed the accident airplane and "within a split second" the left engine separated. He also observed other "debris" in the sky and "whimsical white smoke" trailing the airplane. The airplane banked left, "more than 45-degrees" and the right engine separated about 2-3 seconds after the left engine. The airplane then nose-dived straight down, "like a dart," and he then observed a fireball rise up from the ground.

[REDACTED] estimated he observed the airplane for about 10 to 15 seconds. Additionally, he stated he did not observe any fire coming from the airplane and he did not recall hearing any sounds prior to the impact.

A handwritten signature in cursive script that reads "Luke Schiada".

Luke Schiada
Air Safety Investigator



Crime: Investigate Airliner Crash 100pct
Pct: 100pct
OCCB No.: 3325
Complaint No.: 3325
Date of This Report: 11/21/01

Date of Orig. Report: 11/12/01
Date Assigned: 11/12/01
Case No.: 1389
Unit Reporting: 100 Squad
Follow-Up No.:

Complainant's Name - Last, First, M.I.: American Airlines
Victim's Name - If Different:

Last Name, First, M.I.:
Address, include City, State, Zip:

Home Telephone: Business Telephone: Position / Relationship: Sex: Race: Date of Birth: Age:

Total No. of Perpetrators: Wanted: Arrested: Weapon: Describe Weapon (If firearm, give color, make, calibre, type, model, etc.):
 Used Possessed

Wanted: Arrested: Last Name, First, M.I.: Address, include City, State, Zip: Apt. No: Res. Pct.:

Sex: Race: Date of Birth: Age: Height: Weight: Eye Color: Hair Color: Hair Length: Facial Hair: NYSID No.:

Eyeglasses Sunglasses: Clothing Description, Scars, Marks, M.O., Etc.:
(Continue in "Details"):

Wanted: Arrested: Last Name, First, M.I.: Address, include City, State, Zip: Apt. No: Res. Pct.:

Sex: Race: Date of Birth: Age: Height: Weight: Eye Color: Hair Color: Hair Length: Facial Hair: NYSID No.:

Eyeglasses Sunglasses: Clothing Description, Scars, Marks, M.O., Etc.:
(Continue in "Details"):

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)

Witness Interviewed: 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, Names, Addresses, Results: Crime Scene Visited: If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos: Results: Yes Refused Future

Witness Viewed Photos: Results: Yes Refused Future

Crime Scene Dusted: By (Enter Results in Details): Crime Scene Photos: By (Enter Results in Details):

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: INVESTIGATE AIRLINER CRASH
SUBJECT : INTERVIEW OF WITNESS

1. On this date of Monday November 12, 2001 at 1900hrs, the undersigned received a phone call from a [redacted] who stated that he is a project manager for Alma Realty. [redacted] told the undersigned that he was on the rooftop of 107-10 Shorefront Parkway on a construction site, when he noticed a glare in the sky and he looked up and saw a plane and he noticed pieces of the plane falling off of it. He went onto stage [redacted] that he saw what appeared to be the rear tail of the plane fall off and he saw smoke coming from the plane as it still was heading south toward the ocean. He then stated that the plane was banking left and it appeared that the skin of the plane was falling off and it started to nose dive and then it crashed. He saw a large ball of fire and when he looked back up into the sky, he still saw debris falling from the sky.

2. [redacted] told the undersigned that he will stop into the 100pct on Tuesday November 13, 2001 if necessary to be reinterviewed by the undersigned. [redacted] contact phone numbers are [redacted] phone [redacted] home phone, [redacted]

CASE ACTIVE.....

CASE: OPEN CLOSED
DATE REVIEWED / CLOSED: IF ACTIVE, DATE OF NEXT REVIEW:

REPORTING OFFICER: RANK: DET. SIGNATURE: NAME PRINTED: KINARD TAX REG. NO.: 893232 COMMAND: 100SQD

REVIEWING / CLOSING SUPERVISOR: CASE CLOSED: ENTIC DESIGNATION: SIGNATURE: C.O.'s INITIALS:

Choice 1 Choice 2
Perp 1 Perp 2 Perp 3 Perp 4

171

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001

On November 12, 2001, [REDACTED] date of birth [REDACTED] home address [REDACTED] East Meadow, New York, home telephone number [REDACTED] cellular telephone number [REDACTED], was telephonically interviewed by Special Agents Stacy G. Bowery and Kimberly A. McCaffrey of the Federal Bureau of Investigation in regard to Control Number NY17. After being advised of the identities of the interviewing Agents and the nature of the interview, [REDACTED] provided the following information:

[REDACTED] is employed by WELLSBACK ELECTRIC (WELLSBACK), 111-10 14th Avenue, College Point, New York as an electrician. On 11/12/2001, [REDACTED] was working with two (2) co-workers, on the beach boardwalk lampposts located between 122nd and 123rd streets in Queens. WELLSBACK has the contract to maintain these lampposts. [REDACTED] stated that it is common to hear planes fly above him at this location; however, [REDACTED] was facing west and noticed a plane flying quite low, slightly to the north. [REDACTED] looked down and heard a loud "POOF," like backfire and looked up. [REDACTED] saw the engine fall off the plane and hit the tail where he saw the American Airlines (AA) logo. [REDACTED] "oh no, not another AA plane." [REDACTED] saw smoke billowing, the plane fly through the smoke and the engine fall. [REDACTED] saw debris falling and watched the plane go down, but did not see it hit the ground.

[REDACTED] and his co-workers were approximately three (3) blocks away from where the plane went down and rushed to assist. [REDACTED] commented that he was impressed at how the hectic scene was kept orderly and not pandemonium. [REDACTED] attempted to assist in the evacuation of the neighborhood until the police arrived.

ADMINISTRATIVE: CONTROL NUMBER NY17

Investigation on 11/12/2001 at New York, New York (telephonically)File # 149A-NY-280669Date dictated N/Aby SA Stacy G. Bowery:sgb
SA Kimberly A. McCaffrey

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/2001

██████████ residing at 191 Beach 137th St, Belle Harbor, NY, telephone 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 shortly after 9:00 A.M. November 12, 2001 A.M. while he was jogging by the corner of Rockaway Beach Blvd and Beach 136st St he heard an aircraft engine. Then he looked up and observed that the aircraft was teetering. The aircraft was approximately over 1000 feet in the air. ██████████ then observed that the left wing fell off the aircraft. The aircraft then pitched up and appeared to be shaking. The aircraft then went into a nosedive and crashed to the ground. ██████████ did not hear an explosion and did not observe any fire on the aircraft while it was in the air.

Investigation on 11/12/01 at Queens, NY

File # 149A-NY-280669 - 307 - 101 Date dictated N/A

by SA Paul Harris
SA Paul ~~St~~ Tambrino/PST:pst

AA587 Witness

From: [REDACTED]
Sent: Tuesday, February 12, 2002 8:52 PM
To: 'aa587wit@NTSB.gov'
Subject: AA 587 witness statement

Dear Sir:

On November 12, 2001, I witnessed the crash of AA 587. I submitted a very brief written statement to an NYPD ESU officer at about 9:45 AM. I also was interviewed by an FDNY Fire Marshall from approximately 1030 AM until 1130 AM. I am submitting this to provide details in my own words and also to now include an explanation of those things that I did not see. This submittal will be broken into three parts; an explanation of my credibility as a witness, the facts (as I saw them), and my opinion.

Credibility as a witness

I am a degreed electrical engineer. My experience is with control systems at nuclear power plants. Although I am 57, I am in very good health and was wearing glasses correcting my eyesight to 20/20. My experience at nuclear power plant has been in the operations phase - not design. Hence, I am conditioned to be observant and trained in the techniques for investigation of technical incidents. I am also aware of the consequences of rushing to conclusions or publicly announcing preliminary inflammatory opinions. As such, I do not have an agenda. I am also aware that investigations can lead to requirements and actions that are not related to the cause of an event but are related to personnel or equipment response to the event cause.

I spent over four years in the Navy as ships company on the USS Enterprise. In the Navy, I received basic flight instruction. In my career, I have spent too many hours in the air and at airports. I have a basic understanding of the theory of flight. And I have good aviation observation skills

Description of the event

On the weekend of Nov. 12, 2002, I was visiting my mother who resides at [REDACTED]. I was taking a walk on the beach and decided to call my wife in Alabama on my cell phone at approximated 9:10 when I was at Beach 134 St near the water. (The tide was low.) Because of the strong on-shore wind, I stopped walking and turned away from the ocean to place the phone in an attitude that wind noise was minimized. As I was talking, I observed several planes passing over the Rockaway peninsula close to my location.

I noticed AA 587 when it cleared the rooftops from my vantage point. At that time, it was at an elevation angle of less than 10 deg. and was heading almost straight at me (perpendicular to the shoreline). It appeared to be in a very slow climb and to have a very slight left bank. I noticed it and tracked it because it appeared to be low and slow for a two-engine plane.

It's altitude and speed seemed more typical of a 747 as it approached

Rockaway. For that reason I kept my eyes on it

After about twenty seconds, the plane was at an elevation angle of less than 30 deg, with an azimuth from the shore to it of about 75 deg to the NE, it was presenting its starboard side to me at an angle of less than 10 deg. In other words, I could see the right underside of the fuselage, the vertical stabilizer, the right side horizontal stabilizer, the entire underside of the right wing with its engine, the underside of the left wing (except for the wing root area about half way to the engine. I could clearly see the left engine. At that time I noticed a significant amount of debris that seemed to originate from the left side of the fuselage aft of the wing root. I observed the debris in the flight path behind and under the plane. The debris did not originate from any portion of the plane that I could see. Debris left the plane for a second. With one exception, it had the appearance of chaff (small reflecting pieces that fell slowly). There was one panel that was clearly rectangular in shape. It had had a size that made me think it was a control surface. But it

was not any control surface that I could see. (the only one that I could not see was the left elevator.) There was no damage to any component that I was able to observe. Until the next paragraph's event, I thought that the plane would circle back to JFK.

The plane continued in level flight with no change in heading for at least two more seconds (possibly up to 4 or 5 second) after the original debris eruption. At this time, the plane was at an elevation angle of 30 -40 degrees. It was definitely over the peninsula at an angle from my location on the shore that was about 60 deg NE from the shoreline it was. It was presenting its starboard side to me at about 15 deg. I could still see the left engine and part of the left wing inboard of the left engine. At this time, a tongue of flame puffed from the fuselage just aft of the wing root and extended almost to the left engine. The puff lasted for less than a second and left a small black cloud trailing behind the left wing between the fuselage and the left engine.

Almost immediately, there were violent control actions. The plane yawed to the left about 10 degrees. This was a step movement. I am not familiar with the hydraulic design of the plane. If the rudder's hydraulic system were an opposed piston design with a position held by equalizing pressure, the movement could only have resulted from the failure of the hydraulic piping to one side of the piston. The movement could not have come from the normal operation of a control system that had any lead or lag compensation. The plane's nose also pitched up at least seven or eight degree - violently but not as violently as the yaw.

This caused a stall. The plane lost speed and fell off to the left. I knew the stall was unrecoverable - so I took my eyes off the plane to use my cell phone to call 911. (I was hoping that it would make it to the ocean and I was the only one anywhere nearby on the beach.) When I took my eyes off the plane it was at an elevation angle of about 40-45 deg. It was 40 degrees northeast of the shoreline. It was presently itself to me at an angle of about 35 deg. (i.e. heading almost SE). It was banked left at about 10 degree and its nose had fallen to pitch down at about five degrees. At this time there was no visible damage that I could see. The wings were intact. The right vertical and the horizontal stabilizers were intact. Both engines were intact and attached to the plane.

By the time 911 answered the plane had gone in. I could see the smoke over the rooftops. If helpful, you might obtain some correlation from my cell phone. It is Verizon [REDACTED] I was talking to my wife on [REDACTED] my home. When I noticed the first debris puff, I said "Oh my god, there is a plane coming apart." By the time I said that the plane had lost hydraulics and I said, "I'm going to hang up and call 911." My wife did not hear me the second phrase. The phone had disconnected. I immediately called 911 and looked up to see the smoke. I got a message instead of an operator - so I called my mother to alert her.

As I was calling my mother, I went to the 130 St and Rockaway Beach Blvd. I saw that my assistance was not needed. So I returned to calm my 86 year old mother. On the way, I called my sister to advise her that my mother and myself were OK and that other relatives were probably OK. I also called my brother (an FDNY battalion chief) with the same information and also told him that I had witnessed the event and would make a statement. When I arrived at my mother's, I almost immediately started writing the statement. Within several minutes an NYPD ESU unit was canvassing the neighborhood to ensure residents' safety. I signed and gave a written statement to the unit's Sgt. He did not delay with me since his mission was safety - not investigation.

My brother responded to the scene before 10AM. At the FDNY command center, he initiated action for an FDNY fire marshal to interview me. He arrived at my mother's house about 1030 AM. My statements to him were made verbally. Prior to his arrival, I talked to no-one other than my mother and the ESU Sgt. The fire marshal took notes. My statement was witnessed by an airline pilot who lives at [REDACTED] The pilot did not witness the event but was on the street when the fire marshal came. He listened without interruption to my entire statement. As I was leaving, the pilot expressed a desire to make some observations to the marshal.

Since the event, I have minimized my discussions with others and coverage. Immediately after the event, I tried to freeze images in my memory. I know that images can be distorted by time and discussion.

Opinion

It is my opinion that the pilot lost flight control because of an event that originated in the lower left side of the fuselage aft of the wing root.

You can reach me at [REDACTED] Or E-mail at [REDACTED]
[REDACTED]

Thank you.
[REDACTED]



Crime **INVESTIGATE PLANE CRASH** Pct. **100** DCCB No. _____ Complaint No. **5** Date of This Report **11-12-01**

Date of Orig. Report _____ Date Assigned _____ Case No. **1251** Unit Reporting _____ Follow-Up No. _____

Complainant's Name - Last, First, M.I. _____ Victim's Name - If Different _____

Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____

Home Telephone _____ Business Telephone _____ Position / Relationship _____ Sex _____ Race _____ Date of Birth _____ Age _____

Total No. of Perpetrators _____ Wanted _____ Arrested _____ Weapon _____ Describe Weapon (If firearm, give color, make, calibre, type, model, etc.) _____
 Used Possessed

Wanted _____ Arrested _____ Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSD No. _____

Eyeglasses Sunglasses _____ Clothing Description _____
Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____
(Continue in "Details"):

Wanted _____ Arrested _____ Last Name, First, M.I. _____ Address, include City, State, Zip _____ Apt. No. _____ Res. Pct. _____

Sex _____ Race _____ Date of Birth _____ Age _____ Height _____ Weight _____ Eye Color _____ Hair Color _____ Hair Length _____ Facial Hair _____ NYSD No. _____

Eyeglasses Sunglasses _____ Clothing Description _____
Nickname, First Name, Alias _____ Scars, Marks, M.O., Etc. _____
(Continue in "Details"):

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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

Witness Interviewed _____ In Person _____ By Phone _____ Date _____ Time _____ Results: Same as Comp. Report - Different (Explain in Details)
 Yes No

Canvass Conducted _____ If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results _____ Crime Scene Visited _____ If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained _____
 Yes No

Complainant Viewed Photos _____ Results: _____
 Yes Refused Future

Witness Viewed Photos _____ Results: _____
 Yes Refused Future

Crime Scene Dusted _____ By (Enter Results in Details) _____ Crime Scene Photos _____ By (Enter Results in Details) _____
 Yes No

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS:

INVESTIGATION: PLANE CRASH FLIGHT 587
SUBJECT: WRITTEN STATEMENT GIVEN TO P.O. LATIMER E.S.U TRUCK 3
BY [REDACTED] (HOME NUMBER [REDACTED], WORK [REDACTED])
[REDACTED] VISIT [REDACTED]
(NO ADDRESS GIVEN)

1. I was on the beach at 134st. I was watching the plane a 757 or 767. It was flying normally turning to the south after taking off to the west. It was about 1000-2000 ft high at the angle of N 45 from where I was standing. Debris flew off the fuselage and right wing root to the right. A tongue of flame came out the left side of the fuselage. The left engine did not look normal - although it was not on fire. The plane yeared to the left, then looked like it stalled and came straight down. No major fire until it hit the ground.

CASE ACTIVE CLOSED DATE REVIEWED / CLOSED _____ IF ACTIVE, DATE OF NEXT REVIEW _____
REPORTING OFFICER: _____ RANK: DET SIGNATURE: _____ NAME PRINTED: GALLAGHER TAX REG. NO. 895469 COMMAND: QDAOS
REVIEWING / CLOSING SUPERVISOR: _____ CASE CLOSED: C ENTER DESIGNATION: OR B SIGNATURE: _____ C.O.'S INITIALS: _____

Date of Orig. Report 11-12-01 Date Assigned 11-12-01 Case No. 1389 Unit Reporting 100 SQD Follow-Up No. Victim's Name - If Different P.S.N.Y.

Home Telephone Business Telephone Position / Relationship NONE Sex M Race WHITE Date of Birth Age 18

Total No. of Perpetrators Wanted Arrested Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description, Scars, Marks, M.O., Etc. (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)

Witness Interviewed in Person By Phone Date Time Results: Same as Comp. Report - Different (Explain in Details)

Crime Scene Visited Yes No If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos Yes Refused Future Results

Witness Viewed Photos Yes Refused Future Results

Crime Scene Dusted Yes No By (Enter Results in Details) Crime Scene Photos Yes No By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence/Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: PLANE CRASH SUBJECT: INTERVIEW OF RAPHAEL LEVIN CONTENTS: SAW PLANE FALL

1. On the above date and time Detective Kinard and I were present at the Young Israel School at 129 Street and Cronston Ave. At that time I did speak to [redacted] who related the following: Yesterday I was playing in the back yard of the Young Israel School. I suddenly heard this whining sound above me. When I looked up I saw the Left Engine of a plane fall off the wing of the plane. A fire then engulfed the area of the engine. I then saw the plane begin to nosedive towards the ground. I did not see it hit the ground but heard the explosion and then saw the smoke.

2. CASE.....ACTIVE

CASE ACTIVE CLOSED DATE REVIEWED / CLOSED 11/14/01 IF ACTIVE, DATE OF NEXT REVIEW REPORTING RANK DET. SIGNATURE THOMAS DOLAN TAX REG. NO. 883079 COMMAND 100SQD SUPERVISOR REVIEWING / CLOSING CASE ENTER DESIGNATION SIGNATURE C.O.'s INITIALS

Choice 1 Choice 2 Perp 1 Perp 2 Perp 3 Perp 4

175

[REDACTED]
416 BEACH 137TH STREET
BELLE HARBOR, N.Y. 11694
[REDACTED]

November 27, 2001

National Transportation Safety Board
2001 Route 46, Suite 504
Parsippany, New Jersey 07054
ATT: LUKE SCHIADA

Gentlemen:

In reply to your letter of November 21, 2001, regarding the accident occurring on November 12, 2001, involving American Airlines flight 587 that crashed in Belle Harbor, New York, I submit the following:

To the best of my recollection, I was sitting in my kitchen, facing east. I heard a loud rumble, thundering noise. I lifted my eyes to see the cause and I saw the plane coming down, straight like an arrow, maybe three or four blocks away. I later found out it had crashed at Beach 131st Street.

The plane was coming straight down. I did not observe any parts separating or falling from the airplane. The tail and wings had already separated because the plane looked like a pencil going straight into the ground. I did not see any smoke or fire or flames coming from the plane. It was only a matter of seconds that I observed the plane. I observed it just above the rooftops until it exploded into the ground. As I lost sight of the plane, it exploded, when it hit the ground. My only observation of the plane was when I saw it coming down from the sky for those brief seconds.

I hope I have been of some help. In the event you need to contact me, my home phone number is listed at the top of this letter; my office phone is [REDACTED] and cellphone is [REDACTED]. Good Luck with your investigation.

Very truly yours,
[REDACTED]

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/01

██████████ 416 Beach 137th Street, Far Rockaway, New York; telephone number: ██████████, was interviewed regarding the crash of American Airlines flight #587 on November 12, 2001.

██████████ was sitting at her kitchen table around 9:00am on 11/12/01 when she heard a rumbling so loud that she thought it was the Concorde. Her whole house shook. ██████████ looked up in the sky and saw an American Airlines jetliner in a nose dive. It disappeared behind some buildings after which she saw some black smoke, billowing upwards. ██████████ did not see any fire, nor did she see any parts come off the airplane.

NY 44A.WPD

NY 44 / File 900000 Jan

Investigation on 11/12/01 at Queens, New YorkFile # 149A-NY-280669 sub 302 - 75 Date dictated 11/12/01by SA Janet L. Engel
SA Richard P. Mika

Date of Orig. Report: 11/12/01 Date Assigned: 11/12/01 Case No.: 1389 Unit Reporting: 100 Squad Follow-Up No.:

Complainant's Name - Last, First, M.I.: American Airlines Victim's Name - If Different:

Witness No. 1: Last Name, First, M.I.: Address, include City, State, Zip: Apt. No.:

Home Telephone: Business Telephone: Position / Relationship: Sex: Race: Date of Birth: Age:

Total No. of Perpetrators: Wanted: Arrested: Weapon: Describe Weapon (if firearm, give color, make, calibre, type, model, etc.):

Perp. No. 1: Wanted: Arrested: Last Name, First, M.I.: Address, include City, State, Zip: Apt. No. Res. Pct.:

Sex: Race: Date of Birth: Age: Height: Weight: Eye Color: Hair Color: Hair Length: Facial Hair: NYSID No.:

Perp. No. 2: Wanted: Arrested: Last Name, First, M.I.: Address, include City, State, Zip: Apt. No. Res. Pct.:

Sex: Race: Date of Birth: Age: Height: Weight: Eye Color: Hair Color: Hair Length: Facial Hair: NYSID No.:

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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):

Witness Interviewed: 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, Names, Addresses, Results: Crime Scene Visited: If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained:

Complainant Viewed Photos: Results: Witness Viewed Photos: Results:

Crime Scene Dusted: By (Enter Results in Details): Crime Scene Photos: By (Enter Results in Details):

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: INVESTIGATE AIRLINER CRASH SUBJECT: INTERVIEW OF [REDACTED] WITNESS

1. On this date of Tuesday November 13, 2001 at approximately 2032hrs, present at the 100th Detective Squad was [REDACTED] and who resides at 117-03 Inwood ave, who witnessed this incident. [REDACTED] told the undersigned that on the date and time in question, she was on her front porch smoking a cigarette when she noticed a large airplane over the bay and heading south toward her direction. She went onto state that the plane appeared to be tilting back and forth on it's side. She also stated that she saw something in the rear of the plane drop off into the bay but the object that dropped off, didn't appear to be large. [REDACTED] then stated that she ran off of her porch toward her front gate, the plane then passed over head flying very low, and when the plane went down, she heard two loud explosions and she saw a large body of smoke. [REDACTED] also stated that she didn't notice any smoke or fire on the plane before it crashed.

CASE ACTIVE.....

Case status and administrative fields including 'ACTIVE' checkbox, 'DATE REVIEWED / CLOSED', and 'IF ACTIVE, DATE OF NEXT REVIEW'.

Reporting Officer: [Signature] RANK: DET. NAME PRINTED: KINARD TAX REG. NO.: 893232 COMMAND: 100SQD

Reviewing / Closing Supervisor: [Signature] CASE: [] OR B: [] C.O.'S INITIALS: []

NEPONSIT N.Y.
11694

~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

Attention PLEASE:

1. 27. 02

LUKE SCHIADA

AIR SAFETY INVESTIGATOR

I observed the following from my kitchen window which faces 116th Street and is in the back of my house. There is a space between two homes on the back of our property, from which I

observed Flight 587; American AIRLINES on its' right side. The plane was traveling in upward direction from my left to right.

① Loud Crack (as in a thunder clap) - then

② Flash explosion (outside the body of plane)

immediately followed by a circular blue translucent ring (as in a blue and yellow gas flame on a stove)

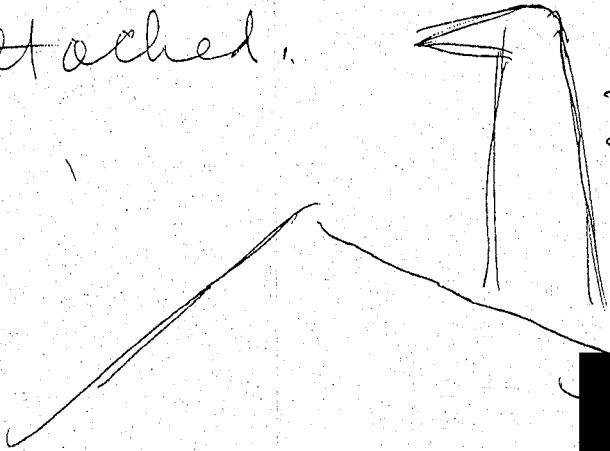
When I first observed the plane - the body of the plane was intact. I could not observe whether or not the wing was present because of the straight on angle, slightly upward in direction

(2)

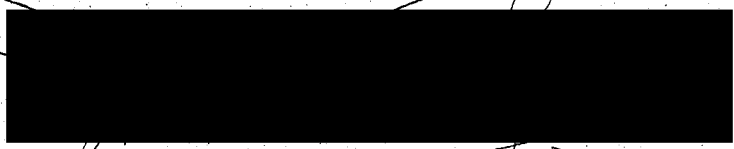
Within moments of the explosion, the plane flipped straight down, enveloped by heavy black smoke.

Because of the position of my neighbor's house I lost sight of the body of the plane and did not see it impact the ground.

However when it flipped I did observe it as it went down - I observed a part of the tail on one side (left) was still attached.



when it disappeared I observed a funnel of black smoke



SEE BEACH 144 OFFICER RENOVATIONS. NO ANSWER.

328 Beach 144 st: [REDACTED] states
that she was making Thanksgiving Turkey stuffing for next week
and getting ready to freeze it when she heard a loud crackling
sound and looked outside her kitchen window. She then saw the
plane. The plane went on fire by the wing. She then saw an
explosion and things coming off the plane. The plane then went
straight down nose first. She then heard a crash and saw black
smoke and knew that a plane had crashed.
No Injuries. No property damage.

OFFICER	DET	CASE	ENTER DESIGNATION	SIGNATURE
REVIEWING/CLOSING	<i>[Signature]</i>	CLOSED: C	OR B	<i>[Signature]</i>
SUPERVISOR				

178



NATIONAL TRANSPORTATION SAFETY BOARD

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

November 21, 2001

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 if you would please take the time to provide a written statement of your observations. A hand written statement on a separate sheet of paper is fine; it does not have to be typed. I have enclosed a self addressed stamped envelope for your convenience in returning your statement to me.

In your statement please indicate your location and what you observed and/or heard. If applicable please discuss the following: *413 Beach 125 Street*

*talking to my daughter when I thought I heard the
crash - stated very loud; as it got louder I looked out the window ->*

1. The direction the airplane was traveling (up/down-right/left?) *down*
2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? *left engine*
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? *5-10 seconds*
5. If you lost sight of the airplane, what was your final view of the airplane? *as it hit - then*

Additionally, I would appreciate if you can provide me with a telephone number and the best time to call you in the event I need to contact you in the future. *black smoke; about 2/3 seconds later - a*
leaving for Florida *huge fireball*

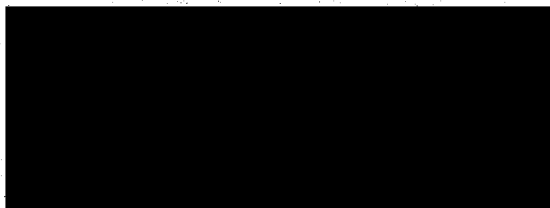
Thank you for your time and cooperation. Your help is greatly appreciated. Please feel free to contact me at 973-334-6561, if you have any questions.

Sincerely,

Luke Schiada

Luke Schiada
Air Safety Investigator

to see why it seemed so low - That's when I saw the plane
headed toward the ground. I originally stated, I thought
it was at a 45°... after thinking about it, I believe it was
more vertical. I saw the left engine fall away from the
plane.



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/2001

[REDACTED] 413 Beach 125th Street, Belle Harbor, New York 11694, telephone number [REDACTED] was interviewed at her residence. After being advised of the identity of the interviewing agent and the nature of the interview, [REDACTED] provided the following information:

[REDACTED] was in her residence on the morning of November 12, 2001. At approximately 9:15am, she heard the sound of an airplane that was very loud and initially assumed that it was the Concorde/SST flying over her house. [REDACTED] 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. As the plane got closer and got louder [REDACTED] sensed that something was wrong and looked out her back window. [REDACTED] saw a commercial airplane that was flying much too low over a residential neighborhood. The plane was flying south (towards the ocean), possibly in a south west direction.

[REDACTED] stated that the plane was flying at approximately a 45 degree angle towards the ground. [REDACTED] saw one of the aircraft engines fall off the plane while it was still airborne. She did not see any fire or flames while the aircraft was still in the air. [REDACTED] then felt a shake and heard an explosion as the aircraft crashed into the ground. [REDACTED] then saw a plume of black smoke and a ball of flames erupt several blocks from her residence. [REDACTED] later learned that the downed airplane was American Airlines Flight Number 587.

[REDACTED] stated that her upstairs tenants, [REDACTED] and [REDACTED] also saw the airplane crash. [REDACTED] stated that [REDACTED] found a piece of the aircraft in her backyard and gave it to the NYPD or FDNY.

Investigation on 11/12/2001 at Belle Harbor, New York

File # 149A-NY-280669 SUB302

Date dictated 11/14/2001

by SA Conor M. O'Sullivan:cmo

179

Date of Orig. Report 11/12/01		Date Assigned 11/12/01		Case No. 1399		Unit Reporting Queens Intel/ QSBIT		Follow-Up No.		PERP 2		
Complainant's Name - Last, First, M.I.						Victim's Name - If Different				15		
Last Name, First, M.I.						Address, Include City, State, Zip				PERP 1		
Home Telephone		Business Telephone		Position / Relationship		Sex Race		Date of Birth		PERP 2		
Total No. of Perpetrators		Wanted		Arrested		Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed		Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)				
Wanted		Arrested		Last Name, First, M.I.				Address, Include City, State, Zip		Apl. No.	Res. Pct.	
Sex Race		Date of Birth		Age		Height Ft. In		Weight		Eye Color		
Hair Color		Hair Length		Facial Hair		NYSID No.		CHOICE 1				
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description										CHOICE 2
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")										
Wanted		Arrested		Last Name, First, M.I.				Address, Include City, State, Zip		Apl. No.	Res. Pct.	
Sex Race		Date of Birth		Age		Height Ft. In		Weight		Eye Color		
Hair Color		Hair Length		Facial Hair		NYSID No.		CHOICE 1				
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description										CHOICE 2
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")										
AREA WITHIN BOX FOR DETECTIVE/LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."											CHOICE 1	
Comp. Interviewed		In Person		By Phone		Date		Time		Results: Same as Comp. Report - Different (Explain in Details)		CHOICE 2
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/> <input type="checkbox"/>		
Witness Interviewed		In Person		By Phone		Date		Time		Results: Same as Comp. Report - Different (Explain in Details)		CHOICE 2
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/> <input type="checkbox"/>		
Canvass Conducted		If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results				Crime Scene Visited		If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained				19
<input type="checkbox"/> Yes <input type="checkbox"/> No						<input type="checkbox"/> Yes <input type="checkbox"/> No						CHOICE 1
Complainant Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:								CHOICE 2
Witness Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:								
Crime Scene Dusted		By (Enter Results in Details)				Crime Scene Photos		By (Enter Results in Details)				20
<input type="checkbox"/> Yes <input type="checkbox"/> No						<input type="checkbox"/> Yes <input type="checkbox"/> No						PERP 1
If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence/Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted											PERP 2	
DETAILS: Investigation: Crash of American Airlines Flight #587. Subject: Interview of Witnesses on B125 st, Newport Ave to BeachChannel											21	

NAME: [REDACTED] DOB: [REDACTED] heard what she thought		23
was the Concord STS. She looked out her back window that faces West		PERP 1
and saw the plane coming down, she saw the engine detach from the		PERP 2
plane and heard another loud noise, smoke and flames then shot up		
into the sky.		

DATE REVIEWED/CLOSED 11/14/01		IF REVIEWED, DATE OF NEXT REVIEW	
REPORTING OFFICER: RANK Det. SIGNATURE [Signature] NAME PRINTED Popick, Gregg TAX REG. NO. 98310 COMMAND QSBIT			
REVIEWING/CLOSING SUPERVISOR: [Signature] CASE ENTER DESIGNATION: C O R B SIGNATURE [Signature] C.O.'S INITIALS			
Choice 1	Choice 2	PERP 1	PERP 2

179

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

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

UF 81 Number	Agency 03	Facility JFK	County of Offense Queens	CCR Number 22230-01
--------------	--------------	-----------------	-----------------------------	------------------------

1	Complaint Investigate Aircraft Crash	Law/Sec.	Crime Code	Date Occurred 11/12/01	P.A. Location Code 000 <input checked="" type="checkbox"/> NY <input type="checkbox"/> NJ		
2	Complaint	Law/Sec.	Crime Code	Day Occurred Monday	Time Occurred (From-To) 0915		
Place of Occurrence (Address) <input checked="" type="checkbox"/> Inside <input type="checkbox"/> Outside		Belle Harbor Queens, NY- American Airlines Flight#587			Date Reported 11/12/01	Time Reported 0921	
Complainant's Name (Last, First, Initial) PSNY			Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	Age	Area Cd - Bus. Tele.	
Complainant's Address PSNY						Area Cd - Home Tele.	
1	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	D.O.B.	Age	Area Cd - Tele
Suspect's Address			Hgt	Wgt	Hair	Eyes	Soc. Sec. Number
						P.A. Arrest No.	B. Number
2	Suspect's Name (Last, First, Initial)	<input type="checkbox"/> Arrested <input type="checkbox"/> Interviewed	Sex <input type="checkbox"/> M <input type="checkbox"/> F	Race	D.O.B.	Age	Area Cd - Tele
Suspect's Address			Hgt	Wgt	Hair	Eyes	Soc. Sec. Number
						P.A. Arrest No.	B. Number
Pct of Occurrence NYPD100	Pct Voucher No.	Wanted Person Alarm No.	Docket Number	Court Date	Court		
Magistrate	Disposition	Case Closed <input type="checkbox"/> By Arrest <input type="checkbox"/> By Other <input type="checkbox"/> Unfounded	Case Open <input type="checkbox"/> Inactive <input checked="" type="checkbox"/> Active	Records Section Only <input type="checkbox"/> Master Log <input type="checkbox"/> MNI File			

Details of Complaint: On follow-up report give additional details of complaint such as progress of investigation, description of property recovered, etc.

Synopsis: Investigate crash of American Airlines Flight#587. Aircraft did crash into New York City Bell Harbor location. The crash did cause damage to homes and buildings in the area., Known dead all on aircraft. Investigation at this time leans towards mechanical problem.

Investigation: The undersigned did interview two witnesses. [REDACTED] D.O.B. [REDACTED] [REDACTED] San Jose Ca., 95125. Telephone# [REDACTED] [REDACTED] D.O.B. [REDACTED] same address and home telephone number as the mother. Cell number is [REDACTED]

The first witness, stated that she was at terminal#9 gate 44 at approximately 0900-0925 looking out of the window when she observed a plane taking off. She explained that the plane was horizontal and began to turn when she thought that the sun was shining on the plane but realized that fire was coming from the middle of the plane. She conveyed that the left side of the plane was on fire and the plane started to go down as she lost sight of it.

The second witness, stated that he when heard his mother scream he looked out the window and saw a plane in a vertical position with two pieces of metal falling along side of the plane. He explained that one of the pieces was the left engine and the other piece he was not certain about. He expressed that at the time he saw the plane the left engine was gone.

On both witnesses account, there were no other objects in the sky at the time the of the incident.

Case Status: Open/Active ✓

Arresting/Investigating Officer Det. Narice West <i>Det. N. West #133</i>	Date 11-12-01	Shield Number 133	Tax Registry Number 039872
Tour Commander	Date	Facility Commanding Officer	Date

← 180

← 181

180 +
181

INFORMATION FD-303 (Rev. 4-89)-31		Investigate		400	3325	11/12/01	Follow-Up No.
Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1389	Unit Reporting 75 Det Squad		PERP 2		
Complainant's Name - Last, First, M.I. American Airlines				Victim's Name - If Different			
Last Name, First, M.I.				Address, include City, State, Zip			
Home Telephone		Business Telephone		Position / Relationship	Sex	Race	Date of Birth
Total No. of Perpetrators		Wanted	Arrested	Weapon	Describe Weapon (if firearm, give color, make, caliber, type, model, etc.)		
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color
Eyeglasses		Sunglasses		Clothing Description			
Nicknames, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color
Eyeglasses		Sunglasses		Clothing Description			
Nicknames, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)		
Witness Interviewed	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, Names, Addresses, Results			Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained		
Complainant Viewed Photos	Results:			Crime Scene Photos			
Witness Viewed Photos	Results:			By (Enter Results in Details)			
Crime Scene Dusted	By (Enter Results in Details)			If Closing Case "No Results," Check Appropriate Box and State Justification in Details:			
<input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted							
DETAILS Investigation: American Airlines Disaster							
Subject: Interviews with witnesses, v/o B. 131th street/Newport ste							

10	CHOICE 1	CHOICE 2	24	PERP 1
3. [redacted] M/W/17, [redacted] 84, of [redacted] Lakewood NJ, 08701, tel [redacted], cell: [redacted], also attends [redacted] and was standing on the c/o Beach, 128th st and Cronston ave when he heard a loud noise and looked up. He saw a jet engine separating from the plane as the plane spiraled out of control followed by a big explosion and lots of smoke.				
CASE		DATE REVIEWED / CLOSED	IF ACTIVE, DATE OF NEXT REVIEW:	
<input checked="" type="checkbox"/> ACTIVE	<input type="checkbox"/> CLOSED	11/14/01		
REPORTING OFFICER:	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.
	Det	[Signature]	inelan	884917
REVIEWING / CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION	SIGNATURE	COMMAND
[Signature]	CLOSED:	C	[Signature]	075
	OR B:			C.O.'s INITIALS
	Choice 1	Choice 2	Perp 1	Perp 2

182

PD 313-081A (Rev. 4-89)-31		Investigate Plane Acc 100		3325	11/13/01	PERP 1
Date of Orig. Report 11/12/01		Date Assigned 1389		Case No. 109 Squad		PERP 2
Complainant's Name - Last, First, M.I. PSNY		Victim's Name - If Different				15
Last Name, First, M.I.		Address, include City, State, Zip				Apt. No
Home Telephone		Business Telephone		Position / Relationship		PERP 2
Sex		Race		Date of Birth		Age
Total No. of Perpetrators		Wanted		Arrested		Weapon
						Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)
Wanted		Arrested		Last Name, First, M.I.		Address, include City, State, Zip
						Apt. No
						Res. Pct.
Sex		Race		Date of Birth		Age
Height		Weight		Eye Color		Hair Color
Hair Length		Facial Hair		NYSID No.		16
Eyeglasses		Sunglasses		Clothing Description		CHOICE 1
Nickname, First Name, Alias		Scars, Marks, M.O., Etc.		(Continue in "Details")		CHOICE 2
Wanted		Arrested		Last Name, First, M.I.		Address, include City, State, Zip
						Apt. No
						Res. Pct.
Sex		Race		Date of Birth		Age
Height		Weight		Eye Color		Hair Color
Hair Length		Facial Hair		NYSID No.		17
Eyeglasses		Sunglasses		Clothing Description		CHOICE 1
Nickname, First Name, Alias		Scars, Marks, M.O., Etc.		(Continue in "Details")		CHOICE 2
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)				
Witness Interviewed		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, Names, Addresses, Results		Crime Scene Visited		If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained
Complainant Viewed Photos		Results:				
Witness Viewed Photos		Results:				
Crime Scene Dusted		By (Enter Results in Details)		Crime Scene Photos		By (Enter Results in Details)
5 If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted						
5 Investigation: Investigate Plane Crash						
DETAILS: Subject: Canvass for witnesses						
On the above date and time the undersigned did a canvass of various streets in regards to this plane crash. The results are as follows:						

HOIC 1		HOIC 2		PERP 2
[Redacted]		Saw plane lose engine or wing and watched it go into ground.		
CASE		DATE REVIEWED / CLOSED		IF ACTIVE, DATE OF NEXT REVIEW
<input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED				
REPORTING OFFICER:	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.
	DET		CECCHINI	897169
REVIEWING / CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION	SIGNATURE	COMMAND
	CLOSED: C	OR B		109PDS
Choice 1		Choice 2		C.O.'s INITIALS

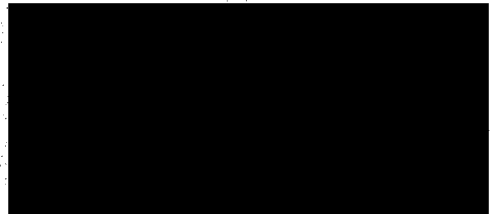
183

N. T. S. B.
LUKE SCHIADA

1L-26-01

ON THE MORNING OF THE CRASH OF FLIGHT 587 I WAS WALKING WEST ON THE BOARDWALK AT BEACH 108 ST. I LOOKED UP AND SAW A PLANE IN THE SKY. I DID NOT THINK ANYTHING WAS WRONG WITH IT EXCEPT THE RIGHT WING TIP WAS HIGH, AS IT WAS BANKING LEFT.

I DO NOT RECALL HEARING AN EXPLOSION BUT I LOOKED UP TO SEE A VERY LARGE BALL OF ORANGE/RED FIRE SURROUNDED BY BLACK SMOKE. THE PLANE WAS FALLING TO THE GROUND NOSE DOWN, LIKE A ROCK TO THE LEFT OF THE FIRE BALL. AND A PIECE OF THE PLANE WAS FALLING TO THE RIGHT. THE PLANE LOOKED LIKE IT WAS IN ONE PIECE EXCEPT FOR THAT. I DID NOT SEE THE ENGINES FALL OFF. THIS ALL TOOK JUST A FEW SECONDS. I COULD NOT SEE THE PLANE HIT THE GROUND. JUST THE COLUMN OF SMOKE AFTER IT HIT, THERE IS NO DOUBT IN MY MIND THAT I SAW A LARGE EXPLOSION.



BELLE HARBOR N.Y.
11694-1843

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11-15-01

[redacted] white male, [redacted] Belle [redacted] telephone [redacted] was contacted. After being advised of the identity of the interviewing agent and the purpose of the interview, he provided the following information:

On the morning of November 12, 2001, [redacted] was walking on the boardwalk at Beach 104 Street. He saw a plane in the sky, and then saw a fireball erupt from the plane. An engine broke away from the plane and flew off to the right. [redacted] pointed to small pieces of metal in his driveway which may have been debris from AA Flight 587.

Investigation on 11-12-01 at Belle Harbor, N.Y.

File # 149A-NY-280669

Date dictated _____

by SA Peter M. Brady

184

Date of Orig. Report 11/12/01		Date Assigned 11/12/01		Case No. 1589	Unit Reporting CIS	Follow-Up No.	PERP 2			
Complainant's Name - Last, First, M.I.					Victim's Name - If Different			15		
Last Name, First, M.I.					Address, include City, State, Zip			PERP 1		
Home Telephone		Business Telephone		Position / Relationship	Sex	Race	Date of Birth	Age	PERP 2	
Total No. of Perpetrators		Wanted	Arrested	Weapon	Describe Weapon (if firearm, give color, make, calibre, type, model, etc.)					
		<input type="checkbox"/> Used <input type="checkbox"/> Possessed								
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip			Apt. No	Res. Pct.	
<input type="checkbox"/>		<input type="checkbox"/>								
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.
				ft.	in.					
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description								
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")								
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip			Apt. No	Res. Pct.	
<input type="checkbox"/>		<input type="checkbox"/>								
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.
				ft.	in.					
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description								
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")								
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)				
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>				
Witness Interviewed		In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)				
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>				
Canvass Conducted		If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results.			Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained.				
<input type="checkbox"/> Yes <input type="checkbox"/> No					<input type="checkbox"/> Yes <input type="checkbox"/> No					
Complainant Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:						
Witness Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:						
Crime Scene Dusted		By (Enter Results in Details)			Crime Scene Photos	By (Enter Results in Details)				
<input type="checkbox"/> Yes <input type="checkbox"/> No					<input type="checkbox"/> Yes <input type="checkbox"/> No					
6 If Closing Case "No Results," Check Appropriate Box and State Justification in Details:										
<input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted										

8 [REDACTED] SAW PLANE FALL, IN TWO PIECES ON FIRE [REDACTED] PERP 2

CASE		DATE REVIEWED / CLOSED		IF ACTIVE, DATE OF NEXT REVIEW		
<input type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED						
REPORTING OFFICER:	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.	COMMAND	
	DET.		HILBIG, ERICH	905452	CIS	
REVIEWING / CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION	SIGNATURE	C.O.'s INITIALS		
	CLOSED:	C. OR B.				
Choice 1	Choice 2	Perp 1	Perp 2	Perp 1	Perp 2	

184

FEDERAL BUREAU OF INVESTIGATION

11/13/2001

Date of transcription _____

On 11/12/2001, [REDACTED] hereinafter [REDACTED] DOB: [REDACTED] home residence [REDACTED] Belle Harbor, New York, 11694, home telephone [REDACTED] employment: retired NYC Fire Department, was interviewed in Belle Harbor, Queens, NY. [REDACTED] was advised of the identity of the interviewing agent orally and by display of identification credentials. The purpose of the interview was for [REDACTED] to provide his description of the crash of American Airlines Flight #587. [REDACTED] provided the following:

[REDACTED] was taking his normal walk along the beach in Riis Park, on the east end of the Rockaway Peninsula around 9:00 AM, and he was facing north towards New York City while walking and watching planes. [REDACTED] saw the airplane over Jamaica Bay and was looking directly at it when he saw an explosion of fire above the wing. [REDACTED] believes he was a large piece of the plane fall off immediately, but does not know what 'part' of the plane it was.

[REDACTED] stated the plane was in a arc turning away from him (from his left side/Jamaica Bay, towards the right/Atlantic Ocean) and then it sharpened the arc downward and crashed to the ground. [REDACTED] stated the aircraft's landing gear was up and he saw nothing unusual, including specifically no smoke or flames, about the plane prior to the flash of the explosion. The plane started to flip over and headed nose first into the ground in the middle of town.

[REDACTED] stated he saw no other planes or contrails in the area, and saw nothing, like a missile, going up towards the aircraft.

Interview notes are contained in associated 1A.

11/12/2001

Belle Harbor, New York

Investigation on 149A-NY-280669 Sub 302

File # SA JAMES T. MINOR (DSS/NYO/JTTF) *JM*

Date dictated _____

by _____

A Morning's Walk

What a day the clear blue sky, the contrails of the two jets out over the ocean in the far distance told me the winter air, clean and fresh had arrived. I'm feeling good. Turning from the ocean and beach a view across Jamaica Bay is now of a skyline like no other. I'm trying to walk erect with my chin up like my marching days in the service. In my line of view a plane just finishing its banked turn and heading east to head out over the ocean at about the time it appears to be leveling out, my eyes filled with horror an orange red explosion in the fuselage of the aircraft behind or near the aft part of the wing, flowed by a larger second burst or flames. The aircraft immediately lost control and started a curved dive losing parts as it fell from the air. That's what happened in 3 to 4 seconds in my field of view. Oh Shit Oh Shit they did it again its on my home my daughters home friends O MY GOD In a second in front of a car a neighbor please run up the blvd. past my home its ok take me as close as possible to the fire Im on 134 street and Newport five or more minutes have passed since impact. 131 street two homes leveled two totally involved in flames. Heat, black smoke overhead wires burning plane parts What to do try to find an area of entrance their must be blocks on fire my daughter home on 127 street up toward Blvd. Unbelievable fire area is small thank God Water, Water must have water are the exposed homes evacuated the first fifteen minutes of a mornings walk.

Compose yourself a garden hose is better than nothing. As minutes seem like hours a ladder followed buy a engine company arrive with faces of my youth. O what an honor to take three folds of hose off the back of a pumper to fight that black devil! As many more uniformed personal arrive on scene. All the many and I mean far from what one would expect every day Joe's helping, doing something anything. where asked to leave the scene so the professional personal could take over.

Go home go home get back to where its safe. My clothes have that smell of years ago. I must call the authorities I saw it explode, my mind keep the picture remember the details. The phones are dead. Back to the scene I need to tell what I saw after my statement to the FBI a news person asked if I would share what I saw the bastards they blew it I new it That started my fifteen minutes of fame. Channel 7, CNN, MSN, 1010 wins, BBC, CBC all before nine pm. I fit the profile the first news person said when I was reluctant to interview they needed faces, not just the devastation. That night I lied in my bed unable to sleep the minds pictures like a unstoppable film the plane, the towers, the dead boys throwing rocks, the pizza parlor bodys, the burned naked girl from ver non others the brutalism of man. Why, I cried, tears finally a release At 9.30 am a limo picker me up and I was whisked into a city so changed but still so the same to do a live interview on channel 5 and so ended my 15 minutes of fame and a morning walk.

Retired E 209-L 102

185

January 7, 2002

107-10 Shore Front Parkway 24
Rockaway Park n.y. 11694

Yuke Schiada

Air Safety Investigator

National Transportation Safety Board

2001 Route 46 Suite 504

Parsippany, New Jersey 07054

Dear Mr. Schiada,

This letter is in response to your request for assistance addressed to me dated 1/2/02.

As I best recall, I was at home that day, a day off for me, and I was sitting at a table in my studio apartment, at the time in question, and I was having my breakfast. I was planning to go ice skating, which I my hobby, and as it turned out, I did not do that.

I had my curtains closed, as I usually do, for privacy when eating, when I heard a noise. It appeared to be from my right, above, behind. I was facing the ocean, which is south.

The noise appeared to be from a jet airplane, which is a common noise where I live, and one thing struck me as unusual. It sounded weak, like a Jet jet, not like a large

jet. I knew that all small planes had been banned since September 11, due to the World Trade Center disaster, and only government or military or police helicopters and jets were permitted to fly other than commercial airplanes.

I kept eating, not really too concerned because it sounded like a small plane, not a plane in distress.

Then, I heard a noise like jets sometimes make, like a rumbling engine, then a loud boom. I thought this was definitely something wrong. So, I opened my window curtains, and saw what appeared to be the fuselage of a jet plane, level flight, southerly direction, toward the ocean, about 2500 ft. high. It had a ring of fire, yellow in color, ringing the front. It appeared to have no wings, or nose. It had a flaming yellow part behind and separate. It all appeared to be slowing down. Then the fuselage appeared to move front slightly upward for a second, then turned to almost straight down. I observed the plane until it dropped below my sight, and then a few seconds later I saw a ball of orange

flame rise up into the air, black smoke rise up in the air, heard no explosion from what must have been impact, with the ground, and saw objects of silver or gray metal rise up, then fall down to the ground like confetti falling to the ground, moved by the wind and turning as it fell.

The entire incident was observed for less than a minute. A building on Beach 111th St. the St. Johns Home for Boys obstructed my view of the impact for about 5 seconds. It was hard to believe.

I called 911, and reported the incident, which, as I best recall I described as an airplane crash.

I then also reported what I saw to 2 police officers detectives from the 100th precinct who visited me at home, some time after, at night. I showed them the vantage point I had, described what I saw and recalled, and remain prepared to assist in the efforts to increase safety, prevent future accidents, and further the investigation of this crash. Please feel free to call if you need further assistance. I enclose a business card, and

my home telephone number is
[REDACTED] Good luck.

Sincerely,

[REDACTED]



COMPLAINT - FOLLOW UP
INFORMATIONAL
PD 313-081A (Rev. 4-89)-31

PAGE

Crime: Investigate Plane Crash Pct: 100 OCCB No. 3325 Complaint No. 3325 Date of This Report 11/14/01

Date of Orig. Report: 11/12/01 Date Assigned: 11/12/01 Case No. 1389 Unit Reporting: 100 squad Follow-Up No.

Complainant's Name - Last, First, M.I.: P.S.N.Y. Victim's Name - If Different:

Witness No. 1: Last Name, First, M.I.: [Redacted] Address, include City, State, Zip: 107-10 Shore Front Pkwy Apt. No. 2L
Home Telephone: [Redacted] Business Telephone: [Redacted] Position / Relationship: [Redacted] Sex: M Race: W Date of Birth: [Redacted] Age: 52

Total No. of Perpetrators: [Redacted] Wanted: [Redacted] Arrested: [Redacted] Weapon: [Redacted] Describe Weapon (if firearm, give color, make, calibre, type, model, etc.):

Perp. No. 1: Wanted: [Redacted] Arrested: [Redacted] Last Name, First, M.I.: [Redacted] Address, include City, State, Zip: [Redacted] Apt. No. [Redacted] Res. Pct. [Redacted]
Sex: [Redacted] Race: [Redacted] Date of Birth: [Redacted] Age: [Redacted] Height: [Redacted] Weight: [Redacted] Eye Color: [Redacted] Hair Color: [Redacted] Hair Length: [Redacted] Facial Hair: [Redacted] NYSID No. [Redacted]

Eyeglasses: [Redacted] Sunglasses: [Redacted] Clothing Description: [Redacted] Nickname, First Name, Alias: [Redacted] Scars, Marks, M.O., Etc. (Continue in "Details"):

Perp. No. 2: Wanted: [Redacted] Arrested: [Redacted] Last Name, First, M.I.: [Redacted] Address, include City, State, Zip: [Redacted] Apt. No. [Redacted] Res. Pct. [Redacted]
Sex: [Redacted] Race: [Redacted] Date of Birth: [Redacted] Age: [Redacted] Height: [Redacted] Weight: [Redacted] Eye Color: [Redacted] Hair Color: [Redacted] Hair Length: [Redacted] Facial Hair: [Redacted] NYSID No. [Redacted]

Eyeglasses: [Redacted] Sunglasses: [Redacted] Clothing Description: [Redacted] Nickname, First Name, Alias: [Redacted] Scars, Marks, M.O., Etc. (Continue in "Details"):

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."

Comp. Interviewed: [Redacted] In Person: [Redacted] By Phone: [Redacted] Date: [Redacted] Time: [Redacted] Results: Same as Comp. Report - Different (Explain in Details)

Witness Interviewed: [Redacted] In Person: [Redacted] By Phone: [Redacted] Date: 11/14/01 Time: 2235 Results: Same as Comp. Report - Different (Explain in Details)

Canvass Conducted: [Redacted] If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results: [Redacted] Crime Scene Visited: [Redacted] If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained: [Redacted]

Complainant Viewed Photos: [Redacted] Results: [Redacted]

Witness Viewed Photos: [Redacted] Results: [Redacted]

Crime Scene Dusted: [Redacted] By (Enter Results in Details): [Redacted] Crime Scene Photos: [Redacted] By (Enter Results in Details): [Redacted]

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: [Redacted]

DETAILS:

Investigation : Plane Crash
Subject : Interview of [Redacted]

1. On 11/14/01 at approx 2235 hrs the undersigned along with Det. Hovington did respond to 107-10 Shore Front Pkwy apt 2L to follow up on a 911 call that was placed from that location the day of the plane crash. Once there we were able to speak with [Redacted] about the the call, who stated the following ::::

On 11/12/01 at approx 0915 hrs the above mentioned was sitting at his table having breakfast. His table is next to his terrace that looks out across the building tops. He states that he heard an unusual sound coming from what he thought was a plane. When he looked out his terrace he saw the plane heading e west bound with the front of the plane engulfed in yellow flames. He then states that he saw the plane disascend for a couple of seconds, before it took a nose dive towards the ground. He states that at this point he did not observe any wings on the plane. He states that it looked like a tube on fire. [Redacted] then states that he saw the plane disappear behind the rooftops, but then saw an orange fireball with thick black smoke. He further states that he did not hear an explosion, only saw the fireball. He then states that he called 911 from this apt. phone informing the operator that a plane had just crashed in the Rockaways.

Investigation Continuing.....

CASE: [Redacted] DATE REVIEWED / CLOSED: [Redacted] IF ACTIVE, DATE OF NEXT REVIEW: [Redacted]
REPORTING OFFICER: [Redacted] RANK: PO SIGNATURE: [Redacted] NAME PRINTED: DESMOND TAX REG. NO.: 903787 COMMAND: 100sqd
REVIEWING / CLOSING SUPERVISOR: [Redacted] CASE: [Redacted] ENTER DESIGNATION: [Redacted] SIGNATURE: [Redacted] C.O.'s INITIALS: [Redacted]

CHOICE 1: [Redacted] CHOICE 2: [Redacted] PERP 1: [Redacted] PERP 2: [Redacted] PERP 3: [Redacted]

186

TELE

1 PM

BELLE HARBOR

NEW YORK

NY 11694

15 JAN 02

Dear Sir,

Please accept this as my statement of my observations regarding crash of American Airline flight 587 in Belle Harbor, New York, Nov 11 2001.

I was walking ^{WEST} on Rockaway Beach Boulevard and had reached 117th when I heard the sound of an airplane. Nothing unusual, however I then heard what I can only describe as a thud causing me to look up.

The plane was travelling horizontally right to left in a south easterly direction. On either side of the airplane were two large white cylinder shaped objects rolling away from and beneath the airplane. I decided they were the engines and the reason for the distance from the airplane was the three seconds or so for the sound to travel to me. The airplane was on fire. At the time I described it as being a amc ship, however it may have been ruptured fuel lines when the engines ripped out and the fire may have been in the engine housing.

About two seconds after I looked up the airplanes nose went down and it plunged vertically to earth. I lost sight of the airplane when it went behind rooftops and trees. It hit sending up a great cloud of grey black smoke. As the plane went down I do not recall seeing fire or noticing if the tail fin was missing. As it started down the airplane done a half turn and I was looking at the full stretch of the wings.

I believe I observed the podome for
seven seconds plus about three seconds for the sound
of the initial thud to reach me

Sincerely





INFORMATIONAL
PD 313-081A (Rev. 4-89)-31

Crime INVESTIGATE PLANE CRASH

Pct. 100

OCCB No.

Complain. No. 3325

Date of This Report 11/12/01

14
PERP 1

Date of Orig. Report 11/12/01

Date Assigned 11/12/01

Case No. 1389

Unit Reporting BS INTELL

Follow-Up No.

PERP 2

Complainant's Name - Last, First, M.I.

Victim's Name - If Different

15
PERP 1

Last Name, First, M.I.

Address, Include City, State, Zip

Apt. No.

PERP 1

Home Telephone

Business Telephone

Position / Relationship

Sex

Race

Date of Birth

Age

PERP 2

Total No. of Perpetrators

Wanted

Arrested

Weapon

Used

Possessed

Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Wanted

Arrested

Last Name, First, M.I.

Address, Include City, State, Zip

Apt. No.

Res. Pct.

16
CHOICE 1

Sex

Race

Date of Birth

Age

Height

Weight

Eye Color

Hair Color

Hair Length

Facial Hair

NYSID No.

CHOICE 1

Eyeglasses

Sunglasses

Clothing Description:

Nickname, First Name, Alias

Scars, Marks, M.O., Etc.

(Continue in "Details"):

CHOICE 2

Wanted

Arrested

Last Name, First, M.I.

Address, Include City, State, Zip

Apt. No.

Res. Pct.

17
CHOICE 1

Sex

Race

Date of Birth

Age

Height

Weight

Eye Color

Hair Color

Hair Length

Facial Hair

NYSID No.

CHOICE 2

Eyeglasses

Sunglasses

Clothing Description:

Nickname, First Name, Alias

Scars, Marks, M.O., Etc.

(Continue in "Details"):

18
CHOICE 1

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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

CHOICE 2

Witness Interviewed

In Person

By Phone

Date

Time

Results: Same as Comp. Report - Different (Explain in Details)

Yes No

CHOICE 2

Canvass Conducted

If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results

Crime Scene Visited

If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Yes No

Yes No

19
CHOICE 1

Complainant Viewed Photos

Yes Refused Future

Results:

Yes Refused Future

Results:

CHOICE 2

Witness Viewed Photos

Yes Refused Future

Results:

Yes Refused Future

Results:

CHOICE 2

Crime Scene Dusted

By (Enter Results in Details)

Crime Scene Photos

By (Enter Results in Details)

Yes No

Yes No

20
PERP 1

Closing Case "No Results." Check Appropriate Box and State Justification in Details:

C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted.

PERP 2

DETAILS: INTERVIEW OF RESIDENTS

Sgt. Mullen, Tax 875657 interviewed [redacted] who stated thabb he was walking on 118th Street and Rockaway Beach Blvd and heard a pop sound. He looked up and saw the engine separate from the plane's wing. The plane then nose ~~sk~~ dived and disappeared behind the treeline. He then saw ~~smoke~~ smoke coming from area of crash. [redacted] lives at [redacted]

21
PERP 1

PERP 2

PERP 2

PERP 1

22

CHOICE 1

CHOICE 2

CASE ACTIVE CLOSED

DATE REVIEWED / CLOSED 11/14/01

IF ACTIVE, DATE OF NEXT REVIEW

REPORTING OFFICER:

RANK Det

SIGNATURE Dennis Jones

NAME PRINTED Dennis Jones

TAX REG. NO. 884101

COMMAND BS/CIS

REVIEWING / CLOSING SUPERVISOR: [Signature]

CASE CLOSED:

C

ENTER DESIGNATION

OR B

SIGNATURE [Signature]

C.O.'s INITIALS

Choice 1 Choice 2

Perp 1 Perp 2

Perp 1 Perp 2

187

Date of Orig. Report: 11/12/01 Date Assigned: 11/12/01 Case No. 1389 Unit Reporting: Major Case Squad Follow-Up No.

Complainant's Name - Last, First, M.I. Victim's Name - If Different

Witness No. 1: Last Name, First, M.I., Address, include City, State, Zip, Apt. No.

Home Telephone, Business Telephone, Position / Relationship, Sex, Race, Date of Birth, Age

Total No. of Perpetrators: Wanted, Arrested, Weapon: Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Used Possessed

Perp. No. 1: Wanted, Arrested, Last Name, First, M.I., Address, include City, State, Zip, Apt. No., Res. Pct.

Sex, Race, Date of Birth, Age, Height, Weight, Eye Color, Hair Color, Hair Length, Facial Hair, NYSID No.

Eyeglasses, Sunglasses, Clothing Description, Nickname, First Name, Alias, Scars, Marks, M.O., Etc. (Continue in "Details")

Perp. No. 2: Wanted, Arrested, Last Name, First, M.I., Address, include City, State, Zip, Apt. No., Res. Pct.

Sex, Race, Date of Birth, Age, Height, Weight, Eye Color, Hair Color, Hair Length, Facial Hair, NYSID No.

Eyeglasses, Sunglasses, Clothing Description, Nickname, First Name, Alias, Scars, Marks, M.O., Etc. (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."

Comp. Interviewed: Yes No, In Person, By Phone, Date, Time, Results: Same as Comp. Report - Different (Explain in Details)

Witness Interviewed: Yes No, In Person, By Phone, Date, Time, Results: Same as Comp. Report - Different (Explain in Details)

Crime Scene Conducted: Yes No, If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results, Crime Scene Visited: Yes No, If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos: Yes Refused Future, Results:

Witness Viewed Photos: Yes Refused Future, Results:

Crime Scene Dusted: Yes No, By (Enter Results in Details), Crime Scene Photos: Yes No, By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral, C-2 Inaccurate Facts, C-3 No Evidence/Can't ID, C-4 Uncooperative Complainant, C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: CRASH OF AMERICAN AIRLINES FLT. #587 SUBJECT: P.O. [REDACTED] SH. #17631 HARBOR A

CONTENT: INTERVIEW WITH WITNESS

1. On 11/12/01 at approximately 1330 hrs. the undersigned P.O. [REDACTED] at the Coast Guard Station at Broad Channell. He related the following. While speaking to a boater in area, located between floyd Bennett Field and the Marine Parkway Bridge, he noticed a plane flying over. It was approximately 0915 hrs. and the plane had fire on its wing. The wing broke off the plane and the aircraft began to spin. It then dove into the ground and exploded. The plane did not make any noise and the Officer did not hear any type of explosion before the plane crashed.

2. Case active pending further developments.

11 CHOICE 1 CHOICE 2

12 PERP 1 PERP 2 PERP 1 PERP 2

13 PERP 1 PERP 2

14 PERP 1 PERP 2

15 PERP 1 PERP 2

16 CHOICE 1 CHOICE 2

17 CHOICE 1 CHOICE 2

18 CHOICE 1 CHOICE 2

19 CHOICE 1 CHOICE 2

20 PERP 1 PERP 2

21 PERP 1 PERP 2

22 PERP 1 PERP 2

23 PERP 1 PERP 2

24 PERP 1 PERP 2

CASE: ACTIVE CLOSED DATE REVIEWED / CLOSED: 11/15/01 IF ACTIVE, DATE OF NEXT REVIEW

REPORTING OFFICER: RANK: DET. SIGNATURE: NAME PRINTED: JOHN M. RYAN TAX REG. NO.: 863280 COMMAND: MCS

REVIEWING / CLOSING SUPERVISOR: ENTER DESIGNATION: OR B: C.O.'s INITIALS



National Transportation Safety Board

Telephone Memorandum

Date: February 28, 2002

Person Interviewed: [REDACTED]

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was on the boardwalk near 116th and 129th/30th streets. He saw the aircraft and saw a brilliant fire along the edge of the wing. He saw it dive and saw both wings still on the plane because it looked like a cross as it fell. He stated he was fixated on the fire and did not notice anything about the rest of the aircraft that appeared unusual.

189



DETAILS: Continued from previous page

208 B120th)

[REDACTED]

3rd Floor - [REDACTED] M/79, Tel# [REDACTED]. Stated at approx 0845hrs, while standing on the boardwalk near B116th Street, with his friend, [REDACTED] from the 116th St comfort center, he observed a low flying jet, trailing smoke. [REDACTED] further stated he observed the entire left wing on fire, including the left engine. He could not see the right side of the plane due to the way it was banking. He further stated he didn't see anything fall from the plane and it looked intact to him, except for the left wing tip appeared missing. He said he didn't hear any explosion prior to impact. He watched it disappear towards the ground, then heard the explosion and then saw thick black smoke. [REDACTED] stated he could be reached any day, at home, after 12 noon.

CASE		DATE REVIEWED/CLOSED	IF ACTIVE, DATE OF NEXT REVIEW	
<input checked="" type="checkbox"/> ACTIVE	<input type="checkbox"/> CLOSED			
REPORTING OFFICER	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO. COMMAND
	Det	<i>[Signature]</i>	Kenneth Cetin	913134 BRRT
REVIEWING/CLOSING SUPERVISOR	CASE	ENTER DESIGNATION	SIGNATURE	C.O.'s INITIALS
	CLOSED	OR B	<i>[Signature]</i>	

189

AA587 Witness

From: [REDACTED]
Sent: Monday, January 14, 2002 10:53 AM
To: aa587wit@ntsb.gov
Subject: Crash of flight 587

On the morning of 11/12, at approximately 9:10, I left my house to go jogging on the boardwalk. A few minutes into my run (I was running east on the boardwalk) I heard what sounded like the SST coming in. I looked up at the sky, but didn't see the plane. About a minute later, I had reached Beach 120th Street when I heard a loud explosion -- I actually felt the reverberation in my chest. The explosion was loud enough that I heard it through my headphones. I looked north, and just northwest of me, I saw the plane. It was several hundred feet up in the sky, probably no more than a 1000 feet -- although that can be hard to gauge. The wings of the plane, were almost vertical, and the nose of the plane was pointing west-southwest. The top of the plane was facing south, which is the view that I had. From the center of the plane, near the wings, all sorts of debris was streaming down. It looked like paper fluttering down, but it must have been the skin of the plane coming off. I saw one silvery piece drop down from the tail - it must have been heavier than the skin of the plane, because it dropped straight down, rather than flutter. There was smoke coming from under the wings. The smoke was there for the entire time I witnessed the plane. I didn't see any flames, but as I stated, the top of the plane was pointed towards me, the engines were obscured by the wings. The plane appeared to be drifting southwest and appeared to begin to nose downward.

At this point, my view of the plane was blocked by the apartment buildings on the boardwalk. All in all, I probably viewed the plane for about 5-7 seconds. I ran back westward, and approximately 15 seconds after losing sight of the plane, I heard the explosion as it crashed into the ground.

I hope this has been helpful. You can contact me at [REDACTED] weekday evenings after 7:00pm and on weekends, or you can contact me after 10:30 at my work number which is [REDACTED]

I would appreciate hearing how the investigation of the crash is progressing.

Sincerely,

[REDACTED]
Belle Harbor, NY 11694

MSN Photos is the easiest way to share and print your photos: [Click Here](#)

01/28/2002

190

COMPLAINT - FOLLOW UP INFORMATIONAL PD 313-081A (Rev. 4-89)-31		Crime Investigate Plane Crash	Pct. 100	OCCB No.	Complaint No. 3325	Date of This Report 11-12-01	14 PERP 1
Date of Orig. Report 11-12-01	Date Assigned 11-12-01	Case No. 1389	Unit Reporting Queens BIT	Follow-Up No. 01		PERP 2	
Complainant's Name - Last, First, M.I.			Victim's Name - If Different				15
Last Name, First, M.I.		Address, include City, State, Zip				Apt. No.	PERP 1
Home Telephone		Business Telephone		Position / Relationship		Sex Race	PERP 2
Date of Birth		Age		Date of Birth			Age
Total No. of Perpetrators		Wanted	Arrested	Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed		Describe Weapon (if firearm, give color, make, calibre, type, model, etc.)	
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No. Res. Pct.
Sex Race		Date of Birth	Age	Height	Weight	Eye Color	CHOICE 1
Hair Color		Hair Length	Facial Hair	NYSID No.			CHOICE 2
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description, Nickname, First Name, Alias Scars, Marks, M.O., Etc. (Continue in "Details")					
Wanted		Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No. Res. Pct.
Sex Race		Date of Birth	Age	Height	Weight	Eye Color	CHOICE 1
Hair Color		Hair Length	Facial Hair	NYSID No.			CHOICE 2
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description, Nickname, First Name, Alias Scars, Marks, M.O., Etc. (Continue in "Details")					
18 CHOICE 1							
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)	
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>	
Witness Interviewed		In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)	
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>	
PERP 1 Canvass Conducted		If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results			Crime Scene Visited		If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained
<input type="checkbox"/> Yes <input type="checkbox"/> No					<input type="checkbox"/> Yes <input type="checkbox"/> No		
PERP 2 Complainant Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:			
PERP 1 Witness Viewed Photos		<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:			
PERP 2 Crime Scene Dusted		By (Enter Results in Details)		Crime Scene Photos		By (Enter Results in Details)	
<input type="checkbox"/> Yes <input type="checkbox"/> No				<input type="checkbox"/> Yes <input type="checkbox"/> No			
6 If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted							
7 DETAILS: INVESTIGATION: CRASH OF AMERICAN AIRLINE FLIGHT 587 SUBJECT : CANVAS AND INTERVIEW WITH [REDACTED] LOCATION : [REDACTED]							
8 1. ON NOVEMBER 12, 2001 THE UNDERSIGNED ALONG WITH Detective Nicholas Scicutela interviewed [REDACTED] at her above listed address. She stated that at the the approximate time of the incident she was jogging along the boardwalk at the ocean-side. She stated that she was at Beach 120 Street when she heard a loud explosive noise and turned in the direction of flight 587. She stated that she observed that plane flying in a south western direction when it listed to it's left side and then began to nose dive. She said that as the plane was decreasing in altitude, pieces of the fuselage were falling from the aircraft to the ground. She said that she did not remember seeing any flames coming from the plane before it fell to the ground.							
9 2. This witness was very cooperative and stated that she would be available for a follow-up interview at her residence or this phone number. [REDACTED]							
10 3. Submitted for your information.							
11 CASE <input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED DATE REVIEWED / CLOSED: 11/14/01 IF ACTIVE, DATE OF NEXT REVIEW:							
REPORTING OFFICER: [Signature]		RANK Detective		SIGNATURE [Signature]		NAME PRINTED Mullahey, Joseph	
REVIEWING / CLOSING SUPERVISOR: [Signature]		CASE ENTER DESIGNATION CLOSED: C		SIGNATURE [Signature]		TAX REG. NO. 898137	
OR B		C.O.'s INITIALS		CHOICE 1		CHOICE 2	

190

INFORMATIONAL PD 313-081A (Rev. 4-89)-31		Crime Airline crash	Pct. 100	OCCB No.	Complaint No. 3325	Date of This Report 11/12/01	14	
Date of Orig. Report 11/12/01	Date Assigned 11/12/01	Case No. 1389	Unit Reporting MNBIT	Follow-Up No.			PERP 1	
Complainant's Name - Last, First, M.I.		Victim's Name - If Different						PERP 2
Last Name, First, M.I.		Address, Include City, State, Zip				Apt. No.	15	
Home Telephone		Business Telephone		Position / Relationship		Sex Race	PERP 1	
Date of Birth		Age					PERP 2	
Total No. of Perpetrators	Wanted	Arrested	Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed		Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Wanted	Arrested	Last Name, First, M.I.		Address, Include City, State, Zip		Apt. No.	16	
<input type="checkbox"/>	<input type="checkbox"/>					Res. Pct.	CHOICE 1	
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	CHOICE 2	
							CHOICE 2	
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description						
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details"):						
Wanted	Arrested	Last Name, First, M.I.		Address, Include City, State, Zip		Apt. No.	17	
<input type="checkbox"/>	<input type="checkbox"/>					Res. Pct.	CHOICE 1	
Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	CHOICE 2	
							CHOICE 2	
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description						
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details"):						
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)			
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>			
Witness interviewed	In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)			
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>			
PERP 1	Canvass Conducted	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results			Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained		
	<input type="checkbox"/> Yes <input type="checkbox"/> No				<input type="checkbox"/> Yes <input type="checkbox"/> No			
PERP 2	Complainant Viewed Photos	Results:						
	<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future							
PERP 1	Witness Viewed Photos	Results:						
	<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future							
PERP 1	Crime Scene Dusted	By (Enter Results in Details)		Crime Scene Photos	By (Enter Results in Details)			
	<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No				
PERP 2	If Closing Case "No Results," Check Appropriate Box and State Justification in Details:							
	<input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted							
PERP 1	6 DETAILS:							
	Investigation ; Airline crash. Subject : Canvass of Beach 127 ST.							

9
 PERP 1
 PERP 2
 235 Beach 127 ST. [REDACTED] Heard two sounds, like an explosion saw debris falling from the sky. Heard one sound before the plane hit the ground.
 PERP 2

CASE <input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED		SIGNATURE <i>[Signature]</i>		NAME PRINTED Serrentino	TAX REG. NO. 882140	COMMAND MNBIT
REPORTING OFFICER	RANK DET	ENTER DESIGNATION		C.O.'s INITIALS		
REVIEWING / CLOSING SUPERVISOR	CASE CLOSED: C	OR B				
Choice 1	Choice 2	Perp 1	Perp 2	Perp 1	Perp 2	

191

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/25/01

[REDACTED] date of birth [REDACTED], home address [REDACTED], Queens, New York, home telephone [REDACTED], was advised of the official identity of the interviewing agent and the purpose of the interview. [REDACTED] then provided the following information:

[REDACTED] advised that at approximately five or ten minutes after nine o'clock in the morning, she was at the corner of 129th Street and New port Avenue, when she heard an explosion. [REDACTED] stated that she looked up and saw half of an airplane, as well as pieces of flame. [REDACTED] advised that she heard little pops, probably in the air, and the airplane was spiraling down.

Investigation on 11/12/01 at Queens, NY

File # 149A-NY-280669 Sub 302 Date dictated N/A

by SA Vadim Daniel Thomas:vdt

192
44

1/22/02
To Whom It May Concern:

Direction: STRAIGHT DOWN

PARTS: NO

Fire or Smoke: NO

Time: Less than a second

I did not lose sight of the aircraft. I WAS DRIVING west on NEWPORT AVE. AND observed the AIRCRAFT go STRAIGHT INTO THE ROADWAY AND EXPLIDE. IT HAPPENED IN A SPLIT SECOND. I AM A NYC FIRE MAN. I pulled the box at 126 & Newport (box used for

The incident). I told a woman
to call 911 and then proceeded
to the disaster. I wish I
could be of more help as
far as what I saw, but
impact is basically all
I saw.

Sincerely


FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/25/01

██████████ date of birth ██████████ FIREFIGHTER,
Shield # 1399, NEW YORK CITY FIRE DEPARTMENT, Ladder 137, 259
Beach 116th Street, Queens, New York, work telephones ██████████
██████████ home address ██████████ Queens,
NY, 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 at around 9:15 A.M. on 11/12/01,
he was proceeding Westbound on Newport Avenue from Beach 116th
Street towards Beach 129th Street. ██████████ stated that in the
vicinity of Beach 126th Street, he saw a silver fuselage of in a
fireball. ██████████ stated that he did not hear an explosion, he
was approximately four blocks away. ██████████ advised that he
called the Fire Department from a firebox, drove to Beach 130th
Street, and began to evacuate the houses. ██████████ stated that he
did not see the fire until the impact occurred, he simply saw
silver, and then it hit, and it was then that he saw the fire.
██████████ advised that the fuselage came straight down.

Investigation on 11/13/01 at New York, New York (telephonically)

File # 149A-NY-280669 Sub 302 Date dictated N/A

by SA Vadim Daniel Thomas:vdt

193

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/30/01

[REDACTED] Date of Birth [REDACTED] was interviewed at her place of business, 212 Beach 123rd Street, Rockaway, New York. After being advised of the identity of the interviewing Agents and the nature of the interview, [REDACTED] provided the following information:

On November 12, 2001, [REDACTED] was at her office standing by the second floor doorway to the porch looking to the west when she heard the loud roaring sound of a plane engine. She saw the plane moving north to south toward the ground at approximately a seventy five degree angle.

[REDACTED] saw something detach from the plane then she saw a ball of flame followed by a large amount of smoke and debris being released into the air. She also felt the ground vibrate. She could not tell which side of the plane she was viewing.

[REDACTED] believes that her son-in-law may also have seen the plane crash.

[REDACTED] provided an office telephone number of [REDACTED] and a home telephone number of [REDACTED]

Investigation on 11/16/01 at Rockaway, New York

File # 149A-NY-280669 Date dictated 11/30/01

by SAs JOHN A. BIVONA/MARTIN M. JARMAN/JAB/njs

194

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/19/2001

██████████ address 444 Beach 139th Street, Queens, New York, telephone ██████████ was interviewed by FBI Special Agents Kevin Humphreys and Hyo Kang. After being advised of the identities of the interviewing agents and the nature of the interview, ██████████ provided the following information:

At approximately 9:00 a.m., ██████████ was at the kitchen sink which has window that looks east. She heard a loud plane, looked out the window, and saw the plane directly over the houses flying in an easternly direction. The plane was intact but had a fire under the right wing in the area where the wing meets the fuselage. ██████████ could see the American Airlines markings on the plane. The plane had a very loud cracking noise. The plane took a turn to the south then plunged downward. Just as she lost sight of the plane, it turned sideways.

Investigation on 11/12/2001 at Queens, New York

File # 149A-NY-280669

Date dictated _____

by SA Kevin J. Humphreys

by SA Hyo T. Kang

44

195



DETAILS:

PAGE #3 of Canvass of Beach 139 St. and Beach 140 St.

BEACH 139 STREET :

#444- [redacted] states she heard loud noise and looked out her rear window. She states she saw plane flying low but horizontal over her house with flames on right wing. She then states she saw plane drop straight down-nose first, then saw smoke.

CASE		DATE REVIEWED/CLOSED	IF ACTIVE, DATE OF NEXT REVIEW	
<input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED				
REPORTING OFFICER:	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.
	Det	<i>[Signature]</i>	Palmer	879173
REVIEWING/CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION	SIGNATURE	COMMAND
	CLOSED: C	OR B	<i>[Signature]</i>	111 Sqd
				C.O.'S INITIALS

195

Date of Orig. Report 11/12/01 Date Assigned 11/12/01 Case No. 1389 Unit Reporting 101 RAM Follow-Up No.

Complainant's Name - Last, First, M.I. Victim's Name - If Different

Last Name, First, M.I. Address, include City, State, Zip 536 BEACH 126TH ST Apt. No.

Home Telephone Business Telephone Position / Relationship Sex Race Date of Birth Age

Total No. of Perpetrators Wanted Arrested Weapon Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description Nickname, First Name, Alias Scars, Marks, M.O., Etc. (Continue in "Details")

Wanted Arrested Last Name, First, M.I. Address, include City, State, Zip Apt. No. Res. Pct.

Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSID No.

Eyeglasses Sunglasses Clothing Description Nickname, First Name, Alias Scars, Marks, M.O., Etc. (Continue in "Details")

AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)

Witness Interviewed 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, Names, Addresses, Results Crime Scene Visited If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained

Complainant Viewed Photos Results: Witness Viewed Photos Results:

Crime Scene Dusted By (Enter Results in Details) Crime Scene Photos By (Enter Results in Details)

If Closing Case "No Results," Check Appropriate Box and State Justification in Details: C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS: INVESTIGATION: PLANE CRASH SUBJECT: INTERVIEW OF WITNESS AND HUSBAND CONTENT: EYEWITNESS ACCOUNT OF EXPLOSION

1) ON 11/12/01 THE UNDERSIGNED SPOKE WITH [REDACTED] AND HER HUSBAND [REDACTED] REGARDING THIS INCIDENT AND THEY RELATED THE FOLLOWING TO ME IN SUM AND SUBSTANCE. THIS INTERVIEW WAS CONDUCTED AT THEIR RESIDENCE AT 536 BEACH 126 AT APPROXIMATELY 1130 HOURS.

2) WITNESS [REDACTED] STATED HER HUSBAND STATED THAT THE PLANE FLYING OVER DIDN'T SOUND GOOD AND SHE WENT TO LOOK OUT THE WINDOW AND SAW THE TAIL OF THE PLANE WITH THE AMERICAN AIRLINES INSIGNIA (AA) ON IT FALL INTO THE JAMAICA BAY AFTER IT EXPLODED AND DEBRI STARTED RAINING DOWN AND SHE RAN INSIDE THE HOUSE. [REDACTED] STATED IT APPEARED TO FALL OFF BETWEEN BEACH 126TH AND 125TH ST IN THE BAY, HER HUSBAND [REDACTED] STATED TO THE UNDERSIGNED THAT HE IS AN MECHANIC AT JFK AND WORKS ON PLANES. HE HEARD THE DEEP RUMBLING OF THE ENGINES AND KNEW SOMETHING WAS WRONG. [REDACTED] STATED IT IS CALLED COMPRESSOR STALL. AFTER HIS WIFE SAID THE TAIL EXPLODED OFF HE RAN OUTSIDE AND SAW THE AMERICAN AIRLINES TAIL AND SEVERAL OTHER PLANE PARTS IN THE BAY.

CASE ACTIVE

DATE REVIEWED / CLOSED IF ACTIVE, DATE OF NEXT REVIEW

REPORTING OFFICER: FINE RANK PO SIGNATURE PO/ NAME PRINTED FINE TAX REG. NO. 906231 COMMAND 101

REVIEWING / CLOSING SUPERVISOR: CASE ENTER DESIGNATION OR B SIGNATURE C.O.'s INITIALS

Choice 1 Choice 2

196



National Transportation Safety Board

Telephone Memorandum

Date: March 14, 2002

Person Interviewed: [REDACTED]

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

[REDACTED] witnessed the accident flight and was interviewed by a witness group member via telephone. During the conversation, she said:

She was home sitting at the kitchen table with her husband, when she heard an "unexplainable noise." She walked outside and observed the accident airplane in a left turn. At that moment, she observed the tail "blow off," along with numerous unidentifiable smaller pieces. The tail traveled up for a moment and began to fall in a spinning motion toward the water. The airplane then banked "more to left" and she lost sight of it. Approximately 8 to 10 seconds later, she heard an explosion.

[REDACTED] stated she did not observe fire or smoke coming from the airplane. She estimated that 30 to 40 seconds had elapsed from the time she first heard the airplane until the impact. She also estimated she observed the airplane for about 20 seconds.



UNIFORMED SERVICES UNIVERSITY OF THE HEALTH SCIENCES
INFORMATIONAL
FD-313-081A (Rev. 4-89)-31

Crime	Pct.	OCOB No.	Complaint No.	Date of This Report
Investigate Plane Crash	100		3325	11-12-01

Date of Orig. Report	Date Assigned	Case No.	Unit Reporting	Follow-Up No.
11-12-01	11-12-01	1389	Queens BIT	01

Complainant's Name - Last, First, M.I.		Victim's Name - If Different		
Last Name, First, M.I.		Address, include City, State, Zip		Apt. No.
Home Telephone	Business Telephone	Position / Relationship	Sex	Race
			Date of Birth	Age

Total No. of Perpetrators	Wanted	Arrested	Weapon	Describe Weapon (If firearm, give color, make, calibre, type, model, etc.)
			<input type="checkbox"/> Used <input type="checkbox"/> Possessed	

Wanted	Arrested	Last Name, First, M.I.	Address, include City, State, Zip	Apt. No.	Res. Pct.
<input type="checkbox"/>	<input type="checkbox"/>				

Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.

<input type="checkbox"/> Eyeglasses	<input type="checkbox"/> Sunglasses	Clothing Description	
		Scars, Marks, M.O., Etc.	
(Continue in "Details"):			

Wanted	Arrested	Last Name, First, M.I.	Address, include City, State, Zip	Apt. No.	Res. Pct.
<input type="checkbox"/>	<input type="checkbox"/>				

Sex	Race	Date of Birth	Age	Height	Weight	Eye Color	Hair Color	Hair Length	Facial Hair	NYSID No.

<input type="checkbox"/> Eyeglasses	<input type="checkbox"/> Sunglasses	Clothing Description	
		Scars, Marks, M.O., Etc.	
(Continue in "Details"):			

AREA WITHIN BOX FOR DETECTIVE/LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>

Witness Interviewed	In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>

Canvass Conducted	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results		Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained	
<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No		

Complainant Viewed Photos	Results:
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	

Witness Viewed Photos	Results:
<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future	

Crime Scene Dusted	By (Enter Results in Details)	Crime Scene Photos	By (Enter Results in Details)
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	

If Closing Case "No Results," Check Appropriate Box and State Justification in Details:
 C-1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted

DETAILS:
 INVESTIGATION: CRASH OF FLIGHT 587 (AMERICAN AIRLINES)
 SUBJECT : CANVAS AND INTERVIEW WITH [REDACTED]
 LOCATION : 535 BEACH 126 STREET

1. On November 12, 2001 the undersigned along with Detective Nicholas Scatutella interviewed [REDACTED] and his wife [REDACTED] at their residence listed above. [REDACTED] that she was seated at her kitchen table when she heard the noise of what she knew to be a low flying airplane. She looked out her kitchen window that faces north east, overlooking Jamaica Bay, and saw an American Airline jet liner flying lower than normal. She then observed the rear, tail section of this plane break apart from the main portion of the plane and fall into Jamaica Bay. She said the plane then continued to glounder in the air, losing altitude on a south west course.

2. An interview was then conducted with [REDACTED]. He stated that he is currently employed as an aircraft mechanic with A.O.G. Maintenance based out of John F. Kennedy Airport. He stated that he is familiar with and works on aircraft like American flight 587. Although he did not see the aircraft he said that he distinctively heard what he described as a "compression stall". He explained that it was a term that referred to the air flow through a jet engine. He said that normally it would last for a short period of time but in this instance it lasted for a prolonged time period. He also stated that he did not know of any mechanical failure that would have produced this result. He also added that he stated that he did not know of any engine failure that would cause the tail portion of the plane to fall off.

3. Both witnesses were cooperative and stated that they would be available to be reinterviewed at their residence. They can also be reached at the following

CASE	DATE REVIEWED / CLOSED	IF ACTIVE, DATE OF NEXT REVIEW
<input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED	11/14/01	
REPORTING OFFICER:	RANK	SIGNATURE
	Detective	[Signature]
REVIEWING / CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION
[Signature]	CLOSED: C	OR B
	SIGNATURE	C.O.'s INITIALS
	Mullahey, Joseph	898137 DBIT

DID NOT SEE AIRPLANE

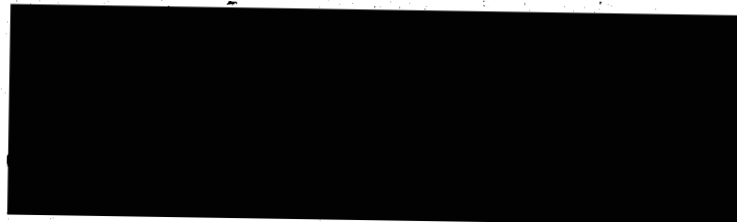
Nov.28, 2001

Dear sir;

Enclosed is my statement concerning the American Airlines crash in Belle Harbor on The morning of Nov.12, 2001.

On the morning of Nov.12, 2001 I was walking home on Beach Channel drive from 116th st. to 92nd st. upon reaching approx. 113th st. I heard what sounded to me like a compressor stall and as I turned to look I saw the aircraft lose a part. I cannot say what the part was at the moment I thought it might have been a wing tip at this time the aircraft started to go into a Dutch Roll. Then the aircraft went into a dive and crashed into the ground, at this time I saw the fireball and the black smoke. All in all I only witnessed the aircraft for maybe 20 to 30 seconds maybe less. As I try to remember I may have seen some residual flames coming from the no. 1 engine.

My daytime phone number is [REDACTED] if I need to be reached for further comment. The best time to reach me is late afternoon to early evening between the hours of 4pm to 8pm due to the fact that I work the graveyard shift.





National Transportation Safety Board

Telephone Memorandum

Date: November 14, 2001

Person Interviewed: [REDACTED]

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed [REDACTED] was employed as an Aircraft Maintenance Technician, by Continental Airlines. During the conversation, he stated:

He was on Beach Center Drive at 114th street. He heard a sound similar to a "compressor stall." He has heard compressor stalls on a DC-10 airplanes equipped with CF6 engines at Newark Airport; he stated the muffled "thud" sounded like that sound.

He looked over the water and observed a piece of the airplane off. He stated he thought it might be a wing tip. He saw no smoke. The airplane was not very high, and mostly rolling." He observed the airplane pitch nose down, on a sight line about over "the diner." He stated he saw no flames coming out of the 'No. 2 engine'.

[REDACTED] lost sight of the airplane in the houses and then saw a fireball and smoke.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/17/01

[REDACTED]
 Rockaway Beach, New York, home telephone: [REDACTED] was interviewed at his residence. Upon being advised of the identity of the interviewing agent and the nature of the interview, [REDACTED] provided the following information:

[REDACTED] is employed by Continental Airlines (Continental) as a line mechanic. [REDACTED] is A & P certified and has been with Continental for approximately two-and-a-half years. Prior to joining Continental, [REDACTED] spent approximately five years in the Marine Corps. While in the Marine Corps [REDACTED] worked as a helicopter mechanic.

On November 12, 2001, [REDACTED] was walking east from Beach 116th Street along Beach Channel Road towards his home on Beach 92nd Street. When [REDACTED] got to Beach 114th Street, he heard a noise from an aircraft flying over Jamaica Bay. [REDACTED] described the noise as an airplane engine's compressor shutting down. This noise is very distinctive and familiar to [REDACTED] based on his experience working on aircraft. [REDACTED] has heard this noise a few times before but stated it was a sound that one never forgets.

Upon hearing this noise [REDACTED] immediately looked up and spotted the aircraft. The aircraft jerked back and forth and then [REDACTED] saw a piece of the aircraft fall off. [REDACTED] thought the piece was a wing tip, but he was not sure. The airplane then banked hard and plummeted into the neighborhood to the west of where [REDACTED] stood. [REDACTED] then saw plumes of smoke rise up from where it appeared the airplane had crashed.

According to [REDACTED] an airplane engine's compressor takes air sucked in from outside the aircraft, compresses the air and mixes it with jet fuel, which then powers the engine. The air is then forced out of the back of the engine. If air is not being properly taken into the compressor or not being properly ejected, the compressor could shut down. This would in turn cause the engine to fail.

[REDACTED] has some experience working on CF-6 engines, similar to the type of engine that was on American Airlines

Investigation on 11/14/01 at Queens, New York

File # 149A-NY-280669-302 - 167 Date dictated n/a

by SA Trenton J. Schmatz

66 197

149A-NY-280669-302

Continuation of FD-302 of



, On 11/15/01

, Page

2

flight 587. These engines are on DC-10's that Continental flies. [REDACTED] has observed age-related problems on some CF-6 engines on which he has worked. These age-related problems can possibly lead to uncontained fan or turbine failure, causing overall engine failure.

197

INFORMATIONAL PD 313-081A (Rev. 4-89)-31		Crime INVEST' PLANE CRASH	Pct. 100	OCCB No.	Complaint No. 3325	Date of This Report 11-14-01	14 PERP 1
Date of Orig. Report 11-12-01	Date Assigned 11-12-01	Case No. 1389	Unit Reporting 100 SOD		Follow-Up No.		PERP 2
Complainant's Name - Last, First, M.I. P.S.N.Y.		Victim's Name - If Different					15
Last Name, First, M.I.		Address, include City, State, Zip				Apt. No.	PERP 1
Home Telephone		Business Telephone		Position / Relationship AIRLINE MECHANIC	Sex M	Race WHITE	PERP 2
Date of Birth		Age		Date of Birth			Age 30
Total No. of Perpetrators	Wanted	Arrested	Weapon <input type="checkbox"/> Used <input type="checkbox"/> Possessed		Describe Weapon (if firearm, give color, make, calibre, type, model, etc.)		
Wanted	Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No.	PERP 1
Sex	Race	Date of Birth	Age	Height ft. in.	Weight	Eye Color	PERP 2
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description					
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
Wanted	Arrested	Last Name, First, M.I.		Address, include City, State, Zip		Apt. No.	PERP 1
Sex	Race	Date of Birth	Age	Height ft. in.	Weight	Eye Color	PERP 2
<input type="checkbox"/> Eyeglasses <input type="checkbox"/> Sunglasses		Clothing Description					
Nickname, First Name, Alias		Scars, Marks, M.O., Etc. (Continue in "Details")					
3 AREA WITHIN BOX FOR DETECTIVE / LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE 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)		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> <input type="checkbox"/>		
Witness Interviewed	In Person	By Phone	Date	Time	Results: Same as Comp. Report - Different (Explain in Details)		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11-14-01	1035	<input type="checkbox"/> <input type="checkbox"/>		
Canvass Conducted	If Yes - Make Entry in Body Re: Time, Date, Names, Addresses, Results			Crime Scene Visited	If Yes - Make Entry in Details Re: Time, Date, Evidence Obtained		
<input type="checkbox"/> Yes <input type="checkbox"/> No				<input type="checkbox"/> Yes <input type="checkbox"/> No			
Complainant Viewed Photos	<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:				
Witness Viewed Photos	<input type="checkbox"/> Yes <input type="checkbox"/> Refused <input type="checkbox"/> Future		Results:				
Crime Scene Dusted	By (Enter Results in Details)			Crime Scene Photos	By (Enter Results in Details)		
<input type="checkbox"/> Yes <input type="checkbox"/> No				<input type="checkbox"/> Yes <input type="checkbox"/> No			
If Closing Case "No Results," Check Appropriate Box and State Justification in Details: <input type="checkbox"/> C-1 Improper Referral <input type="checkbox"/> C-2 Inaccurate Facts <input type="checkbox"/> C-3 No Evidence / Can't ID <input type="checkbox"/> C-4 Uncooperative Complainant <input type="checkbox"/> C-5 "Leads" Exhausted							
6 DETAILS:							
INVESTIGATION: PLANE CRASH							
SUBJECT: INTERVIEW OF WITNESS [REDACTED]							
CONTENTS: HEARD PLANE COMPRESSOR STALL							
1. On the above date and time I did speak to [REDACTED] via telephone. He stated that at the T/P/O he had just dropped his car off at the mechanic at Beach 116 Street and was walking home. When he got to Beach 114 Street and B.C.D. he heard a plane in distress over the bay. He states that he looked up and saw the plane wavering and then heard the plane compressor stall. He then saw a piece of the plane come off and fall to the water. The plane then begin to nosedive straight down. He did not see it hit the ground or hear it hit but did see the black smoke aftermath.							
2. LUKÉ SCHIADA N.T.S.B. NOTIFIED CASE...ACTIVE							
3. Special Agent Sue Ostrobinski F.B.I. notified..							
CASE <input checked="" type="checkbox"/> ACTIVE <input type="checkbox"/> CLOSED							
DATE REVIEWED / CLOSED		IF ACTIVE, DATE OF NEXT REVIEW					
11/14/01							
REPORTING OFFICER	RANK	SIGNATURE	NAME PRINTED		TAX REG. NO.	COMMAND	
DET.			THOMAS DOLAN		883079	100SQD	
REVIEWING / CLOSING SUPERVISOR	CASE	ENTER DESIGNATION	SIGNATURE		C.O.'S INITIALS		
[Signature]	C	C	[Signature]				
Choice 1	Choice 2	Perp 1	Perp 2	Perp 1	Perp 2	Perp 1	Perp 2
11	12	13					

197

Name: [REDACTED] captain Jet Blue flight 79 (JFK-MSY)
Time: 1905 EST
Location: via telephone
Present: Evan Byrne

[REDACTED] was the captain of JetBlue flight 79, an A320 aircraft. He has about 12,500 hours total flight time. He said they were taxiing out to runway 31L via taxiway ALPHA and were approximately abeam taxiway HOTEL when his first officer brought the crashing airplane to his attention. He said it looked like it was out of control -- not unlike movies he saw recently on the history channel of a tumbling V2 rocket. He said the airplane appeared at the top of his number 1 windscreen. He estimated his airplane's heading to be about 220 degrees at the time he saw the A300. He estimated the A300 was about 15-20 degrees nose down at that time and it was falling vertically from the sky. He said there appeared to be an object to the right of the airplane (behind it, to the southwest) also falling. He said there was quite a bit of smoke associated with the fuselage area. The smoke was white or grayish. He said the airplane effectively seemed to tumble out of the sky. He said the last bit before impact was a very nose down attitude he estimated at about 80 degrees. He said it looked like the airplane was in a spin or a spiral dive. He said the fuselage appeared to be intact all the way down. He didn't remember seeing the wings but said that may have been because of the angle from his perspective. He said the airplane exploded on impact with a mushroom cloud climbing about 1/3rd the length of the intact fuselage.

He said the object falling with the airplane was too small for him to describe. He said the airplane itself was rotating a bit on the way down. He said there was nothing abnormal about the bird activity at the airport.

MT HDG APPROX 220°

E ← → WEST

plume of white smoke above fuselage →

POSSIBLY ANOTHER LARGE AIRFRAME PART ABOVE FUSELAGE

small object

Fuselage appeared to be close to horizontal in pitch attitude with a trajectory almost vertical.

- FUSELAGE ABRUPTLY GOES NOSE DOWN CLOSE TO VERTICAL (APPROX "80" DEGREE). SMOKE CLOUD IS LEFT BEHIND. I WOULD ESTIMATE THIS HAPPENED APPROX. 1300 to 1500 FT AMSL.
- BEFORE IMPACT APPEARED TO HAVE ROTATION SIMILAR TO SPIN OR SPIRAL DIVE, I THINK TO RIGHT. THE RATE OF ROTATION WAS VERY SLOW.
- FUSELAGE APPEARED INTACT UNTIL IMPACT.

TO : MR E BOURNE
NTSB

MR BOURNE,
SINCERELY HOPE THIS ASSISTS YOU.

ph/saw

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001

On 11/12/2001, [REDACTED] home address [REDACTED] [REDACTED] Stamford, Connecticut 06903, date of birth [REDACTED], Connecticut driver's license number [REDACTED], home telephone [REDACTED] 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, [REDACTED] provided the following information.

[REDACTED] advised that he was the Captain 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.

[REDACTED] advised that he observed an unknown American Airlines aircraft at the top of his windshield which was nose low (about 10 degrees) and was spiraling downward. [REDACTED] later learned that this was American Airlines flight 587.

[REDACTED] noted that when he first observed flight 587, the airplane appeared to be coming out of a non-transparent, whitish grey cloud approximately the size of the aircraft.

Additionally, [REDACTED] observed a silver colored object between the size of an engine and a rear tail, in the air falling at a slower rate than flight 587 was descending. This object was to the right and southwest of flight 587 as [REDACTED] observed it fall.

American Airlines flight 587 impacted the ground at approximately 80 degrees from horizontal and exploded approximately a half second after impact. McDonald described the explosion as one-half to one-third in height as the aircraft is in length. The explosion was orange with a yellow center, and eventually turned to grey smoke.

Investigation on 11/12/2001 at Queens, New York

File # 149A-NY-280669

Date dictated 11/16/2001

by SA John T. Dugan
Det. George J. Dorner

198
45

149A-NY-280669

Continuation of FD-302 of [REDACTED]

, On 11/12/2001 , Page 2

[REDACTED] advised that the aircraft's fuselage and wings appeared to be intact at the time of impact. [REDACTED] could not comment as to the integrity of the tail section.

[REDACTED] observed no fire or redness on American Airlines flight 587 prior to impact.

[REDACTED] advised that he was aware of no bird activity near runway.

[REDACTED] indicated that he and his First Officer, [REDACTED] would be the only persons aboard Jet Blue flight 79 that would have been able to see flight 587 due to their position on the runway.

198

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/12/2001

[REDACTED] Rockaway Park, New York, telephone number [REDACTED] was telephonically interviewed at the above listed residence. After being advised of the identity of the interviewing agents and of the purpose of the interview, [REDACTED] provided the following information:

[REDACTED] advised that he was walking on the boardwalk in Rockaway this morning shortly after 9:00A.M. He stated that he was walking west and as he passed 124th Street he heard a loud noise which resembled that of a Concorde. However, he stated that the noise was even louder than the acceleration of the Concorde. He continued west on the boardwalk and at 125th Street he saw debris "spilling" off of the right side of the plane. He described the debris as white or silver pieces peeling off the wing and right side of the plane "like litter and paper." He stated that suddenly the right engine separated from the plane and fell towards the earth. [REDACTED] stated that it did not appear to him that the engine exploded or was on fire. He stated that the color of the engine appeared to be white or silver and fully intact.

[REDACTED] advised that once the engine separated from the plane, the plane lost control and appeared to be headed towards the ground. He lost sight of the plane behind some buildings and then saw a plume of black smoke.

Control #: NY 9
Lead #: 5

149A - 302
INDEXED
FILED
NOV 2001
FBI - NEW YORK

Investigation on 11/12/2001 at New York, New York (telephonically)

File # 149A-NEW Date dictated N/A
by SA Thomas Q. Krall
SA Roy W. Pollitt III

199

[REDACTED]
Rockaway Park, New York
11694-2680
[REDACTED]

November 26, 2001

N.T.S.B.
2001 Route 46 Suite 504
Parsippany, New Jersey
07054
Luke,

On the morning of the 12th of November I started my walk as usual. I walk from Beach 105th street to Beach 126th street and back. As I approached about beach 124 ½ streets I heard a very loud jet engine noise. It was much louder than the Concorde but I could not see what it was as there was a building on my right. I said to my self that damn Concorde is back!

When I got past the building at 125th street I looked to see the Concorde. Instead I saw a regular plane, not exceptionally low, flying towards Belle Harbor. I could not see who's plane it was as the sun was over the ocean and shining on the plane. Everything looked white including the tail.

As the plane proceeded across my vision field towards Belle Harbor I saw what appeared to me to be sheets of white paper falling from the wing. The plane must have been banking slightly because I could see the top of the wing surface but not the far engine or wing. Some of these pieces came over the top of the wing but the majority fell from below the wing and dropped from behind the engine. I could see the top of the wing surface and none of the flaps were missing because I could see no hole. The plane proceeded and all of a sudden the engine fell off like a bomb being dropped, at this point the wing, the engine fell off lurched upward but not a lot. I can't remember if the jet noise stopped before or after the engine dropped off but I'm sure it stopped around this time.

The plane still proceeded and it's tail was still on when it went in back of a tall building near the boardwalk. The tail was still standing upright as the plane passed behind the building, I see probably 50 or so planes a day and in fact we try to name the airlines as the planes land over the boardwalk.

I walked a little farther west and remember saying to my self "I don't believe what I just saw". I also thought about the engine falling and the pieces of "paper" and decided to turn and run the opposite way as I could no longer see the plane and did not know if it was coming around in back of the building blocking my view.

As I approached about beach 122nd street I saw the Welsbach crew who were installing lights running towards me. I then turned around and saw the black cloud high in the sky and the fireball.

I went to 116th street and stopped into the Korean deli got coffee and came home shocked. When I got home I turned on the TV and got very mad at Channel 1's coverage about the plane blowing up and terrorists, I saw an engine fall apart, no smoke, no fire while in my view.

I then called the FBI and 4 agents came to see me the next day. I told them about the Welsbach crew and they went and found them.

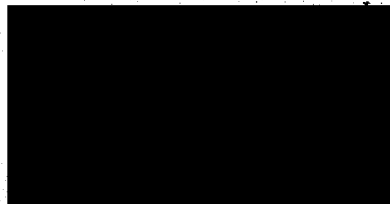
I could not walk that direction the next day as I was upset, but the second day I went up to

the bank and saw them removing the engine from the gas station.

As they removed the engine I saw the turbine blades inside and now realize the paper I saw was the turbine blades. While up there I was stopped 3 times for interviews but did not give any as I was mad about the initial coverage of the crash.

When I say the tail was still on the plane I mean it was attached and upright I cannot say it was not leaning right or left as my angle was directly from the side.

Basically what I heard was loud jet noise, what I saw was an engine come apart and fall, no smoke or fire at the time I saw the plane, this all occurred after the plane left my field of vision. The tail was intact as it passed me.





National Transportation Safety Board

Telephone Memorandum

Date: February 5, 2002

Person Interviewed: [REDACTED]

Subject: DCA02MA001, Witness Interview

[REDACTED] witnessed the subject accident and responded to a Safety Board request to provide a written statement of his observations. During our conversation, he stated:

He was outside of his house on the date of the accident, working on his car. He observed the accident airplane, which looked like it was coming in for a landing. He said the airplane "seemed slow" and was "very loud, like the Concorde." As he continued to observe the airplane, the left engine separated and fell to the ground. The airplane then pitched nose down and began to "corkscrew" to the left. He described the angle of the descent as "a little less than 90-degrees." The airplane then disappeared behind a house and a fireball rose up from ground. The engine landed in a neighbor's yard.

[REDACTED] estimated he observed the airplane for about 1 minute. He further stated that the airplane passed directly over his head and he could clearly see both wings. At no time did he observe any smoke or fire associated with the airplane.

Luke Schiada
Air Safety Investigator

200



23. 223 128 ST [REDACTED] STATES HE HEARD A PLANE THAT SOUNDED LIKE THE CONCORDE AND LOOKED UP AND SAW A PLANE VERY LOW TO THE GROUND HE HEARD A NOISE AND SAW THE ENGINE FALL OFF AND SAW THE PLANE FALL TO THE GROUND BEHIND THE BUILDINGS.

24. 223 128 ST [REDACTED] STATES HE HEARD A PLANE THAT SOUNDED LIKE THE CONCORDE AND LOOKED UP AND SAW A PLANE VERY LOW TO THE GROUND HE HEARD A NOISE AND SAW THE ENGINE FALL OFF AND SAW THE PLANE FALL TO THE GROUND BEHIND THE BUILDINGS.

CASE		DATE REVIEWED/CLOSED	IF ACTIVE, DATE OF NEXT REVIEW	
<input checked="" type="checkbox"/> ACTIVE	<input type="checkbox"/> CLOSED	11/13/01		
REPORTING OFFICER:	RANK	SIGNATURE	NAME PRINTED	TAX REG. NO.
	DET	[Signature]	PERMANOVA	891096
REVIEWING/CLOSING SUPERVISOR:	CASE	ENTER DESIGNATION	SIGNATURE	C.O.'S INITIALS
	CLOSED: C	OR B	[Signature]	107

200