Witness Group Factual Report

APPENDIX E

Documents Pertaining to Witnesses 151-200

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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 part 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

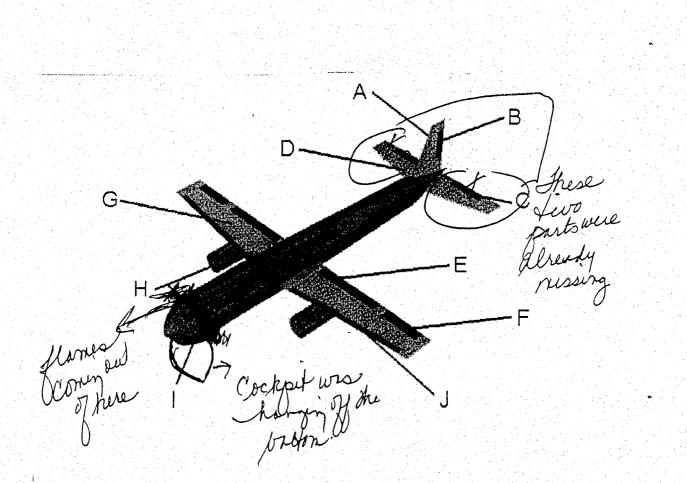
crash. It was traveling in the same direction as the plane but to the right of the plane and much further above.

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 for after 8pm at home at 1 I hope I have answered all your questions.

Sincerely,

460 Beach 124th Street Rockaway, N.Y. 11694



I wasn't serve if I labeled parts correctly so kere is a picture





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## AA587 Witness

From: Sent: Friday, January 25, 2002 6:56 PM To: AA587 Witness Subject: Re: American Airlines Crash - 11/12/01 l observed no fire coming from the plane at any time. ----- Original Message -----From: AA587 Witness To: 'S Sent: Tuesday, January 22, 2002 9:09 AM Subject: RE: American Airlines Crash - 11/12/01 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: Charles Indiana International Sector States States Compared Sector States States

On November 12, 2001 I was fishing at the rock jutty 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.

, narpursville

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#### FEDERAL BUREAU OF INVESTIGATION

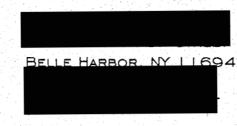
Date of transcription 11/16/2001

On 11/16/2001, DOB of Harpersville, New York, telephone was interviewed telephonically by Special Agent Christopher J. LaManna. 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, 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 $11/26/2001$ at	Brooklyn, New York (telephonically)	
File # 149A-NY-280669-302 -	112 Date dictated <u>11/16/2001</u>	
by SA Christopher J. LaMa		

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JANUARY 10, 2002

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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 INFORAMTION 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 ||/|2, | was walking my dog, heading north on  $|28^{TH}$  street from Rockaway Beach Blvd toward Newport Ave. When I was 4 houses from the corner of  $|28^{TH}$  & Newport Ave, I looked up to see a plane; directly north over  $|28^{TH}$  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 INTERNET I AM HOME MONDAY, WEDNESDAY & THURSDAY UNTIL IO: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

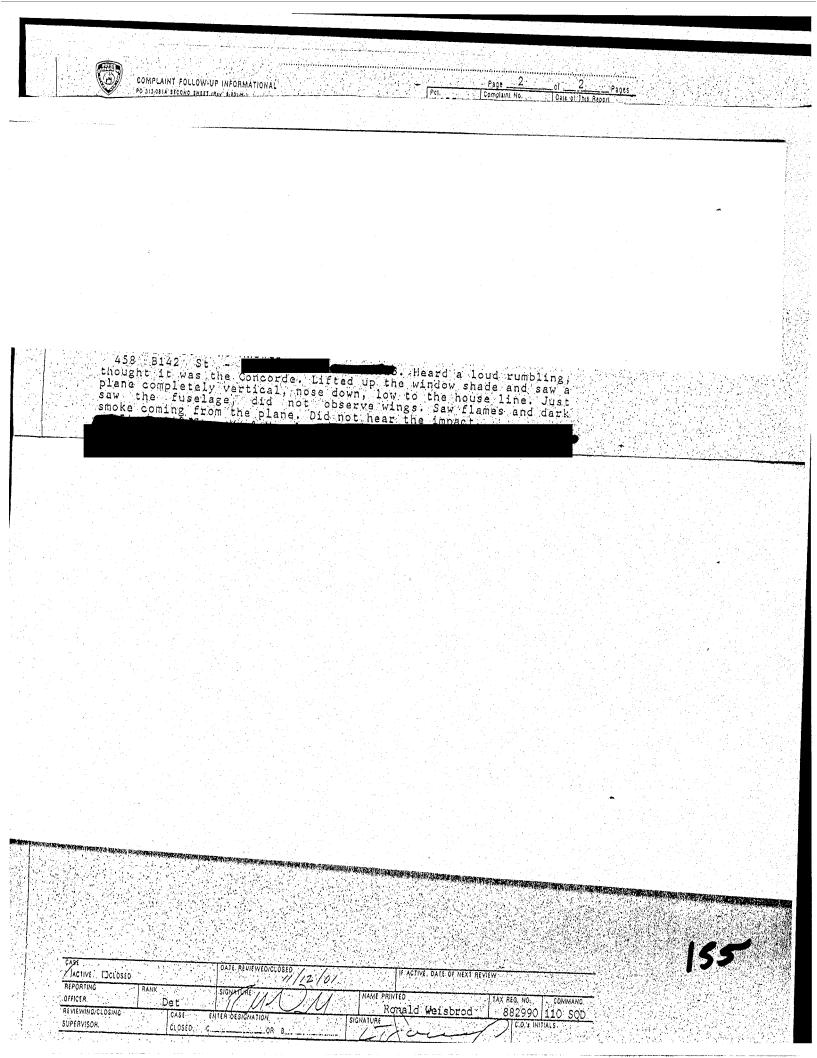
THANK YOU,





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Captain Jet Blue flight 41 (JFK-MCO)

Name: Time: Location: Present:

1540 EST via telephone Evan Byrne

witnessed the AAL587 crash. He was in command of Jet Blue flight 41 from JKF-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 **Based S** aw 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.

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.

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.

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

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.

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.

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.

said the flame appeared to be coming fro the upper surface of the wing.

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.

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

said that a pilot on Jet Blue flight 79 (manufacture for the saw some debris near the airplane and also saw the airplane in a lower nose down attitude than thought it was.

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## FEDERAL BUREAU OF INVESTIGATION

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

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

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. Instant 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.

intercom to his passengers that the Concord was on approach to land on runway 31R. Advised that the North West Airlines DC-9 was on deck to take off when he heard Jet Blue flight 41 First Officer announced "look at that airplane".

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.

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

Investigation on	11/12/2001 at	Queens,	New York	· · · · · · · · · · · · · · · · · · ·		
File # 149A-1	NY-280669			Date dictated	11/16/2001	
	hn T. Dugan George J. Dorner					
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it and its contents are not to be distributed outside your agency.

149A-NY-280669

Continuation of FD-302 of

, On 11/12/2001, Page

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was unable to determine if American Airlines fight 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. Instant noted that on average an aircraft should be hitting about four to five thousand feet in altitude at this time.

Airlines flight 587 impacted the ground first but was not one hundred percent sure because the aircraft was fluttering side to side. The observed a deep orange fire ball approximately twice the length of the fuselage with dark smoke emanating from the vicinity of the crash. The 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.

advised that Jet Blue flight 79 Captain 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. 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

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National Transportation Safety Board



## **Telephone** Memorandum

15

Date: November 15, 2001

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed **stated** 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."

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## FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

telephone was interviewed at her residence regarding the crash of American Airlines Flight 587 on November 12, 2001.

advised that a little after 9:00 A.M. on November 12, 2001, she was walking on the beach in an East bound direction in the area of what would be the equivalent of Beach 176th Street. The observed an airplane traveling in an inclined position gaining altitude in a takeoff manner. The stated however, that the plane appeared to be taking off in an odd manner, but was unable to further describe what she meant by odd manner other than it didn't look right. As she watched the aircraft, she observed what appeared to be an orange colored ball and heard a noise. She advised that the orange colored ball appeared from the middle section of the aircraft somewhere behind the wing section. In did not observe any parts fall off the aircraft, or any smoke and fire. However, after observing the orange colored ball, the aircraft began to nose dive downward.

downward descent. State said from the time she saw the orange colored ball, to the time the plane hit the ground was a matter of seconds. State said that from her location on the beach she could not actually see the plane hit the ground.

Investigation on	11/12/01	at Quee	ens, New Yo	ork			
	-NY-280669-3	302		Date dicta	ted <u>11/</u>	14/01	
SA R	ICHARD P. MI ANET L. ENGE	IKA.					

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## FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

York; telephone number: We 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-440 WPD M44 File Person jm	
Investigation on 11/12/01 at Queens, New York	
File # 149A-NY-280669 sub 302 - 74 - Date dictated <u>11/12/01</u>	 
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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 and insurance agent from Health Plus When we heard an extremely loud rumble that made my named. house shake. A sked 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 second 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 _____ 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 **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. **Second 1** is a marketing rep for Health Plus offices located at 91-31 Queens Blvd. Ste. 222, Elmhusrt, N.Y. 11373. Telephone number **came and the second second 1** cell number

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,

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## FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 1/13/01

40

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

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

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		resides at			Bro	oklyn, New
York, tele	phone		date of	birth:		
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Investigation on 11/13/01 at Queens, New York (telephonically)	
File #149A-NY-280669	
by Steven E. Braus ¹⁾	Ko
This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency	•-

It and its coments are nor to be distributed outside your agency.

11/25/01 Dear Mr. Deheada, On noumber 12,01 I was en my living room That faces my Kitchen window. I bery boud noise (That I recognized as an auplane) was louder than usual since I hear planes all day and night long My Kitchen window Jaces Markattan 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 aylender shaped thing falling. it was flaming and grey suche was coming from the right side of it. It was a little titled. The next thing I knew the nose of the plane was coming strught 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 /6/ know how long I looked at it

because I was afraid I think it couldn't have been more than a few secondo I hope this helps your Investigation of you need To reach me during the day I can be reached at 02 after 3 P.M. Home Ancenly yours 161

National Transportation Safety Board



**Telephone Memorandum** 

Date: November 15, 2001

Person Interviewed:

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

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

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

## FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/13/2001

NY 44

Harbor, New York, telephone number **Harbor**, 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:

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

Investigation on 11/12/01	at Belle Harbor, New York
File # 149A-NY-280669-302	Date dictated <u>11/13/01</u>
SA John W. Scata by SA Steven M. Troyd	

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

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National Transportation Safety Board



**Telephone Memorandum** 

163

Date: November 15, 2001

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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.

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

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."



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CLOSED.

SUPERVISOR

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P.02/05

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NWA First Officer 2001.

Employee

working on Flight 1887, November 12,

We were taxing out towards rwy 31L at JFK sirport, 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 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. 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 alrcraft, 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 airoraft. 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 forget 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 FLIGHT OPS NOV-12-2001 13:25 Capito Pase 1 NWA First Officer Working on Elight #1867, Nov 12, 2001. We were taxing out towards RWY 312 at JEK airport, time approx 9:00am local We were sequenced to follow behind 2____ American Airlines Flights: an Airbus A-300 and a loging 767. This was our sequence at the ranway: The Airbus was cleared for Take-off and the Boeing was given position and hold _312 ... The Boeing 767 was cleared for take-off and shortly thereafter we were given position and hold 312. 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 be hind the aircraft some small amount of detris 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 (missle). I never saw any sign of explosion on or around the air-cra++ 

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Page 2

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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 : JFE Port Authority detective : Ed Dovidson - conference sall.

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

- 1 -

#### FEDERAL BUREAU OF INVESTIGATION

Date of transcription

SSAN

11/13/01

date of birth

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.

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, for the plane left the terminal and started taxing to runway 31L(31 Left). Runway 31L faces in the Northwest direction. At this point, for switched his radio from ground frequency to tower frequency. The Tower at JFK told from and for 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 **beaution** flight to "taxi, position and hold." While **beaution** was positioning the plane for take off, spoke to a flight attendant, by phone, to tell her to prepare the cabin for take off. **beaution** 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.

		Jamaica, New	York	
Investigation on		at	· · · · · · · · · · · · · · · · · · ·	
149A-N File #	IY-280669-302		Date dictated	· · · · · · · · · · · · · · · · · · ·
by SA MA	TTHEW GALIOT	omes		
This document con	ntains neither recommenda	tions nor conclusions of the FE	I. It is the property of the FBI and is lo	oaned to your agency: 166

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

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

#### 149A-NY-280669

Continuation of FD-302 of

, On 11/12/01

Page

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

wings and body were intact. If the is "almost positive" the plane's were still attached to the plane. If 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. If flight was still on tower frequency and he did not recall any communication between the tower and AA flight #587. If stated that the AA flight may have switched to departure frequency.

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

made to AA on 11/12/01.

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

TEL. EXT. (201)963-7111

	NON CRIMINAL INCIDENT REPORT				e fer i g			
•		UF 61	Number	Agency 03	Facility JFKIA	Count	y of Offense ens	C.C.R. Number
1	Complaint INVESTIGATION OF AIRCRAFT CRASH (AMERICAN AIRLINES FLIGHT 587)	Law/Sect		P.A. Crime Code	Date Occu 11/12/0		Loc Code 000	
2	Complaint	Law/Sect		PIA. Crime Code	Day Occu Monda	rred	Time Occurr	ed (From-To)
Pl	lace of Occurrence (Address) Newport Road between	129 St. and 13	31 St. Bell H	larbor, Queer	IS, NY	Date Rep 11/12/		
Co	mplainant's Name			Sex □M □F	Race	Age	Area	Cd - Bus. Tele.
Co	mplainant's Address						Area	Cd. – Home Tele.
1	Suspect's Name(Last, First, Initial) 🔲 Arrested 🔄		Sex □M □ F	Race	Date of Bir	th A	ge Phone	
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			• In			P.A. Arr	est #	B. Number
2	Suspect's Name (Last, First, Initial) Arrested		\$ex □M □ F	Race	Date of Birth	n A	ge Phone	
Su	spect's Address		Hgt.	Wgt.	Hair	Eyes	SSN	
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Details of Complaint: Include Additional Suspects, Complainants, Witnesses. Summarize Detail of Complaint

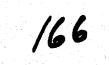
Investigation of American Airlines flight 587, tail number N053AA, aircraft type: Airbus A300, on take off from JFKIA airport, runway 31Left, enroute to Santo Domingo, Dominican Republic.

Reference is made to all reports and memorandums for this case file.

On November 12, 2001, the undersigned assisted FBI Special Agent Matt Galioto. 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 Galioto interviewed First Officer

First Officer first Officer first has been employed from March 2000. First Officer first 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 nosediving. 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.

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Affesting/Investigating Officer Detective Alex Velez, Jr November 12.	2007		Shleid Number 063	Tax Registry Number 20496
Tour Commander	Date	Facility Comma	anding Officer	Date



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#### Date of transcription 11/15/2001

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

Sometime between 8:30 AM and 9:30 AM on 11/12/01, was running along the beach between Beach 126 and Beach 127 Streets, Queens, New York. As she was running, 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 noticed other little pieces also coming off the time, plane and falling to the ground. She did not see any fire from either the plane or its detached parts. 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 to determine its trajectory during its descent. For this reason, sought cover by running toward the water.

Investigation on $11/12/01$ at	Queens, New York	
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by <u>SA John J. Janus</u>	<u>이 같은 것은 것은</u>	

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

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National Transportation Safety Board



**Telephone Memorandum** 

Date: November 15, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview-

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

He was 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 had experience as a military aircraft maintenance technician, the interviewer asked, "Like a 'compressor stall?" to which responded, "Exactly."

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 to10 degrees, going toward nose down, in a left bank.

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:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed 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.





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### January 15, 2002

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 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.

Sincerely,	·	~	~	A	
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National Transportation Safety Board

# **Telephone Memorandum**

Date: January 10, 2002

Person Interviewed:

Subject: DCA02MA001, Witness Interview

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

He was 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.

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.

Juk Schiade

Luke Schiada Air Safety Investigator

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

On November 12, 2001, date of birth birth birth home address birth birth

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

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

ADMINISTRATIVE: CONTROL NUMBER NY17

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Investigation on 11/12/2001 at Nev	v York, New	York	(telephonically)	
File # 149A-NY-280669		Date dictated	N/A	
SA Stacy G. Bowery:sgb by SA Kimberly A. McCaffrey				17
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- 1 -

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. The aircraft 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.

Investigation on	11/12/01 ^{at} Queens, NY	
File # 149A-NY	-280669 - 30 ? - Date dictated N/A	· .
SA Paul by SA Paul	Harris NWK ST Tambrino/PST:pst	
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#### AA587 Witness

From:	
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 **Sector** 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 if 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 as 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 bout 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

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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 chance 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 angel 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 t 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 talking to my wife on the second 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 a 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 witnesses by an airline pilot who lives at the transmission of 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.

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You can reach me at	Or E-mail at
Thank you.	

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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 **set to** and cellphone is **set to be a set to be a** 

Very truly yours,

- 1 -

Date of transcription 11/14/01

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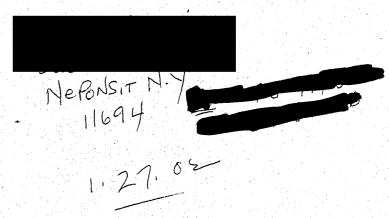
York; telephone number: 416 Beach 137th Street, Far Rockaway, New the crash of American Airlines flight #587 on November 12, 2001.

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. It 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.

Nº 44A.WPD My4/ Fikgeron Ju
Investigation on <u>11/12/01</u> at Queens, New York
File # 149A-NY-280669 sub 302 - 75 Date dictated 11/12/01
بالم SA Janet L. Engel by ^{QS} SA Richard P. Mika
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Attention PLEASE: Luke SCHIADA AIR SAFETY ENVESTIGATOR

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 AirenNES on its rightside The plane was traveling in upward direction formmit to D Loud Crack (as in a thunder clap) - then left the D Flash explosion Coutside the body of plane) With a circular 3 ms immediately followed by a circular blue translucent ring (as in a blue and yellow gos slamo me 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 tecause of the straight on angle, slightly upward in direction 178

Within moments of the explosion, the plane flipped Straight down, enveloped by heavy black smoke. Becauce of the position of my neighbor's house I lost sight of the body of the plane and did not see it impact the Around. ground. However when Aflipped I did observe it as it went doing I observed a part of the tak on one pide (left) was still ottoched. Tobserved a funct Zobserved a funct Z black proke 1/27/02 178

whw328 Beach 144 st: The second states when the second states 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.

Page

Panes

178

OFFICER

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CASE CLOSED:



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: fully for my daughter when I thought I filled the

I 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? *lift lingue* Did you observe any smoke or fire coming from the airplane? If so, where was it coming
- 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? and thet Heen

from and was it present the entire time you observed the airplane? The

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.

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

Sincerely,

Luke Schiada Air Safety Investigator

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





- 1 -

Date of transcription 11/14/2001

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

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. Internet 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 sensed that something was wrong and looked out her back window. 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.

approximately a 45 degree angle towards the ground. A 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. A shake and heard an explosion as the aircraft crashed into the ground. Then saw a plume of black smoke and a ball of flames erupt several blocks from her residence.

that the downed airplane was American Airlines Flight Number 587.

also saw the airplane crash. Stated that her upstairs tenants, and also saw the airplane crash. Stated that 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

Indebory fiew ros

1 11/11/2001

File # 149A-NY-280669 SUB302

Date dictated <u>11/14/2001</u>

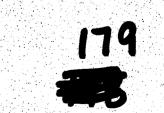
SA Conor M. O'Sullivan: cmo

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

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

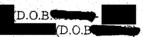
#### TEL. EXT. (201) 216-6800 N.C.I.R. Follow-up #

			UF 61 N	umber	Agency 03	Facility JFK	County of Que	ens	CCR Number 22230-01
1	Complaint Investigate Aircraft Crash	Law/	Sect		Crime Code	Date Occurr 11/12		P.A. Locatio	
2	Complaint	Law/	Sect		Crime Code	Day Occurre Mono		fime Occurr 0915	ed (From-To)
	Inside Outside Belle Harbor Queen	ls, N∖	- Amer	ican Ai	rlines Fligh	t#587	Date Repo 11/12		Time Reported 0921
$\mathbf{P}$	mplainant's Name (Last, First, Initial) SNY				Sex M DF	Race	Age	Area C	d - Bus. Tele.
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De	tails of Complaint: On follow-up report give additional details of co	mplaint	such as pro	gress of i	nvestigation, des	scription of pro	perty recover	ed, 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. San.Jose Ca.,95125. Telephone# too the point

PA 21138 05-99



same address and home telephone number as the mother. Cell number is

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

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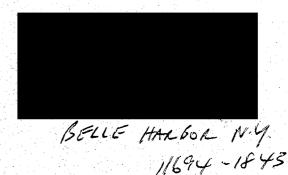
		Saw plane lose
engine o	or wing and watched it	
	DATE REVIEWED / CLOSED	IF ACTIVE, DATE OF NEXT REVIEW
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N. T. S. B.

16-26-01

## LUKE SCHIADA

ON THE MORNING OF THE CLASH OF FLIGHT 587 I WAS WARKING WEST ON THE BOADWALK AT BEACH 108 ST. I LOOKED UP AND SAW A PLANE IN THE SKY. I DID NOT THINK ANY THING 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 LARKE BALL OF ORANGE / RED FIRE SURROUNDED BY BLACK SMOKE. THE PLANE WAS FALLING TO THE GROUND NOSE DOWN, LIKE AROCK 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 SEEONDS. 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 LANGE EXPLOSION.





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	Date of transcription $11 - 15 - 01$
전화 2011년 - 1월 2012년 2012년 1월 2	
white male,	Belle
telephone	was contacted. After
being advised of the identity of the	e interviewing agent and the
purpose of the interview, he provide	ed the following information:
On the morning of November	r 12, 2001, was walking
on the boardwalk at Beach 104 Street	t. 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 pointed to
to small pieces of metal in his driv	veway which may have been
debris from AA Flight 587.	

			<u></u>			1.00	 	
	11-12-01	at Belle	Harbor,	N.Y.				
Investigation on	<u> </u>							
File # 149A-N	Y-280669		*	Dat	e dictated		 	
by SA Pet	er M. Brady							

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	ol Olig. Report Date Assigned Case No. Unit Reporting Follow Up No: 11/12/01 13/09 CIS
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	Last Name, First, M.I.
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	Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair HYS1D No.
	E     P.     In.       D Eyeglasses     D Sunglasses     Clothing Description.       Nicknäme, First Name, Allas     Scars, Marks, M.O., Elc.
Perpetrators	(Continue In "Defails"): Wanied Arrested Last Name, First, M. J. D
	Sex Bace Date of Birth Age Height Weight Cyr Culu ran Court and Charles Cyr
	Eventiasses Counglasses Clothing Description, Nickname, First Name, Alias (Continue In "Cellin"); (Continue In "Cellin");
AF Fl	(Continue in "Certific"): The within box for detective/latent fingerprint officer only. This box will be utilized by investigator whenever possible and must be july completed when using this form to close a case "no results."
Co	mp, Interviewed in Person By Phone Date
·WI	iness interviewed in Person By Phone Date. Time Results: Same as Comp. Report : Oliferent (Explain in Details) D Yes D No D D
	NYASS CONDUCIED II YES - Make Entry in Body Re: Time, Date, YES No Names, Addresses, Results. YES No Evidence Obtained
Coi	mplainani Viewed Pholos Results: D. Yes D. Refused . Fulture
	iness Viewed Pholos Results;
19	rime Scene Dusted. By (Enter Results in Details). Crime Scene Photos By (Enter Results in Details). Ves No
	If Closing Case "No Results," Check Appropriate Box and State Justification in Details:

SAW PLANE FALL, IN TWO PIFCES ON FIRE

8 PERP 1

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	CASE OATE REVIEWED/CLOSED UF ACTIVE. DATE OF NEXT REVIEW CACTIVE CLOSED TAX REG. NO. COMMAND REPORTING RANK SIGNATURE
	OFFICER: DET. MIDALG, ERICH SUSAULAE, C.O. SINITIALS
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PERP 2

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11/13/2001

		Date of transcription	1
	On 11/12/2001,	hereinafter	DOB:
	, home residence		Belle
	Harbor, New York, 11694, home telephon	le	employment:
	retired NYC Fire Department, was inter	viewed in Belle	Harbor,
÷	Queens, NY. was advised of the	identity of the	
	interviewing agent orally and by displ	ay of identific	ation
	credentials. The purpose of the inter	view was for	to
	provide his description of the crash o	f American Airl	ines Flight
	#587. provided the following:		

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. Saw the airplane over Jamaica Bay and was looking directly at it when he saw an explosion of fire above the wing. Sector believes he was a large piece of the plane fall off immediately, but does not know what `part' of the plane it was.

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. Stated the aircraft's landing gear was up and he saw nothing unusual, including specifically no smoke of 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.

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 # _____ Date dictated _____



This document contains neither recommendations nor conclusions of the FRI. It is the pronerty of the FRI and is loaned to your avency-

### 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 Jamica 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 fusalarge of the aircraft behind or near the aft part of the wing, flowed by a larger second burst or flames. The aircraft imeaditly lost control and started a curved dive losing parts as it feil 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 dauthers 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 pasted 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 evacutated 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 seen. All the many and I mean far from what one would expect every day Joe's helping doing someting 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 aurthories 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 , 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 relustant to interview they needed faces not just the devistation. 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 nacked girl from ver nam others the brutalism of man. Why, I cried , tears finally a release At 9.30 am a limo picker me up and I was wisked into a city so changed but still so the same to do a live interview on channel 5 and so ended wy 15 minutes of fame and a morning walk.

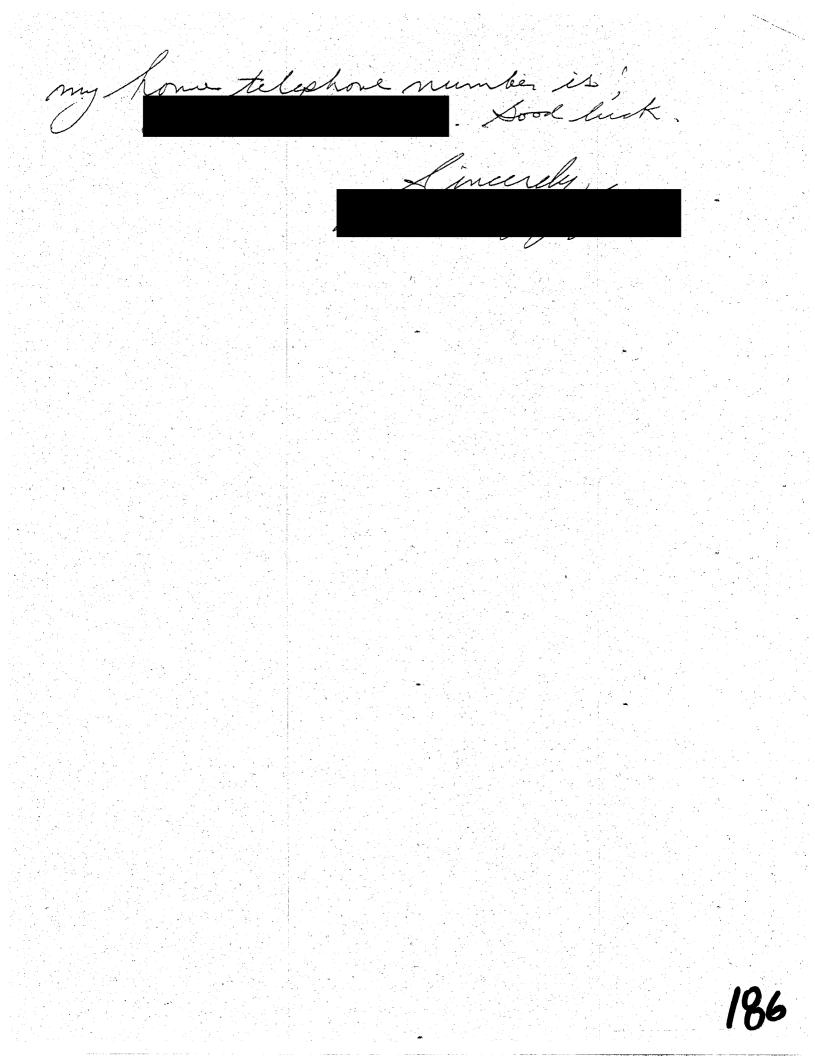
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January 7, 2002 107-10 Shore Front Parking 24 Rockaway Park n.y. 11694 Juke Schiada air Safety Investigator national Transportation Safety Board 2001 Reute 46 Suite Joy Parsippany, New Jersey 07054 Dear M. Aciada This letter is in response to your 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 was sitting at & table in my studio apartment, at the time in question, and I was having my breakfast. I was planning to go the skating, which I my hobbey, 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 & noise It appeared to be from my right, above, behind I was focing the ocean, which is south . The moise appeared to be from a jet airplane, which is a common voise where I live, and one thing struck me as unusual It sounded weak, like a See jet, not like a larger 186

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 of police the here permitted to fly other than commercial diplanet. I kept eating, not really too concerned because at sounder like & small plane, not a plane in distress. Then, I heard a noise like jets Sometimes make, like a runbling lygine, then a loud boom. I thought this was definitely something wrong to, I opened my window curtateds, and saw what appeared to be the fuselage of a get plane, level flight, Southerly direction, toward the ocean, about 2500 ft. kigh, It had a ning office yellow in color, ringing the front. It appeared to have no loingo, o mose. It had a flaming yellow part behind and separate, stall appeared to be slowing down, Then the fusalage appeared to move, front slightly upward to a second then turned to almost Straight down I abserved the plane until it dropped below my sight, and then a few seconds tates I saw a ball of dange 186

flame rise up into the air, black broke rise up in the air, leard No explosion from what must have been impact, with the ground and saw abjecto of silver or grad metal rise up, then fail down to the ground like conflicte falling to the growing moved by the wind and turning as it fell. The entre incident was observed for less than a minute, a huilding on Deach 11, the St. Johnio Home for Boys abstructed my view of the impact for about 5 seconds. It was hard to believe. I called All, and reported the I called All, and reported the mident, which, as I hest recall I described as an angland chash. I then also reported ubated san to 2 police officer detectives from the 100th precinit who visited me at home, some time after, at night I showed then the vantage point I had, described what I san and recalled, and remain preparento assist in the efforts to accidents and further the limestigation call if you need further assistance I enclose a bustiess card, and 186



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TELE IPM TELE IPM BELLE HARBOR NEW YOIZK 15 JAN 02 NY 11694 Dear Sir, Please uccept This as my statement of my observastions regarding crash of American airline flight 587 in Belle Harbor, NEW York, Mov 11 2001. 1 was wathing on Rochaway Beach Boulevard and had reached 1175T when Theard the sound of an oirplane, Mothing unusual however 1 This heave what I can only describe as a thuck causing me to look up. The plane was Travelling horizon tably right to left in a south easterly divection. On either side of the airplane were two large white cylinders 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 aquickships however it may have been rup/ured fuel lines when The engines rippied out and the fire may have been in the engine housing. about two seconds after I looked up The airglances nose went down and it planged vertically to earth. I lost sight of the airplane when it went behind rooftops and frees. if hit sending up a great about of grey black smake as the plane weent down I do not reall seeing fire or noticing if the tailfin was missing. as it started clown its airplane done a half turn and I was looking at the full stretch of the wings. 187

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the Officer did not	hear any type of explosion t	before the plane	crashed.		PERP 2
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## **Telephone Memorandum**

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

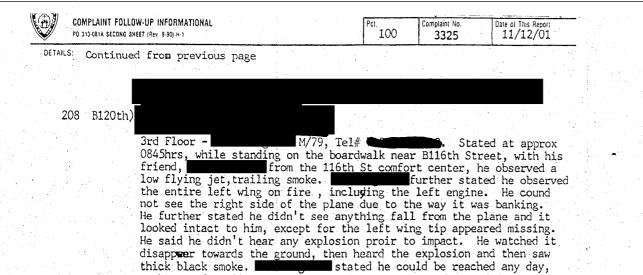
Subject: DCA02MA001, Witness Interview

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

**

He was 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.





at home, after 12 noon.

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### AA587 Witness

From:

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, 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 encourse weekday evenings after 7:00pm and on weekends, or you can contact me after 10:30 at my work number which is

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

Sincerely,

Belle Harbor, NY 11694

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

- 1 -

### FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11

11/25/01

, Queens, New York, 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 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. Stated that she looked up and saw half of an airplane, as well as pieces of flame. 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-1	NY-280669 Su	b 302	Date dictated	N/A	
by SA Va	dim Daniel T	homas:vdt		•	_197

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

To Whom It May Concern: Direction: Straightdown PARTS: NO Fire or Smoke: NO Time : Less Am A Second Ididuit loose sight of the AincRAFT. I LAS driving West on New PORTAUE. AND observed the Aircraft gu straight into the Roadway And explade. It happened in Asplit second. I am ANY.C. fire more. I pulled the box at 126 & Neuport (box used for

The incident). I told A. WIMM To CALLALL AND Then Proceeded To the disaster. I wish I could be of more help the FAR AS what I SAU, but impact is basically All I SAU. Sincaraly 193

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### FEDERAL BUREAU OF INVESTIGATION

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Invest	igation on 11/13/01	at New York,	New York		(telephonically)
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### FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription <u>11/30/01</u>

Date of Birth

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, provided the following information:

• On November 12, 2001, 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.

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.

the plane crash.

provided an office telephone number of and a home telephone number of

Investigation on <u>11/16/01</u> at Rockaway, New York File # <u>149A-NY-280669</u> Date dictated <u>11/30/01</u> by <u>SAS JOHN A. BIVONA/MARTIN M. JARMAN/JAB/njs</u>

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

### FEDERAL BUREAU OF INVESTIGATION

1 -

Date of transcription

11/19/2001

Agents Kevin Humphreys and Hyo Kang. After being advised 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-1	NY-280669			Date dictated	
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# **Telephone Memorandum**

Date: March 14, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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.

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.



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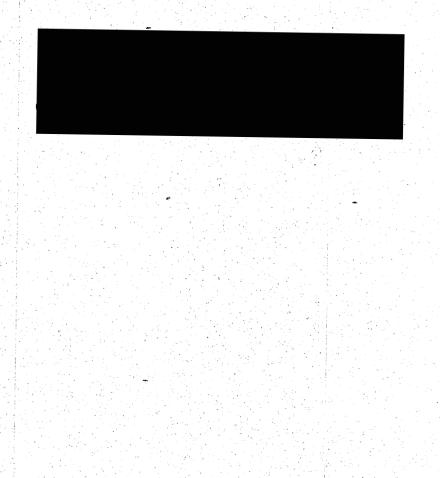
DID NOT GEE AIRPIANE

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 finite 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.







### **Telephone Memorandum**

Date: November 14, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed **and the second second second** 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'.

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



#### FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/

<u>11/17/01</u>

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

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

On November 12, 2001, was walking east from Beach 116th Street along Beach Channel Road towards his home on Beach 92nd Street. When second got to Beach 114th Street, he heard a noise from an aircraft flying over Jamaica Bay. described the noise as an airplane engine's compressor shutting down. This noise is very distinctive and familiar to based on his experience working on aircraft.

Upon hearing this noise immediately looked up and spotted the aircraft. The aircraft jerked back and forth and then saw a piece of the aircraft fall off. Immediately 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 immediately looked the airplane had crashed.

According to 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.

similar to the type of engine that was on American Airlines

Investigation on	11/14/01	at	Queens, New Yorl	ς			
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by <u>SA Tre</u>	nton J. Schm	atz					
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### 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. 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.

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### captain Jet Blue flight 79 (JFK-MSY)

Name: Time: Location: Present:

1905 EST via telephone Evan Byrne

was the captain of JetBlue flight 79, an A320 aircraft. He has about 12,500 hours total flight time. He said they were taxing 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.



FROM | MEJMcDonald

MT HOL ATTEN LLUT

E - WEST

plume as white smalle above Susalage-



Fuscinge appeared to be close to horizontal in prich attitude with a trojectory almost vontreel.

FUSELAGE ABRUPTLY GORS MOSE DOWN CLOSE TO VERTICAL (APPROX BO'RE SMOKE CLOUD IS LEPT BEHIND, I WOULD ESTIMATE THIS HAPPEMED APPROX. 1200 + 1500 FT AMSL.

POSSEIBLY ANOTHER

LARGE AIRFRAME BART ABOVE FUSELAGE

- BEFORE IMPACT APPEARED TO HAVE ROTATION SIMPLAR TO SADA OR SPIRAL DIVE, I THINK TO RETURNT. THE RATE OF ROTATION WAS VERY SLOW. - FUSELAGE APPEARED INTACT

198

UNTE IMPACT.

ph/Sax

TE : MR E BOURNE NTSB

MR BOURNE, SINCERELY HOPE THIS ASSIST YOU.

### FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription

11/12/2001

On 11/12/2001, home address stamford, Connecticut 06903, date of birth , Connecticut driver's license number, home telephone was interviewed at Terminal 6, John F. Kennedy International airport (JFK) by Federal Bureau of Investigation (FBI) Special Agent John T. Dugan and Port Authority Police Detective George J. Dorner. After being advised of the identity of the interviewing agent/detective, and the nature of the investigation, provided the following information.

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.

Airlines aircraft at the top of his windshield which was nose low (about 10 degrees) and was spiraling downward.

the airplane appeared to be coming out of a non-transparent, whitish grey cloud approximately the size of the aircraft.

Additionally, 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 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 <u>11/12/2001</u> at	Queens,	New York			
File # 14	9A-NY-280669			Date dictated	11/16/2001	
	John T. Dugan					140
by De	t. George J. Dorner				• ••••	
This docume	ent contains neither recommendations nor c	conclusions of the	FRI. It is the prope	rty of the FBI and	is loaned to your agency;	116
	tents are not to be distributed outside your	i				(7)

#### 149A-NY-280669

Continuation of FD-302 of

#### , On 11/12/2001 , Page 2

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

Airlines flight 587 prior to impact.

near runway.

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.

Investigation on

File # 149A-

by

Date of transcription

11/12/2001

Rockaway

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

- 1 -

FEDERAL BUREAU OF INVESTIGATION

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. 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.

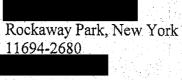
advised that once the engine separated from the plane, the plane lost control and appeared to be headed towards the ground. He lost sight of the plane behind some buildings and then saw a plume of black smoke.

	MUDEXCO
Control #: NY9 Lead #: 5	NOV 2001
	(telephonically)
stigation on <u>11/12/2001</u> at <u>New York, New York</u> # 149A-NEW Date dictated	
SA Thomas Q. Krall SA Roy W. Pollitt III	77

WON-

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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.

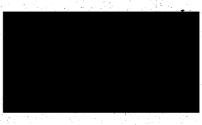
I could not walk that direction the next day as I was upset, but the second day I went up to

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.



TRANSPORT

National Transportation Safety Board

## **Telephone Memorandum**

Date: February 5, 2002

Person Interviewed:

Subject: DCA02MA001, Witness Interview

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 then 90-degrees." The airplane then disappeared behind a house and a fireball rose up from ground. The engine landed in a neighbor's yard.

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



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23. 223 126 ST UP AND SAW A PLANE VERY LOW TO THE GROUND HE HEARD A PLANE THAT SOUNDED LIKE THE CONCORDE AND LOOKED THE PLANE FALL TO THE GROUND BENING THE BUILDINGS. 24. 233 100

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