Witness Group Factual Report

APPENDIX F

Documents Pertaining to Witnesses 201-250

DCA02MA001

National Transportation Safety Board

Telephone Memorandum

Date: July 2, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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

She heard the loud grumbling of the SST, and after about three seconds she realized it wasn't the SST, and looked out the window. She observed the airplane descending at a "slight angle, and "except for the nose and middle of the airplane", it resembled "more like a missile." With no discernable wings or tail.

She observed the airplane for about 10 to 12 seconds and heard a loud explosion, which was followed by a mushroom cloud.

did not observe any smoke, or fire coming from the airplane. Additionally, she did not observe any parts separating or falling from the sky.

424 B135 ST

NO ANSWER

"In kitchen in rear of the house, noticed ceiling for shaking and heard a loud whining. Saw plane falling like a rocket (No wings) then loud explosion, huggeflames and black smoke".

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National Transportation Safety Board

Telephone Memorandum

Date: April 11, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was outside talking with friends who were working on a house located near 130th Street and Rockaway Beach Boulevard. He heard a loud noise that he further described as "not an explosion, like a roar." He looked up and observed the airplane climbing in a left turn. He was looking at the bottom of the airplane and could clearly see both wings and both sides of the horizontal stabilizer. He also observed black smoke coming from the left side of the fuselage near the wing. The airplane then pitched nose down and was heading toward him.

turned around and began to run, he did not observe the airplane further. He estimated he observed the airplane for about 30-40 seconds.

was a retired fire fighter. He further stated that he was 100 percent certain that airplane was on fire during the time he observed it. Additionally, he did not observe any parts falling or separating from the airplane.

In the morning of November 12, 2001,

I was sitting in my sunvone which
has three large windows fring last
and three large windows faing south
My home is on B. 145 St between
Newport and Carnston Ave It is
approximately 14 blocks away from the

Crush Site.

At approximately 9:10 I was
distracted by what appeared to be a
farge object, shaking in the sky with
Libbons of Smoke flowing from it. As
I looked up, I realized I had an

unabstructed view of this large torpedolike shape which was heading fast

and fininisty toward the earth.

Its it was failing Cownward,

two smaller objects feel propidly and

simultaneously the airplane Continued

to travel very fast at a very stress angle

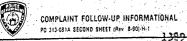
juntil it orached out of my sight. I

then saw a huge fire bull vise from

sehind my neighbor's garage histor

heary, thick, black smake, following

heavy, thick black smile following. In explosion. I didn't helm anything. ribbons of smike torpedo Shipid ubject (airplane)



Page 3 of 3 Pages

Pct. 100 Complaint NS3225 Date of This Report 11/12/01

DETAILS.

C. 444 BEACH 145 STREET (PRIVATE HOUSE)

SPOKE WITH A F/W/50YRS

STATES THAT SHE WAS SITTING NEAR HER BACK WINDOW WHEN SHE HEARD A LOUD NOISE AND SHE LOOKED OUT HER REAR WINDOW AND SAW TWO OBJECTS FALL OFF THE PLANE, SHE FURTHER STATES THAT AFTER THE OBJECTS FELL FROM THE PLANE IT SUDDENLY NOSE DIVED TOWARDS THE GROUND AND THEN SHE SAW ALL THE SMOKE COME UP.

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Page 19 of 2 Pages
PCI: Complaint No. Date of This Report
100 3325 11-12-01.

-----Saw the engine on fire. The nose was down and then I heard the explosion.

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המחייו ויייד מדנקניקים זה

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NATIONAL TRANSPORTATION SAFETY BOARD

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

Jahuary 2, 2002

Dear Sir or Madam,

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

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

In your statement please indicate your location and what you observed and/or heard. If applicable please discuss the following: Crossing Beach 134 ST between Beh Channel Dr and Cronston Ave - Plane was very 100, but parallel to ground

1. The direction the airplane was traveling (up/down right/left?)

from left toright towards the Ocean 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? Les - Dobserved the regat wing flip over and fall and alwest immediately afterwards—the regard engine ded the 30 Did you observe any smoke or fire coming from the airplane? If so, where was it coming Same

from and was it present the entire time you observed the airplane? but I saw he smoke or Tere the sky was perfectly Clear,

4. How long did you observe the airplane?

about 30 seconds

5. If you lost sight of the airplane, what was your final view of the airplane? I had fremedoud new in the opposite derection (towards the bay) to look it was Additionally, I would appreciate it if you would provide me with a telephone number and the best Some time to contact you should future need arise.

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

Sincerely,

Luke Schiada

Air Safety Investigator

COMPLAINT - FOLLOW UP	E Ozima		Pci. OCCB No.	AGEO	Date of This Report	= 14
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National Transportation Safety Board

Air Safety Investigator

Telephone Memorandum

Date: January 17, 2002
Person Interviewed:
Subject: DCA02MA001, Witness Interview
witnessed the subject accident and contacted the Safety Board after he received a request to provide a written statement of his observations. During our conversation, he stated:
He was working on roofing job in the local area with restaurant located on 80 th street and Rockaway Beach Boulevard when and observed the accident airplane with a fire present in the area of the left wing. He described the airplane's motion as "out of control and getting worse and worse." The airplane was repeatedly turning left and right and he then observed "something fall off the airplane." The airplane then went "straight down." He stated he did not observe any explosions while the airplane was in-flight, and he also did not recall observing any smoke.
estimated he observed the airplane for about 10 to 20 seconds. Gella Schadic

FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/15/2001
	was interviewed at her ine Bush, NY, telephone entity of the interviewing agent and ew, MOORS provided the following
NY 11694, telephone residence on the morning of attending the 9:00am mass at been delayed as she was talking:15am was outside, pac she happened to look into the	St. Frances de Sales Church but had ng to her grandson. At approximately king her car to return upstate when sky and saw a plane heading towards an incline, flying low, and appeared
shooting out. On her right s then watched as the plane turn	eft engine was on fire with flames ide she saw something flash down and ed and went straight into the ground. ky as going technicolor.
down so fast she couldn't do neighbors to come out after t	and warn people but the plane went anything but start yelling for the he plane crashed.
did not see a	ny debris by her residence.
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Investigation on $149A-NY-280669-302 - 404$	11/1-5/2001 Date dictated
SA Elizabeth R. Morris W	CONTROL # - NY 44

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.

Rockaway Park, New York 11694

January 14th, 2002

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

Dear Mr. Schiada:

Re: Your letter of January 2nd, 2002

In response to your letter dated January 2, 2002; I was at Breezy Point Golf Course, on the 11th green, waiting to putt. Breezy Point Golf Course is located in Riis Park, off of Ocean Promenade which is also known as the Boardwalk on the South and Beach Channel Drive; Marine Parkway Bridge to the North.

On November 12th, the weather was not your typical November day, the day warm, clear and bright. We had a five-some and one of the other golfers was putting, when I heard a plane in the distance (West), it sounded as if one engine would not turn over. The sound was like a car in the winter, chocking trying to turn over. I looked up, the plane itself was in the ascending mode. I would guess just over Jamaica Bay traveling westward. As it was rising and the engine sputting, trying to turn over; I remembered thinking, if it does not turn over soon, he is in serious trouble. As I was thinking that, the right engine seemed to explode, as if a bomb or something triggered the explosion. The right engine caught fire, first a dot of red and then blue and orange-red flames burst out of this engine. All of a sudden an explosion took place and the engine exploded, the engine with the wing came off of the aircraft. At that moment in time it went from traveling West took a nose dive, however not a direct nose dive, the craft turned to its left which would be South with dark gray smoke, which was thick and almost back made a steam in the sky, also encircling the body of the craft as it crashed to the ground.

I honestly believe that when I first observed the plane it was totally in tact, by which I mean the tail was still part of it. I believe after the explosion the aircraft just burst into pieces, crashing to the ground and Jamaica Bay. If the pilot would have gone over Rockaway, instead of Jamaica Bay, I believe the plane would have crashed into the Atlantic Ocean. However the pilot was following the proper route, out over Breezy to the Ocean etc....

I yelled "Oh my God!" What the "F____", "a plane just went down. A Plane just went down", I just kept repeating "a Plane just went down"...I could not believe what I just witnessed.

Since we were all stressed out from September 11th, now this, a thought passed in my mind. The thought was the Osama bin Laden was getting even with Rockaway for what Mr. Moran had said. Quote, unquote, "Mr. Osama bin Laden, I am from Rockaway and you can Kiss my Irish American Ass".... Did the terrorist not sabotage this plane to make if appear as an accident and have the plane fall into Mr. Moran's neighborhood? Then another thought, no it's not terrorist, I heard the noise from the engine, and it would not turn over. My next thought is Oh my God! My husband is home, where did the plane land? I then panicked, I did not know where, but I did know that the plane fell somewhere in the Rockaway Park or Belle Harbor section. I started to run to my car with my friend Neil Mc Neils to get to my cell phone, which was in the trunk of my car. I could not wait to hear my husband's voice. We ran off the tee to my car which was in the parking lot, my chest was pounding and I lost my breath, I felt as if I was going to collapse. Finally we reached my car and I called home.

I live in a Co-op Building on Beach 118th Street and Ocean Promenade, till my husband answered the phone, I was hyper-ventilating, I was very scarred and nervous not knowing or want to know... when he finally answered the phone, I was so relived that I started to cry, just knowing he was okay and I was okay. I then told him about the plane, my husband said that our entire building shook as if there was an earthquake. He asked me if I knew where the plane went down, I told him I was not sure, but it was close to us. I would be home within the next 5 minutes God willing, or else I would call again. I then handed the phone to to call his house, he was screaming and cursing thinking it was terrorist, I kept telling him I heard the engines. Until his wife answered, he was beside himself. She answered and he started to shake...I told him he could not drive like that, he said he would be okay...so we both left the parking lot to go to our homes.

My after thoughts were if I heard the engine was having trouble, would not the pilot hear it too? What did his instruments register? Did it say engine failure? Did he not maybe try to abort takeoff and return to JFK?

Some of my other afterthoughts I had were, as they say hindsight is 20-20 sight. Was it sabotage? JFK airport can easily be accessed by Rockaway Turnpike, or a number of different ways. Anyone could have possibly posed as a delivery person or whatever, change their uniform...join the crew checking the aircraft and do whatever ...(I don't believe the crew members look to see who is working next to them).... plant a bomb...change back to the other uniform wait until after he/she leaves the airport...wait until the plane takes off.... then detonate it when the craft is in the air...

I had to get out of Rockaway, so my husband and I decided we would do what we planned to do, go to the cemeteries to visit my mom and his. My mom is in St. John's on Woodhaven Ave., and his mother is in St. Raymond's in the Bronx. After the cemeteries, we made our way back to Rockaway, the back way from the Bronx. As my husband and I were traveling on Beach Channel Drive, the recovery team just recovered the Tail section. As they were lifting it out of the water and putting it on the dock both my husband and I commented, it was not ragged, it was just "disassembled". So another question I have, why was it not ragged? It looked as if someone surgically removed it from the rest of the craft.

Now to answer your questions in order:

1-The direction the airplane was traveling (up/down-right/left?)

Answer: The direction the airplane was traveling was up.

2-Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts?

Answer: Yes, the right wing with the engine that was in trouble.

3-Did you observe any smoke or fire coming from the airplane? If so, where was it coming from and was it present the entire time you observed the airplane?

Answer: I did observe smoke and fire coming from the airplane. First I observed it looked like a spark, blue/red/orange then a flame.... then smoke...dark thick almost black. It was coming from the right engine. No, when I first heard the plane and saw it, there was no smoke or fire.

4-How long did you observe the airplane?

Answer: I would say approximately 60 to 90 seconds (it happened so fast) from the time I heard the engine to the time I witnessed the explosion and the final dive to the ground.

5-If you lost sight of the airplane, what was your final view of the airplane?

Answer: My final view was a dark jet stream of smoke engulfing the passenger section of the plane, when the plane which was going in a westward direction, suddenly turned southward and plummeted down toward the ground.

If I can be of any further assistance, or to clarify anything that I wrote, you can contact me at the following numbers:



Very truly yours,

Date of transcription

11/18/2001

FEDERAL BUREAU OF INVESTIGATION

On 11/18/2001, Special Agent (SA) Carmine A. Esposito
interviewed date of birth, home
address, Far Rockaway, New
York, home telephone number, pregarding her
observations of the crash of American Airlines flight #587 on
11/12/2001. The interview took place at her place of business,
West End Realty, 209 B 116th Street, Far Rockaway, New York.
After being advised of the identity of the interviewing Agent and
the nature of the interview, she provided the following
information:

She was playing golf at Breezy Point Golf Course on 11/12/2001. On one of the holes, she stopped when she heard what she believed to be an airplane in distress. She looked up and saw American Airlines flight #587. She stated that she heard the engines laboring. She described the noise from the engines as a stuttering noise. Shortly thereafter, she saw the right wing burst into flames. Then, she saw the airplane nosedive into the ground.

Investigation on 1.	1/16/2001 at	Far Rocka	way, NY		·	
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ANSION NOILS

National Transportation Safety Board

Telephone Memorandum

Date: February 28, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, he

He was pushing a wheel chair patient on Beach 139th Street, when he looked up and saw the Airbus tilting to the left. It was making thumping sounds like an engine backfiring. He saw debris falling that looked like paper and then saw some fire and smoke and saw a cylinder fall off the airplane. He then saw it dive and crash.



 Page
 12
 of
 2
 Pages

 Per:
 Complaint No.
 Date of This Report

 100
 3325
 11-12-01.

-I was on the street (B141 and Rockaway Beach Blvd.) putting a patient in a wheelchair. I saw the plane, tail down and nose up. I saw fire under the left engine. The wing and engine seperated and the plane tilted left, and nose dived straight down. Pieces were falling off of it.

2. Status: Case open.

Dat	e of Orig. Repo			ase No.	Unit Report	ng			3325	I F	11/12		PERP 1	
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	Fie furth	er observed p	acts of the left wing fall	l off from the fuselage. This	s plane then arched d	lown
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TRANSPORTER TO A STATE OF THE S

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, he

stated:

He was standing on 116th St and heard a loud noise and looking up saw the left wing of the aircraft dip with the nose sliding sideways. He saw what he thinks was one engine falling off the plane. He also remembers that the tail of the aircraft was gone. He saw the aircraft for 2-3 seconds before it crashed. He did not see any fire or smoke coming from the airplane.

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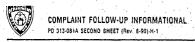
Jan 10, 2002 Dear Sir did see fle 587: It flew over my home at 442 Black 124 St going in a S.W. Path making more noise ther any plane I have ever heard. I looked Out our second floor window and saw de right wing on fire and the plane in a nose down direction. I grabbed my grandson direction. I grabbed my grandson below below service please cold at number below service. 217

FEDERAL BUREAU OF INVESTIGATION

		Date of transcription 11/12/2001
was interviewed by Speadvised of the identif	N.Y. 116 ecial Age ty of the	442 Beach 124 694, telephone number emt Richard J. Shaw. After being e interviewing agent and the nature ided the following information:
2001, she was babysite noise come from outside window and saw an airguicked up her grandson	ting her de her ho plane fly n and cal e	on the morning of November 12, grandson when she heard a loud ouse. I looked out her front ying in flames. I immediately led to her husband to get out of left the house the plane was gone did not recall hearing the plane
CLASII.		•
		•
Investigation on 11/12/2001 at	Queens,	New York
File# 149A-NY-280669-302		Date dictated 11/12/2001
by SA Richard J. Shaw:rj	s	

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Date of Orig. Report 11/12/O1 12/12/O1 12/1
Complainant's Name - Last, First, M.1. Last Name, First, M.1. Home Telephone Business Telephone Position / Relationship Sex Race, Date of Birth Age PERP 2 Total No. or Perpetrators
Last Name, First, M.I. Address, Include City, State, Zip Home Telephone Business Telephone Business Telephone Position / Relationship Sex Race, Date of Birth Age PERP 7 Total No. of Percetrators Wanted Arrested Last Name, First, M.I. Sex Race Date of Birth Age Perp 7 Apt. No Res. Pct. Age Reight Fil. In Weight Eye Color Hair Color Hair Length Facial Hair NYSIO No. CHOICE Continue In "Details"): Wanted Arrested Last Name, Alias Scars, Marks, M.O., Etc. (Continue In "Details"): Wanted Arrested Last Name, First, M.I. Address, Include City, State, Zip Apt. No Res. Pct. 17 CHOICE 17 CHOICE 17 CHOICE CHOICE 17 CHOICE CHOICE CHOICE CHOICE CHOICE
Home Telephone Business Telephone Position / Relationship Sex Race, Date of Birth Age PERP 7 Total No. oi Perpetrators Wanted Arrested Weapon Describe Weapon (If lirearm, give color, make, calibre, type, model, etc.) Wanted Arrested Last Name, First, M.1. Sex Race Date of Birth Age Height Weight Eye Color Hair Color Hair Length Facial Hair NYSIO No. CHOICE CHOICE Nickname, First Name, Alias Scars, Marks, M.0., Etc. (Continue in "Betails"): Wanted Arrested Last Name, First, M.1. Address, include City, State, Zip Apt., No Res. Pct. (Choice Continue in "Betails"): Wanted Arrested Last Name, First, M.1. Address, include City, State, Zip Apt., No Res. Pct. (Choice Choice Continue in "Betails"): Address, include City, State, Zip Apt., No Res. Pct. (Choice Choice
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FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."
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Witness Interviewed in Person By Phone Date. Time Results: Same as Comp. Report : Different (Explain in Cetalis)
Canvass Conducted II Yes - Make Entry In Body Re: Time, Date. Crime Scene Visited II Yes - Make Entry In Details Re: Time, Date. 19
Compilalnant Viewed Photos Results:
☐ Yes ☐ Refused ☐ Future CHOICE Wilness Viewed Photos Results:
☐ Yes ☐ Refused ☐ Future Crime Scene Dusted By (Enter Results in Details) PERP 1
Yes D No
. If Closing Case "No Results," Check Appropriate Box and State Justification in Details: □C-1 Improper Referral □C-2 Inaccurate Facts □C-3 No Evidence / Can't ID □C-4 Uncooperative Complainant □C-5 "Leads" Exhausted
DETAILS: CANVASS OF 124 st., BETWEEN RBB and NEWPORT AVE.
INVESTIGATION OF PLANE CRASH . 124 st. and NEWPORT AVE.
saw airplane wing on fire fall to ground 2
PERP 1
REPORTING RANK SIGNATURE HILDIG, ERICH 905452 CIS
REPORTING RANK SIGNATURE NAME PRIMITED FOR SIGNATURE SIGNATURE C.O.'s INITIALS REVIEWING / CLOSING CASE ENTER DESIGNATION VAN SIGNATURE C.O.'s INITIALS SUPERVISOR: CLOSED: C OR B



was on beach 116 St and saw the plane flying low, he stated that he saw an explosion and that it was towards the back of the plane.

Case is active.

CASE CACTIVE CCLOSED	D/Q	E REVIEWED/CLASED	JF AC	TIVE. DATE OF NEXT REVIEW	W
REPORTING RANK. OFFICER: DI	ET Sig	NATURE	NAME PRINTED Serrept		TAX REG. NO. COMMAND 382140 MNBIT
SUPERVISOR) ()		DESIGNATION OR B OR B	SIGNATURE	10/	C.O.'s INITIALS

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

FEDERAL BUREAU OF INVESTIGATION

. 현실 10명 전 시간 역사를 된다고 하는데 모든데 10명 이 사람 이 1 12명 전 이 사람들은 사람들이 보면 보다는데 보다 중요	Date of transcription 11/13/2001	
Brooklyn, New York 1 was interviewed the interview were New York P Conway Police Department Sergeant He advised of the identities of	at his residence. Also present at olice Department Detectives Larry rtin and New York	
November 12, 2001 he observed towards him as he was working 447 B 122nd Street, Belle Harl that at first he noticed how be	on a residential roof located at bor, New York 11694. stated beautiful the airplane looked but rplane veered left toward the water	
airplane's right side engine w	he then observed fire from the which quickly separated from the g in the airplane dipping and diving down into the ground.	
further advised that he did not observe any other fires nor did he observe any smoke. In addition, stated that besides the separation of the airplane's right side engine he did not observe any further separation of the airplane.		
Investigation on 11/12/2001 at Brooklyn, New York		
File # 149A-NY-280669-302	Date dictated	
by SA Kevin C. Mathieson		
さんしゅう ほうがたい アイ・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・		

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

FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/19/2001
Rockaway, Queens, New York,	ress Far telephone , was
interviewed by FBI Special Ac	gents Kevin Humphreys and Hyo Kang.
	dentities of the interviewing agents iew, provided the following
information:	
At approximately 9:	:00 a.m., had just left 504
Beach 139th Street, Queens, N	New York, where she works as a home
	g down Beach 139th on her way home as neard a loud noise and looked east.
She saw the plane heading in	a southernly direction towards the
ocean. There was a fire under from the plane and it started	er the right wing. Something dropped drocking from side to side. The
plane was over the houses the	
보통하다 경기 등에 보고 있다. 그는 1, 2000년 1일	
엄마 노래의 동안 하는 강 노제 살이 되었다.	
Investigation on 11/12/2001 at Queens,	New York
File # 149A-NY-280669	Date dictated
SA Kevin J. Humphreys	

A LANGO A STANDARD OF A STANDA

National Transportation Safety Board

Telephone Memorandum

Date: June 26, 2002
Person Interviewed:
Present: Luke Schiada, Witness Group
Subject: DCA02MA001, Witness Interview
witnessed the subject accident airplane. During our conversation, he stated:
He was 26 years old and employed as a security guard for the Neponsit Hospital. He was outside at 149 th street and Rockaway Beach Boulevard, when he observed the accident airplane "real low " in a left turn. The airplane was "flying fine and then the right engine blew up." observed the vertical tail and other unidentifiable pieces falling from the airplane as the airplane entered a descending "twisting nose dive" toward the ground. At that point, the airplane was turning left and he observed fire coming from the airplane's "right wing/right engine" area. He then observed a black mushroom cloud rise up from the ground.
added that he observed the airplane descend for a couple of seconds; however, he observed the airplane for "15 minutes." He was asked if he meant "15-seconds" and he reiterated that he watched the airplane flying normally for 15 minutes. He did not recall any unusual sound associated with the airplane.

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PERP 2	STATES THAT HE LIVES AT 1 BEACH 105 STREET AND THAT HE IS HERE TO CHECK ON HIS UNCLE. ALSO STATED THAT HE HEARD AN EXPLOSION LOOKED UP AND SAW THE WING ON FIRE. THE WING FELL OFF HITTING THE REAR OF THE PLANE AND THEN IT TOOK A DEEP DIVE AND THEN EXPLOTED.	24 PERP 1
10 CHOICE		PERP 2
CHOICE	CASE OATE REVIEWED CLOSED	
	TACTIVE DCLOSED REPORTING OFFICER: REVIEWING CLOSING RESIDED INAME PRINTED IULO INAME PRINTED IULO RESIDENTIALS COMMAND COMMAND	
	SUPERHYSOR:) / (CLOSEO: C ONS ON THE PIPE AND F MID)	

O First the plane was traveling sw then int weed into a steep. dive, almost straight Datu plane was en ils untiel doesn't it gamed on incudible amount of speed in a very short time. El could not identify any thing soming of the plane but there were a few. elt was as if the high speed were cousing It to loose pieces. 3 Whom the plane began it's dive there our flames coming from the estaboard side of the fisalize where the wing mets the plane. As the plane guened speed 223

just before il last site (at the tree line) the flames were "almost to the tail, along the outside of the fuselage. D aprox 10-15 Sec. 3 Summing to the ground right at the tree line, aprox 200' off the ground. Elustantly there was a shuge black cloud with a fix ball.

FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/13/01
Cresskill, New Jersey, 07626, I number , was advis interviewing agents and the pur	s Detective GEORGE SANTIAGO of the
is an Audi 54th Avenue, Long Island City,	o Engineer with NBC NEWS, 2-10 New York.
178, (The BA Plane) which was s	enger on BRITISH AIRWAYS Flight# cheduled to depart from JOHN F. or London at approximately 9:00AM. 14-K, a window seat, which is in ated towards the front of the seat faced towards the
onto the runway, south west sky and saw a jet de approximately a 5 degree angle flames coming from the west sid meets the fuselage.	from the vertical. There were e of the jet, near where the wing could not tell if he was looking
Approximately 10 to 1 while The BA plane was on the r cloud of white steam or smoke of Terminal.	5 minutes prior to this incident, unway, saw a large coming from behind the TWA
Investigation on 11/12/01 at Queens, N	lew York
Investigation on 11/12/01 at Queens, M File # 149A-NY-280669-302 SA MICHAEL O'MAHONEY by SA ROBERT M. LEWICKI	Date dictated 11/13/01

January 16, 2002

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

Dear Mr. Schiada,

The purpose of this letter is to respond to your correspondence dated January 9, 2002, concerning the crash involving American Airlines flight 587 on November 12, 2001.

On the morning of November 12, 2001, my husband and I were on the 8:45am Sea Streak ferry from Atlantic Highlands to Manhattan Pier 11. We were just south of the Verrazano Bridge when I began to watch American Airlines flight 587. I will answer the questions in the order set forth in your correspondence:

- 1. The plane was traveling south and flying level.
- 2. I did not observe any parts separating or falling from the airplane.
- 3. I did not observe any smoke or fire coming from the plane.
- 4. I observed the plane for a couple of seconds. After a few seconds, I watched the plane "nose dive" toward the ground. My husband, who did not observe the plane going down, and I looked back to see a large mushroom cloud of smoke.

I can be reached during the day at a second and in the evening and in

Sincerely.

FEDERAL BUREAU OF INVESTIGATION

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			DOB:				Sea_Br	ight,
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of t	he inte	erview.	She prov	ided the	followir	ng info	rmation:	

which travels from Atlantic Highlands to Manhattan (it docks at Pier 11), she recalled that at about 9:00 A.M. she observed an aircraft flying level that appeared to stall and fall to the ground. She then observed a mushroom cloud of smoke coming from the ground where she last saw the plane. She did not observe the plane to be on fire or emitting smoke prior to it disappearing.

lead NY97

Date of transcription

11/17/01

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lead 9732. ~	pd				
Investigation on	11/17/01 at	New York, 1	New York	(telephonically)
File # 149A-N	Y-280669 - 302 -	181	Date dictated	11/17/01	
by Michae	l N. Porzio Mhp				

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/13/2001

On 11/12/2001, the following investigation was performed by Supervisory Special Agent (SSA) STEVEN L. WINTERS of the New York Office (NYO) of the Federal Bureau of Investigation (FBI).

advised that he observed the crash of AMERICAN AIRLINES FLIGHT 587. He heard a "rumble", and looked up. He saw the aircraft going hose down toward the ground. Mr. OBYRNE stated that he did not see the king on the aircraft at this time. He did not see any smoke coming from the aircraft. He stated that he could see the fusilage "vividly" as it came down. He then observed the explosion as the plane impacted the ground.

Name: Address:

Belle Harbor, N.Y

In estimation to 1/12/2001 at Belle Harbor, New York

File # 149A-NY-280669

Date dietated

11/13/2001

225

by 3 SSA Steven L. Winters/SLW:slw .

This is a statement Regularding the cross OF FLIGHT 587 ON NOV. 12, 2001 Which I witnessed STATEMENT IS DEING MEIHER by Dry Day Found John J. ANTONACI I was Reding in the passanger Frent SEAT IN A Schools deven by my boy Friend he was Token me To warle The vehicle was Treneling is Bound on the BELT Booking in the LETT LANG. WE WERE possing Exit 98 IN Chepcheat Bay in the VICINITY OF Plun Book deiving up Inches Toward East 11 N+1. While deving Up Inchive I can a know plant in the Air The other America WERE IN the VICINITY ONE WAS A hebreapter the other was a private PLANT. I SAN Adite smake Comming out OF Both Chiques OF the LARGE PLANE THAT WAS TAKEN OFT. AFTER THE White Smoke I OBSERVED The LEFT ENGINE FLY UP IN the AIR AND A BOHOF FARE COME FROM the middle of the plane I Told my pay Faired John there something WRONG With the plane up there it on FIRE. I son the left ingive FALL OFF THE PLANE And The plane dived STRAIGHT down AFTER the Carelt I son & BALL OF Black Smoke When the PLANE CRASHER. This is a TRUN An Account STATEMENT. O TRAVELING UP. (2) YES I SAN LOET ENGINE FAIL OFF PLANE. (3) SMOKE FROM Both Engines - BALL OF FIRE FROM and of be (4) 3 mrv. To 4 min. 6) A Cloud OF Black Smoke Hone plan. 276



| Page 2 of 2 Pages | Pel: | Complete Ao. | Date of this Asport | 100 | 11/12/01

Interview # 2

An interview was conducted with Vincent Occhipinti, Shield # 5760, NYFD/EMS.

Fire Marshal Schmidt stated that informed him in sum and substance that he working with his parmer when they observed a plane in trouble. He stated that he observed the wing come apart from the plane body and that it also looked like the engine came apart from the fuselage.

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AA587 Witness

From: Sent:

Thursday, January 10, 2002 1:22 PM

To:

AA587WIT@ntsb.gov

Subject: (no subject)

Mr. Luke Schiada:

This email is in response to your letter dated January 2, 2002 regarding AA Flight 587. I was at my home which is located on Beach 143rd Street between Neponsit Avenue and Rockaway Beach Blvd. I heard what I thought was the Concorde flying over, but felt that it didn't sound quite right. Having lived my whole life in Rockaway I am extremely familiar with the sound of airplanes overhead. I walked out onto my back porch which faces in the direction of the airport and looked up into the sky. The airplane was clearly visible and was traveling upward. At that instant you could hear a loud "explosive crackling sound" and the plane proceeded to "break apart". I did not see any flames or smoke while the plane was in the air. I would say that I observed the aircraft a total of less than two minutes from start to finish. As the pleces fell to the ground and out of sight, I ran into my house. There was no word of any air incident on the radio until minutes later. At this point you could see the huge black smoke cloud rising into the sky from the ground.

If I can provide you with any other information that you feel might be helpful, you can email me at the above address or telephone me at

Sincerely,

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10	states that at time of occurrence she heard a loud rassociated with the Concorde and looked out her rear porch and observing into passes, heardforackling noises as this occurred and witness had no further to add to this investigation.	served the p	ne had la b e w smoke.
CHOICE	2. Investigation continuing. CASE ACTIVE		PEAP 2
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11/12/01 3325

21. Resident

21. Resident

345 Beach 132 Street

only the nose of the plane with the word American. Debre was flying around.

22. Resident

545 Beach 132 Street, stated in was at his motor house, at 237 Boach 117 Street, and first saw the plane flying straight the correct way and then when he locked back he saw the plane noise diving down.

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AA587 Witness

From:

Sent: Friday, February 01, 2002 4:59 PM

To: AA587wit@ntsb.gov

Subject: Eyewitness to AA Flight 587 plane crash

I am an eyewitness to the plane crash on November 12, 2001 in Belle Harbor, NY:

I live directly behind the Texaco gas station where one of the engines fell. I saw the plane on fire, very low in the sky. There was a fireball behind the left wing of the plane.

If you need additional information or need to reach me, here is my information.

Belle Harbor, NY 11694

Thank you.



Page 2 of 2 Pages

Pct. | Compilifit No. | Oate of This Report | 11-16-01

DETAILS:
CONTINUED:

#148;
OBSERVE PLANE COMING OVER THE TREES, AND DID OBSERVE SMOKE COMING FROM THE RIGHT EN ENGINE, THEN THE PLANE WENT DOWN. SHE THEN WENT TO CRASH SITE. NO INJURIES; OR DAMAGE #132rd. ST:

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FEDERAL BUREAU OF INVESTIGATION

			Date of transcription	11/16/2001
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Investigation on	11/12/01 at	Queens, New Y	ork	
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	On this date the undersigned interviewed stated that he observed the engine on fire, the right wing was	
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1	then nose dived into the homes.	TT
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Van Suke Anking lot on Beh 1/3 I facing west dooked up and saw a get plane banking left wing on fire De The plane was traveling from my right to my lift going South Do Saw nothing fall off and didn't 3) Upon futher study the wing on flames shooting out the front top of the engine. There was a trail of black smoke the whole time the plane was horisontal I don't know after that. (4) of felt the plane was still over water about to come onto land I have no Idea how long of was watching. It felt like 10-0215 lover)

156 BEACH 935

KOCKAWAY BEACH

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behing the Fire Hause on Bah 1165.

a couple of minutes later I saw a
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some point I saw the right engine
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Sood Suck

BEACH 11651 Parking Lot approx 1/3 35 X me 1. 1 Al Laums Supermarket

FEDERAL BUREAU OF INVESTIGATION

			anscription 11/15/01
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on Beach Channel Dr Airlines plane over banking hard left w saw smoke coming ou of the left engine. it continued down. pieces of debris(sh after the plane wen	rive and 112th head. with the left to the back state advised iny metal) in	St. when he obstated that he owing down. and fire cominged he lost view that he observent	advised that he out of the plane as ed floating
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Investigation on $11/15/01$	at Queens, Nev	w York	
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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

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NOITATION

National Transportation Safety Board

Telephone Memorandum

Date: November 16, 2001

Person Interviewed:

Present: Debbie Roland, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed who was employed at Ogden Services as a supervisor of field operations at the JFK International Airport, via telephone. During the conversation, he stated:

His office window overlooked runway 31L. He was in his office when he glanced up and viewed the accident airplane on the takeoff roll. He heard the takeoff and stated there were no unusual sounds. He was distracted by a phone call and the next time he looked at the airplane, it was heading towards Rockaway and there were flames coming from the starboard side where the right wing meets the fuselage. He stated the flames were yellowish in color. The airplane was in level flight and he observed a piece of airfoil drift towards the ocean and small debris "raining down." He stated the airplane then rolled left as the "tail swung approximately 30 degrees to his left." As the left wing dropped, the airplane's nose went down. He stated the nose arched from the left side toward the right side and appeared to perform a full cartwheel. Additionally, he observed sizable pieces coming from the airplane; however he was unable to determine where the pieces originated. He stated the cartwheel was fast and violent and then he observed a possible "additional cartwheel or the airplane spinning in mid-air."

He then observed the airplane in a "slow glide" with the nose facing up. He observed a part of the airfoil coming down and thought it was the tip of the left wing. However, he stated the left wing looked intact. He then observed the airplane going into a steep nose-dive. He observed a large black cloud of black smoke that quickly turned to a white color.

previously worked for Piedmont Airlines for three years as an operations coordinator. He is currently receiving instruction towards a pilot's license.

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, and

AA587 Witness

From:

Sent: Tuesday, January 15, 2002 1:14

To:

AA587WIT@ntsb.gov

Subject: (no subject)
Dear Mr. Schiada.

This refers to your letter dated January 2, 2002 concerning the crash of American Airlines flight 587 which crashed in Belle Harbor on November 12,2001. I apologize for not replying sooner as I have just picked up my mail from the Post Office.

My account of the above is as follows.

I reside at 137, b126 Street, Belle Harbor.

My apartment is the top floor of a 3 storey house facing East. I have an uncovered balconey also facing the same direction.

On November 12th I was at home on a day off work. I was watching the Regis and Kelly live show and it was just prior to the bit where they bring down the wheel with viewer telephone participation, so it was approximately 0913am.

I heard a loud noise which sounded like the Concorde flying very low overhead.

I started to open the balcony door so I could go out and watch the (as I thought)

Concorde as I knew it was just being put back into service.

The 'Concorde' noise stopped and there was some other muffled noises.

Then the same loud 'Concorde' noise started again, then stopped.

Then there was a bang like a thud.

At no time was there any explosion noise, I am very sure of this.

I went on to the balcony and looked up to the sky to my left which is north.

I saw a cloud of smoke in the sky which looked like the puff of smoke which is left after a firework has ignited then dies, only larger.

To the right of the smoke I saw some what looked like sheets of silver paper floating to earth on the next block up between 126 and 125 Streets. I thought it was a light aircraft accident at that point.

I also felt something light raining down on the area where I was standing, so I yelled to my neighbour to get

I went and put on some day clothes and ran to help.

This is exactly what I heard.

You may reach me at my work number at JFK Airport, Saudi Arabian Airlines, Terminal 2, where I am the Base Manager of the Flight Attendant Base.

Please Sincerely,

if you need to contact me.

241



Pet: Complain No. Date of This Report

100 3325 11-12-01:

137 B.126 St. the concord a loud noise like the concord. Then the mark as a pause, then the same noise again. I looked out and saw debris falling.

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To Whom: + may concern, On Hovember 12 2001 I was standing in my Kitchen at 137.04 Cronston Ave (Corner House) when the house shook violently. I ran into the living room and looked out the window which faces South East and saw the plane coming straight down the one wing was on the east side. I watched the plane come down for approximately 4 to 5 Seconds before it drasted, at which time we a drove to the sight + helped evacuate some houses + use garden hoses to try and extinguish the fires. I can be reached at 7 Anto 5 PM M-F or at in the evening Sincerely

FEDERAL BUREAU OF INVESTIGATION

SA James M. Lopez	
e #149A-NY-280669-302	Date dictated 11/26/2001
vestigation on 11/26/2001 at Queens, New	York (telephonically)
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before he witnessed it coming of any further information.	down. was unable to provide
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for approximately three (3) second explosion.	conds, followed by a large ised_that he could see one (1) of
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while in his residence, he felt	during the morning of 11/12/2001, this home shake and heard a loud
voluntarily provided the	e following information:
contacted at his residence. At of the interviewing agent and the contact of the interviewing agent and the contact of the cont	fter being advised of the identity
security account number Belle Harbor, New York, telepho	of 137-04 Cronston Avenue
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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; It and its contents are not to be distributed outside your agency.

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NATIONAL TRANSPORTATION SAFETY BOARD

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

January 2, 2002

Dear Sir or Madam,

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

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

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

- 1. The direction the airplane was traveling (up/down-right/left?)
- 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? \mathcal{H}
- 3. Did you observe any smoke or fire coming from the airplane? If so, where was it coming from and was it present the entire time you observed the airplane? ### fire on left
- 4. How long did you observe the airplane?

3 shonds

5. If you lost sight of the airplane, what was your final view of the airplane?

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

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

Sincerely,

Luke Schiada

Air Safety Investigator

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	Was standing in the kitchen when she saw the jet. She saw pieces falling off the jet and a fire on the wing.

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FEDERAL BUREAU OF INVESTIGATION

		Date of transcription $11/16/01$
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"boom" was "wo whether	ound 134th Street and Ne and looked up in the sk obbly" and on an angle t	vember 12, 2001, he was walking his wport Avenue. He head a loud y. He saw a plane in the air that raveling down. He did not notice was still intact. The plane did
fire ir	and fall to the ground.	the left engine separate from the He said that he did not notice any ell to the ground. He also said going to crash.
home ar scene a	He started to run an nd dropped off his dog. and pulled hoses for the	saw the plane crash. He went He then went back to the crash firemen.
time of	He has a tenant upst f the crash.	airs, but she was not home at the
Investigation on	11/16/01 at New York	New York
File # <u>149A-N</u>	Y-280669	Date dictated <u>11/16/01</u>

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1-26-02

PHONE

DEARSIR OR MADAM ON NOVEMBER 12th of, FOUR OF US WAS WORKING ON A ROOF ON 122 TO STREET CLOSE TO BELLE HARDOR MAIN ROAD. About 946 A.M. & HEARD A PLANE WAS PASSING INTHE AIR, SUDDENLY & HEARD A SUGHT boom FROM THE PLANE, WHICH CAUSED ME +3 WATCHEDUP- 9: SAW SMAU PIECES FLYINGIN THE AIR CLOSE THE PLANE, AND THE PLANE WAS ROCKING RIGHT AND LEFT STRUGGLING FOR bALANCE, 9 TOWN THEM TO WATCH WHAT HAPPEN ING TO THE PLANE, 9 THEN SAW SOMETHINE ROUND AND LONG ABOUT TWO AND A HALF OR THREE FEET, & DIO'NT KNOW WHAT IT WAS & ASKED RASTA AND HETOLO ME WAS THE ENGINE WHICH I SAW FECCON THE LAND DECAUSE HEPLANE WAS JUST LEAVING OVER THE SEA. THE PLANE ABOUT FORTY FIVE MINUTES AFTER, THE PLANEFACE DOWN AND STARTED GOING DOWN FO THE GROUND, 8 WATCHED IT TILL & SLAST IT THEN 8

HEARD & DIG EXPLOSION SENDING UP

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FEDERAL BUREAU OF INVESTIGATION

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

SA John J. Janus

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National Transportation Safety Board

Telephone Memorandum

Date: March 19, 2002

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, she

He was on a roof at Beach 120st and Newport Blvd, about 5 blocks away from the crash site. A person next to him alerted him to look at the airplane. He observed parts falling off the tail. The airplane then went nose down and crashed. He felt the heat from the explosion on the ground. He saw no flames or smoke in flight. He observed the airplane for 3-4 seconds.

FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/13/2001
On 11/12/2001, the following inverse performed by Supervisory Special Agent (SS the New York Office (NYO) of the Federal E (FBI).	SA) STEVEN L. WINTERS of Bureau of Investigation
contractor who was working at 477 Beach 12	saw parts falling there claimed to have stated that he saw
provided the following	ng information.
Name:	
Business Address: Brooklyn, N.Y.	
Business telephone:	
크리크 등일 하는 10 분분이 되었다. 그 10 분분들은 10 분부들은 10 분부	
Investigation on 11/12/2001 in Belle Harbor, New Y	
File # 149A-NY - 280669	Date dictated 11/13/2001
by SSA Steven L. Winters/SLW:slw	

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NATIONAL TRANSPORTATION SAFETY BOARD

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

January 2, 2002

Dear Sir or Madam,

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

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

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

1. The direction the airplane was traveling (up/down-right/left?) transput down from the South east but really strongly down 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? no - all Saw was The tustlage - no wmas

or tail 3. Did you observe any smoke or fire coming from the airplane? If so, where was it coming from and was it present the entire time you observed the airplane? The entire thing larged like a column of flames as it came down

4. How long did you observe the airplane? Seconds

5. If you lost sight of the airplane, what was your final view of the airplane? when it came down into the houses (diagonally behind mine) Additionally, I would appreciate it if you would provide me with a telephone number and the best callanytime

time to contact you should future need arise.

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

First, I heard The plane. It sounded like the concord, only much louder. Then I heard a boom, the loud sound continued, I turned and looked out my Kitch Sincerely window and saw a column turned and looked out my Kitch Sincerely window and saw a column of flames plummeting down. You know what happened

> Luke Schiada Air Safety Investigator

200 Beach 132 St.



COMPLAINT FOLLOW-UP INFORMATIONAL PO 313-0814 SECONO SHEET (REV. 8-90)-H-1

 Page
 of
 Pages

 Pet.
 Complaint No.
 Date of This Report

 100
 11/14/01

DETAILS

CONTINUED

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States she was home in the kitchen at the time. The kitchen is in the rear of the h house. She hears the plane which was very loud-looked out the kitchen window and saw the plane coming down-it was almost verticle. She states she saw the plane was on fire almost engulfed before it hit the ground. She states that she heard a loud "SONIC" type boom noise just prior to the plane hitting the ground.

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Dear Mr. Luke Schiada

I am sending you my written statement according to your request. I am answering questions according to the order of events happened.

- 1. I saw an airplane was taking off unusually slow at an angle, going south from Kennedy Airport towards an ocean.
- 3. Then I saw fire coming from the left engine an entire time I was observing the airplane.
- 2. The plane tried to pick up but it seemed that unfortunately it didn't have enough power to do it and after straggling for a few minutes it sharply went down in Rackoway area. After plane crashed, I saw something fall down in the water behind the airplane.
- 4,5. I observe the airplane for about 5 minutes.

My phone number is (work number)
Sincerely,

	of Orly, Report Date Assigned Case No. Unit Reporting 1/12/01 11/12/01 1389 106 SQUAD	PERP/2
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	ON 11/12/01 I RESAUNDED TO THE MARINE PARK BRIDGE ALONG WITH DET. CLASSI TO	
	CANVASS AND INTERVIEW CONSTUCTION WORKERS WHO MAY HAVE WITNESSED THE CRASH OF FLIGHT \$87. THE RESULTS ARE AS FOLLOWS:	
		PERP 1
	HE STATES THAT HE IS A SENIOR FIELD ENGINEER AND THAT HE WAS WORKING ON THE NORTH TOWER OF THE BRIDGE WHEN HE OBSERVED A PLANE TO THE EAST THAT WAS UNSTEADY IN ITS	
i V	FLIGHT. THE LEFT PLANE ENGINE WAS ON FIRE BUT NO SMOKE WAS COMING FROM IT. THE PLANE THEN BEGAN TO ROLL AND DIVE STRAIGHT DOWN AND AS IT DID A PIECE CAME OFF.	PERP, 2
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FEDERAL BUREAU OF INVESTIGATION

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