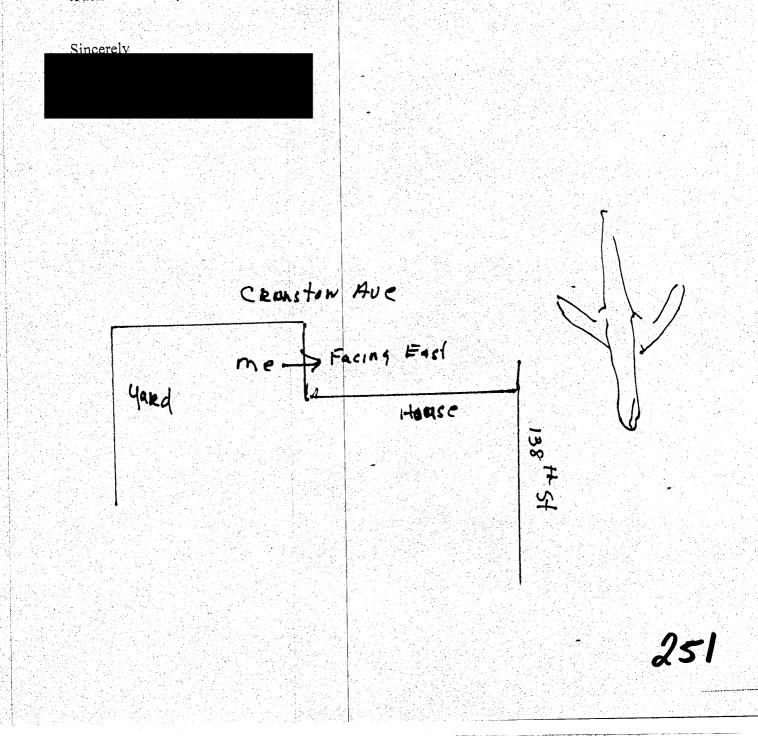
Witness Group Factual Report

# **APPENDIX G**

Documents Pertaining to Witnesses 251-300 Dear Mr. Schiada,

On November 12, 2001, I was in my yard, which is on Cronston Ave. between Beach 138<sup>th</sup> and 139th streets. I was facing east, when I heard a plane flying south, which sounded like the concorde at first. There was something strange about the sound that made me look up. At the moment I looked up, I heard a loud popping sound and the engine on the right side of the plane fell off. The plane then stalled and tilted to the left and a stream of smoke came from the cockpit windows before it went straight down. The plane was low and close and in full view from the time I heard it till it went down. I hope that what I witnessed will help you fine some answers to this terrible tragedy. I will never forget what I saw and pray for all the people who were lost. If you need to get in touch with me my number is **Example**.



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

## FEDERAL BUREAU OF INVESTIGATION

- 1

Date of transcription 11/15/01

New York, **Additional of the identity of the interviewing agent and the** purpose of the interview, **addition** provided the following information:

advised that on November 12, 2001, at approximately 9:00 am, she was working in her yard when she heard loud noises over head. She looked up and saw that an airplane was the cause of the loud noise. She observed two streams of smoke coming from the front area of the airplane. Then the airplane heard a "pop" noise and saw the engine fall from the airplane. "pop" noise and saw the engine fell, she noticed the airplane nose dive down. She added that the noise of the airplane had to be very loud because she heard the sound even though she is hearing impaired.

Investigation on 11/12/01 at Belle	Harbor, New York
File # 149A-NY-280669-SUB302	Date dictated <u>11/15/01</u>
Ny <u>SA Vonda M Basso</u>	1AC
This document contains neither recommendations nor conclusions of the it and its contents are not to be distributed outside your agency.	FBI. It is the property of the FBI and is loaned to your agency:

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## January 9, 2002

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

Dear Mr. Schiada,

First, let me thank you for continuing to investigate Flight 587. Rockaway is a beautiful place to live in but I have been enjoying it less lately. My office overlooks Jamaica bay and I have a great view of the planes taking off from Kennedy. A view I would rather do without.

Our office is located at 114-04 Beach Channel Drive. My office windows overlook the parking lot and the bay. My initial reaction was that I was hearing the SST taking off. Then the noise became much louder than usual. When I looked out taking off. Then the plane I saw was flying sideways (spinning?) nose down, coming the window, the plane I saw which is about two doors away.

MY VIEW

Thinking that the plane was going to crash right there I got up and ran away from the windows. I stopped at the front desk area where my coworker and I watched while the plane disappeared behind the buildings next to us.

I am totally unaware of how much time actually passed during this event. The next thing I observed was something falling from the sky. It looked like paper coming down. This was after the plane had gone passed. My next observation was the smoke rising from the crash site.

I believe this is an accurate account of my experience. If you need to reach me during the day my number is the second of the evening the day my number is the second of t

Finally, if you have anyone's ear, please suggest that they have the planes fly over Jamaica Bay, around Breezy Point and out over the ocean. If planes can fall apart that easily, I don't want them flying over my head.

Sincerely,

Rockaway Park, N.Y. 11694

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F/W.52 sideways W/ both wings visible then she saw paper falling from the sky out the back of the plane. 23 PERP 1

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National Transportation Safety Board

## **Telephone Memorandum**

Date: December 6, 2001

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane. During our conversation, he stated:

He was with his wife and observed the airplane from the marsh area behind the Marine Parkway Golf Course. The airplane was traveling from left to right and when he looked up, he observed smoke coming from the right engine, like the airplane's "armpit" was on fire. The airplane appeared to be "skidding" to the right, "like a car on ice." The nose rose, and the airplane slowly rolled left for about 4 or 5 seconds. The airplane pitched up to an estimated angle of about 75 degrees. The airplane seemed to "stop in mid-air" and descend tail first. It then continued to roll to the let and "might have flipped," but was then descending nose first (90-degrees) and "spinning, like a top." He believed a "cargo door" separated from the airplane during the decent. The airplane descended from his field of view and he then observed smoke rising from the ground.

stated he did observe smoke coming from the fire on the right wing; however, no other portions of the airplane were on fire. At the interviewers request, **stated he** and his wife would provide the Safety Board a written statement of their observations.



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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 11/13/2001

Date of Birth 160 Beach 117th Street Apartment 5B, Rockaway Park, New York. telephone was interviewed in the apartment of (1K) by Special Agents FRANK M. FINN and DOUGLAS B. MEREL of the Federal Bureau of Investigation. After being advised of the identities of the interviewing agents and the nature of the interview, he provided the following information: advised that he lives in Apartment 5B with his family. At about 9;15 a.m. or 9:16 a.m., he was looking out the windows of the apartment that face west. \_\_\_\_\_stated that he knows the time because he looked at his clock when this happened. advised that at this time, he saw an airplane moving slowly. It was going up. He did not see a name on this plane, but remembered that it was white and red in color. It started out over water, but then it came down over the area of houses. stated that after awhile, this airplane started to go downward. At first, it was off on its side, then it nosedived downward. It was coming toward him as it went down. He did not see a fire or smoke from the plane. \_\_\_\_\_advised that he heard something, but he was not sure what it was. He did not see anything else other than the airplane in the air at this time before it came down. stated that he noticed his neighbor rushing home with his dog. He also heard from his friend that his father was coming home from work at this time and that the father saw fire from the plane. They live at and that the family name is Investigation on 11/12/2001 at Rockaway Park, New York File # 149A-NY-280669 - 302-3 Date dictated 11/13/2001 SA FRANK M. FINN, SA DOUGLAS B. MEREL (FMF:clm) by

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# Telephone Memorandum

Date: November 14, 2001

Person Interviewed:

Subject: DCA02MA001, Witness Interview

witnessed the subject accident airplane. During our conversation, he stated:

He was walking west on Rockaway Beach Boulevard and was at 110th Street when he heard a "popping sound, like fireworks in the distance." He looked up and observed the accident airplane, climbing, but "wobbling, right and left." He observed fire emanating from the underside of the fuselage. He then observed part of what he believed was the left wing separate from the airplane. The airplane then "really wobbled to the left." It continued to bank to the left and started to descend "straight down." He then observed a large fireball.

Luke Schiada Air Safety Investigator

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/01

Rockaway, New

, was interviewed near the crash site on 131st Street by Special Agents Joaquin M. Garcia and James M. Lopez of the New York office of the FBI. After being advised of the identity of the interviewing agents and the voluntarily provided the following nature of the interview, information:

stated that while out on his morning walk around 120th street, he heard a loud "pop" sound in the sky above, which he described as similar to the sound of the backfire of a truck, and looked up to see American Airlines Flight 587 make an unusual turn from its normal flight path out of JFK.

advised that after this "pop", he observed flames coming out of the airplane fuselage and jet engines and within seconds, he noticed what seemed to be a part of the plane wings fall off the plane.

then stated that he then saw the plane plummet and crash into the city Rockaway.

NYHE

11/12/01 at	Rockaway, New York	
Investigation on <u>117 127</u>	11/12/01	
File# 149A-NY-280669-302		
by SA James M. LODEZ //		
	conclusions of the FBI. It is the property of the FBI and is loaned to your agency;	<u> 5  </u>

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### FEDERAL BUREAU OF INVESTIGATION

Date of transcription

11/15/01

(DITZOL # AV. 23

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

home address Rockaway Park, New York (NY), telephone number was telephonically interviewed regarding a witness report on American Flight #587 that he filed with FBI New York on November 12, 2001. was advised of the identity of the interviewing agent and provided the following information: On Monday morning, November 12, 2001, was walking west on Rockaway Beach Blvd. was at the intersection of 110th Street when he looked up and saw a plane rising. heard a loud "pop" and at the same time the plane started to wobble. Parts of the plane then started falling to the ground. As the parts fell, the plane was wobbling back and forth. | then saw a fire inside the plane. \_\_\_\_\_ clearly saw the fire because one of the hatches in the rear of the plane was open. A wing of the plane then fell off, and the plane turned sideways with the remaining wing facing the sky. The plane broke up and

had no additional information regarding American Flight #587.

spiraled toward the ground into the houses.

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Investigation on 1	1/13/01	at Brooklyn, Ne	ew York	(telephonica	(lly)
File # 149A-NY-2	280669-SUB 3	02 - 93	Date dictated	ali in an ann an Airtean an Airtean 1 - Airtean Air	
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FD-302 (Rev. 10-6-95)

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# FEDERAL BUREAU OF INVESTIGATION

Date of transcription

11/18/2001

On 11/12/2001 John 2000, residing at 1000, telephone , Rockaway Beach, New York, telephone , was interviewed in the vicinity of 130-03 Rockaway

Beach Boulevard, Belle Harbor, New York. After being advised of the identity of the interviewing agent and the purpose of the interview, provided the following information:

was in the vicinity of Stella Maris and 111th Street, when he heard a "pop." He looked up and observed a plane wobbling, making an unnatural forty-five (45) degree turn. Part of the wing came off and there was a fire halfway through the fuselage.

Investigation on <u>11/12/2001</u>	at Belle Harbor, NY	
File # 149A-NY-280669 Sub	302	
by <u>SA Timothy P. Bell</u>	s nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;	17:00
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## **Telephone Memorandum**

Date: March 19, 2002

**Person Interviewed:** 

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

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

She was in her kitchen 520 Beach 136st when she looked out the window and saw the subject airplane. She saw something fall off the airplane at the back of the airplane. She also saw fire near one of the wings, but didn't remember which wing.

She didn't hear anything since she was insider her house. She watched the airplane for approximately 5 sec before she ran from the kitchen.

#### FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription 11/26/2001

520 Beach 136th Street, Belle Harbor, New York 11694, telephone was advised of the identity of the interviewing agent and the purpose of the interview. She then provided the following information in the presence of her mother,

advised that she was home from school on the morning of November 12, 2001. She was chasing her kitten who was at the window in the kitchen, at the back of her home. Through the window she saw a plane with flames coming out of one of the wings. Said that the plane was flying low and that it was going in the direction toward the beach. The flames were coming from the wing closest to the house. She was scared. She then ran from the house, closed the door behind her, and went to a friend's house across the street.

Investigation on 11/20/2001	at Belle Harbor, New York	
File # 149A-NY-280669	Date dictated 11/26/2001	
by <u>SA FRANK M. FINN/clm</u>		

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National Transportation Safety Board

## **Telephone Memorandum**

Date: November 14, 2001

Person Interviewed:

Present: John Darbo, Witness Group

Subject: DCA02MA001, Witness Interview

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

He was in a lift-device 20ft above the ground, working on a utility substation located at the corner of 108<sup>th street</sup> & Beach Channel Drive, when he heard a muffled "boom." He looked up and observed the accident airplane, noting that the engines sounded louder than normal, more like the Concorde. He observed a little puff of "smoke" near the tail, and then observed that the vertical tail dropped off. After the fin separated he saw half a dozen pieces of material fall off the airplane as it continued to fly. The airplane banked to the left, while the engines were roaring. As the airplane crossed over land it stayed in a roll, right wing up, and left wing down. The airplane stayed in that position until it made a complete dose dive toward the ground. The airplane disappeared in the housing area and he observed a fireball.

did not see the engine separate, nor did he observe an in-flight fire. Additionally, he stated that it took longer for the vertical fin to reach the bay than it took for the airplane to crash. The small pieces took even longer to fall.

had aviation experience as a Navy Aviation Ordinanceman. At that time, his duties then included observing inbound aircraft for configuration and hung ordinance.



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

February 4, 2002

444 Beach 140 Street Belle Harbor, New York 11694

Dear Sir,

In regard to your letter dated January 2, 2002, below I have answered your five questions, regarding American Airlines flight 587, that crashed in Belle Harbor, New York.

QUESTION #1;

Plane crashed at Beach 131 Street. I live on Beach 140 Street.

QUESTION #2

No.

QUESTION #3

I did not see any smoke. I heard an explosion or loud bang after watching plane for approximately 3 - 5 seconds and saw right engine go aglow a bright orange color.

QUESTION #4

Approximately 10 seconds.

QUESTION #5

Plane was still flying low to ground then lost sight of it behind houses.

I have attached a copy of your letter. If I can be of any further assistance, please feel free to contact me

Sincerely

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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 9, 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?) Furing tannals account
- 2. Did you observe any parts separating or falling from the airplane? If so, are you able to describe the parts? gup parts of front cochpit fulling + 2 floshed of fire
- 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? Yes fromt & flame.
- 4. How long did you observe the airplane? about 3 minutes

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

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 Schlada Air Safety Investigator

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

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#### FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/16/2001

On 11/16/2001, was interviewed at her residence, zie was, Rockaway Point, New York, telephone number was advised of the identity of the Christopher J. LaManna. was advised of the identity of the interviewing agent and the purpose of the interview, after which she provided the following information:

indicated that on 11/12/2001 she was a passenger in a car driven by her husband, **Hereicher**, at or near the foot of the Marine Park Bridge in the Rockaways. While stopped at the foot of the bridge, she observed a plane which had a helicopter to the right of it and another plane on front of it in the distance. As this plane passed, she observed a yellow flame in the front left side of the aircraft (from perspective of looking. at the nose of plane). She stated that this fire was on the plane's body between the wing and the nose, somewhere near first class. She indicated that she then observed the right wing fall off and strike the tail of the aircraft. She stated the "nose went straight down," and she saw a puff of black smoke after the plane crashed, but did not hear an explosion.

Investigation on <u>11/16/2001</u> at Rockaway Point, M	NY Date dictated N/A
File # <u>149A-NY-280669-302</u> -180 by <u>SA Christopher J. LaManne</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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444 Beach 126<sup>th</sup> Street Belle Harbor, N.Y. 11694

January 10, 2002

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

Dear Mr. Schiada,

On November 12, 2001, at approximately 9:16 a.m., I was in my living room when I heard a loud rumble overhead which I immediately thought was the Concorde. The noise grew louder, it started to make a rattling sound. I walked to my front bedroom window which faces west, expecting to see the Concorde flying low in the sky.

When I looked out the window, to my horror, I saw a huge silver plane in a nosedive falling from the sky. From my viewpoint, I was looking at the underside of the plane. There were small pieces flying off of the right side of the plane. There appeared to be black smoke coming from the left side of the plane. At this point, the plane appeared to be pretty much intact. I remember seeing that the right engine was still attached to the plane. The rattling noise and the sounds of the engines were very loud. I observed the plane for a few seconds before it disappeared behind houses across the street. When I lost sight of it, I heard a loud boom and immediately saw black smoke rising behind the houses across the street. I thought the plane hit Beach 127<sup>th</sup> Street which is the next block over.

I immediately called 911 and reported that a plane had crashed in Belle Harbor, Queens. When I went outside, I observed a small panel which appeared to be part of the outer skin of the plane near the corner of my block, towards Newport Avenue.

It was another horrifying morning. If you wish to contact me during the day, my home phone number is I am a police officer and my evening work number is

Good luck with your investigation. Right now, it is quite scary hearing planes flying over my house.

Respectfully,

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#### FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 11/13/01

On Monday, November 12, 2001, Federal Bureau of Investigation Special Agent Andrew De Cicco interviewed **Security**, date of birth **Security** 1432 Beacon Place, Far Rockaway, New York, 11691, telephone number Number **Security** was advised the identity of the interviewing Agent and the nature of the interview and thereafter provided the following information:

advised that he is employed by the New York City Transit Authority as a train operator. At approximately 9:15 am, was operating the H Shuttle departing the B98th Street station en route to B105th Street when he looked up into the sky and observed a plane spiraling down with flames coming from one of the engines.

Investigation on <u>11/12/01</u> at <u>Belle Har</u>	rbor, New York
Investigation on $11/12/01$ at $30120$	
File # 149A-NY-280669-302	Date dictated <u>11/13/01</u>
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by <u>SA Andrew De Cicco</u>	

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National Transportation Safety Board



## **Telephone Memorandum**

Date: January 7, 2002

Person Interviewed: (

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

Kennedy International Airport, Jamaica, New York, on November 12, 2001, and he witnessed the subject accident from seat 7A. During our conversation, he stated:

He was seated on the left side of the airplane. He looked out the window and observed the accident airplane. He stated the airplane was "wobbling from side to side" and "not flying like an airplane is suppose to fly." The airplane continued this "erratic" flight for about 4 or 5 seconds and then went "straight down." He then observed a "huge fire ball" rise up from the ground.

stated that he did not observe any fire, smoke or parts separate from the airplane.

vas employed as a sales engineer and resided in Miramar, Florida.

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## RE: Eyewitness Account of AA Flight which crashed in Rockaway

On the day of the accident I was sitting in the kitchen at my mother's house at 439 Beach 122 Street in Belle Harbor. I was at the table with my brother and mother. We heard a loud plane overhead and assumed it was a fighter plane and since fighter planes do pass overhead on occasion we were not alarmed. But the sound started to get louder and it sounded like the plane was beginning to fly very low so my brother looked out the patio door and immediately identified that a plane was coming down (there was no explosion before impact).

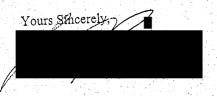
My mother then quickly ran to the door and saw the plane coming down as well. By the time I got to the door and out onto the porch the plane had dropped below the rooftops already, therefore I did not see the AA flight. But I was looking in the sky and noticed an engine falling. I believe it was the left engine. In terms of altitude it was just above the rooftop of the house across the yard. In terms of distance from my house it appeared as though it was going to land a few blocks away. The engine did not appear to be on fire.

Simultaneously, out of the corner of my eye I noticed another plane in the sky, which was behind the engine. At first I thought perhaps it was a fighter jet and that it had shot the other plane down, but when I looked at it I observed that it was a commercial jet. It appeared to be white with red lines running horizontally across the body of the plane. It was not a jumbo jet like those used for international travel, but appeared to be the size of a plane, which may travel domestically.

The plane was higher than the falling engine and was pointed towards the beach, which I believe is the South. I thought that this plane was coming down as well, (thinking at the time that perhaps it was another terrorist attack)-and based on the distance of the falling engine from my house I calculated that if the plane were coming down it would land about a mile away from where the AA flight had just landed. Based on the second plane's position in the sky I have no doubt that the pilot would have fully witnessed the crash of the AA flight.

I then ran to the front of the house and observed small squares of metal falling/floating from the sky.

I can be reached at most times on my cellular phone. During work hours you can contact me at my office number. After 7 in the evening you can reach me at home.



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

#### FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 11/14/01

, Belle Harbor, New York,

On the above date, this writer and NYPD Detective Mark Kafalas interviewed After being advised of our identities and the nature of the interview, provided the following information:

On November 12, 2001, was at the home of her parents, 439 Beach 122th Street, Belle Harbor, New York, with her mother, and brother services. All three family members were sitting in the kitchen when they heard an approaching airplane. Flight 587 was observed approaching the area at a very low height, proceeded outside onto the back deck. Served a part, possibly the engine, disconnect from the plane and fall in the vicinity of 128th Street.

possibly TWA, proceeding south in the sky. The loud crash of flight #587 distracted and she evacuated her parents home. believes the white and red plane was behind flight #587 but not in distress.

work telephone

lives at

CNTL.# NY 58	
Investigation on $11/14/01$ at $439$ B.	122 St., Queens
File # <u>149A-NY-280669</u> - <u>30</u> 2 - <u>96</u> by <u>SA Catherine Pena</u>	Date dictated

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

11/17/01 Date of transcription

Date of Birth

Number resident of 439 Beach 122nd Street, Rockaway Beach, New York, Telephone Number was interviewed at was interviewed at her residence. Upon being advised of the nature of the interview and the identities of the interviewing agents provided the following information:

was at home at the breakfast table on the morning of November 12, 2001 when she heard a low flying plane. The plane sounded so low that she got up from her chair and looked out her sliding glass doors. Upon getting up she could see a large commercial jet disappearing below the house line and out of her view. At the same time she observed a engine of the plane falling in her view between two homes and a number of small parts floating to the ground. Simultaneously, **Manua**observed a small commercial plane flying above her neighborhood, toward the ocean. described this plane as a smaller commercial plane, white in color, with a red stripe.

indicated that she has reported this information to the Police and to other Agents of the F.B.I.

Investigation on 11/16/01 at Rocakaway Beach, New Y	
$\frac{1}{2}$	
File # 149A-NY-280669 - 302 - 179 Date dictated 11/17/01	
by SA's Robert B. Booth, Daniel X. McCaffrey	
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Other plane with a red stripe horizontally across the body of the aircraft. She further staed that it was possibly a smaller connercial aircraft.

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### AA587 Witness

From:		
Sent:	Friday, January 11, 2002 3:51 PM	
To:	aa587wit@ntsb.gov	
Subject:	my observations	

Here is a description of my observations on Nov 12:

I was in my Mom's house on 122 street when I heard a sound like an extremely loud airplane and looked out the door to see what it was. I think I may also have heard a popping sound, but I am not entirely sure.

I saw what I recognized as an American Airlines plane traveling southwest and downward at a steep angle. I think the plane may have been dipped somewhat to the left. I saw that one of the engines was detached from the plane and seemed to be about parrellel to the rearmost part of the plane. I would say that it looked as though the engine came from the left side of the plane. I didnt notice whether the tail was attached to the plane or not. I am certain that I did not see any smoke or fire anywhere.

I viewed the plane for only a few seconds, maybe three. My last view of the plane was as it was heading southwest and down, with an engine off and moving away from the plane. I turned away from it before it hit the ground. I felt that it probably landed about 125 street.

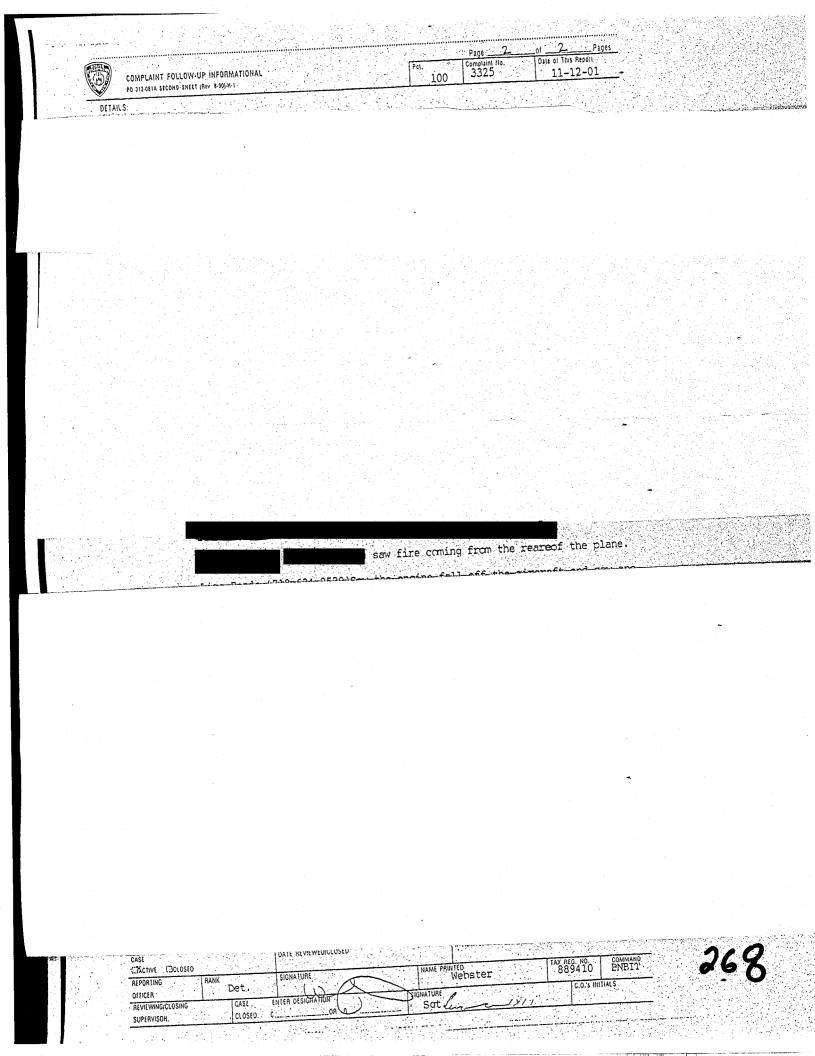
My telephone number at home is the second of a most easily reached during business hours . I check my e-mail regularly.

Sincerely,



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	heard a loud shriek an <u>d saw a large barrel-like</u>
439 B. 122 St.	
	off the planeard saw plane nosedive. stated that it
	it popped off the left side of the aircraft.





National Transportation Safety Board

# Telephone Memorandum

Date: March 22, 2002

Person Interviewed:

Present: Norman Miller, Witness Group

Subject: DCA02MA001, Witness Interview

A witness group member interviewed stated:

via telephone. During the conversation, she

She was at 144 Beach 111<sup>th</sup> Street when she observed the accident airplane. The airplane was level for a few seconds and then began a right banking turn. She observed a "yellow" fire coming from the airplane's wings. The airplane disappeared from her view as it continued to bank right, and she estimated she observed the airplane for about 20 seconds.



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IF ACTIVE, DATE OF NEXT REVIEW DATE REVIEW CLOSED CASE ACTIVE CLOSED REPORTING OFFICER: Det. COMMAND 1AX REG. NO. 889806 NAME PRINTED COTHIGAN SIGNATURE RANK Del. SIGN O'+ INITIALS ENTER DEST (NATION REVIEWING / CLOSING SUPERVISOR CASE CLOSED. OR B 10 LONG PINK

269

IN COPY CRIMINAL RECORDS SECTION

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12:11.

12 ME COPY ROROLIGH ROBBERY SOLIAD P+p

Date of transcription <u>11/13/01</u>

, date of birth , Ozone Park, N.Y. after being advised of the identity of the interviewing member of law enforcement and the nature of the interview, stated the following:

That he is employed as a truck driver for LSG SKY CHEF located at Building # 122 at John F. Kennedy Airport, Jamaica, N.Y. and that on November 12, 2001 he was working a 5:30 A.M. to 2:00 P.M. shift driving truck # 578. was assigned to service Flight #19, American Airlines aircraft #375 at gate #48 along with Last Name Unknown (LNU) a fellow employee of LSG SKY CHEF who was assigned to the same flight. \_\_\_\_\_ advised that he pulled the truck up to the plane as ' guided him from the tarmac when **There is said** "**June**, look isn't that plane in trouble" while pointing to the sky. \_\_\_\_\_\_stated he exited was pointing and the truck and looked in the direction 1 observed an American Airlines plane leaning left and in a nose down with a small amount of white smoke coming from the middle between 9:10 A.M. and 9:20 A.M. Intil it disappeared behind Building #269. According to , this service was his second of the day. stated he observed black smoke on the ground in the direction of the plane but that the smoke was some distance from the plane and was not sure if the two were related. When asked if he saw any debris fall from the sky he stated that he saw no pieces like the engines, the wings or anything fall from the plane.

added that there he saw nothing else in the air at the time of this incident. On the ground, KIVERA addition, there were four men in the area around him in addition to himself and could offer no further information.

- 에너너머니, 그는 바람은 사실에 가운 것을 가지 않는 것 같아. 한다. <u>그는 바람은 것 문화하</u> 다.	
Investigation on 11/12/01 at Jamica, N.Y	
File# 149A-NY-280669 sub302	Date dictated $1.1/12/01$
by Inv. Ernesto R. Pizarro	
This document contains neither recommendations nor conclusions of the FBI.	t is the property of the FBI and is loaned to your agency:
if and its contents are not to be distributed outside your agency.	270

AA587 Witness
From: Sent: Friday, February 01, 2002 6:26 PM
To: AA587wit@ntsb.gov
Subject: eyewitness statement of flight 587

My name is **Sector 1** I reside at 110-14 Rockaway Beach Blvd. Rockaway Park, NY. On November 12, 2001, I was standing in my kitchen when I heard a noise that made me look out the window and I watched the plane come down. From my kitchen window I am looking West. The plane was coming straight down and where the wing and the plane fire. If I can be of any help please don't hesitate to call me (home)

271.

(work)

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U R. C. E. Councilla de chonegui Pour Council de council de macièle Villa Pour si council de pour signite November 26, 2001

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

Re: American Airline Flight 587

Dear Mr. Schiada,

My wife and I were located at JFK Terminal 9, Concourse D and seated in the waiting area at gate 48. Our view was to the South. At the time of the accident, the weather was clear and sunny and not a cloud in the sky. There was a light breeze, perhaps 3 knots.

- 1) When I first spotted the aircraft on the horizon it was falling nose first and appeared to be rolling slightly to the pilots left. I believe I was looking directly down the top center of the fuselage. At impact, the aircraft was almost fully vertical and entered the ground at no more than 2-3 degrees of angle. (See attachment)
- 2) From my perspective the aircraft appeared to be completely in tact, including the engines. Having spent 18 years in the air cargo industry, I distinctly recognized the aircraft as a wide body, two engine, wing mounted aircraft. I don't know at what point the engines may have separated from the aircraft, but have to speculate it was very late in the event. Based on the size of these engines, think I would have taken greater notice had one or both engines not been present on the aircraft.

After the impact, we did witness parts falling from above the crash site. I saw two sizable pieces falling at a similar rate of speed. While I could not make out what they were, they were large enough to see from our location some 2 miles or further away.

3) I saw no smoke trailing the aircraft as it fell, however, my wife and I both witnessed a white cloud of smoke from where the aircraft had fallen. The parts we witnessed falling also originated from this white cloud of smoke.

edenouitsource.com

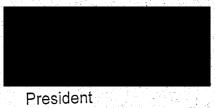
4) I estimate I witnessed perhaps the final 3-4 seconds of the flight.

# Page 2 NTSB AA 587

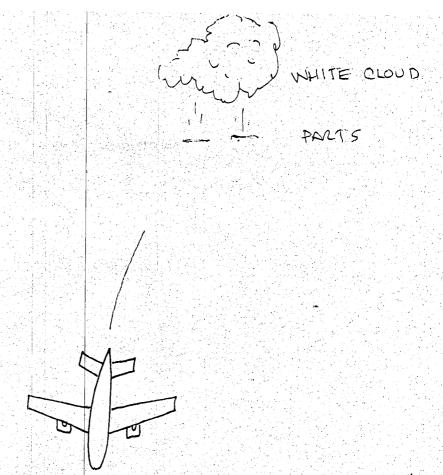
5) My final view was that of the impact. Initially, there was one large fireball followed immediately by thick black clouds of smoke.

We wish you success and speed in your investigation and trust if I can be of any further assistance, please feel free to contact me at any one of the following numbers:

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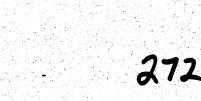


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# AA 587

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VIEW FROM KENNEDY AIRPORT, TERMINAL 9 CONCOURSE D" GATE 48 NON 12 TH, 2001



National Transportation Safety Board



# **Telephone Memorandum**

272

Date: November 14, 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 he stated:

He was in the Air Cargo business for approximately 18 years prior to his current job. His job enabled him to be familiar with L-1011, 767, and 757 aircraft.

was at the JFK International Airport, Terminal 9, Concourse D, Gate 48, with his wife awaiting a 1030 departing flight to Los Angeles.

From the window of the terminal, he observed the accident airplane, as it was nose down and 2 to 3 degrees short of perpendicular to the ground. He was looking at the top of the airplane. Both engines were still attached to the airplane.

After impact, there was a fireball and smoke. In the sky above the crash site there was white smoke and two pieces of the airplane falling, slowly. He suggested the pieces were possibly the size of an engine cowling. He believed he was approximately 2 miles from the accident airplane when he observed it.

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# THE PORT AUTHORITY POLICE OF NY & NJ

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Dear Mr. Ashiada, January 7, 09 national Transportation Safety Goard January 7, 2002 On nov, 12, 2 was outside my house sweeping pine needle into my galbage can. I live 3/4 of a block south of St. Inoneer Church. I heard a loud noise in thysky my eyes shifted to the top of the charge steeple. It was eye level. I did not have to raise my head the very load noise come from a ponese fet that sought of sidewifed the 5-87. The fel was flying southwest The 587 faced west + idled on top if the steft. The plane was rather small when I saw it She was greyist & bad blue & red shepes on it. It did not fly fast but very souly flew to almost on top of me, the was a form other Osaw flames coming out of the cochail + the door, I thought it was a movie , She coasted and my head for a while + I thin thought she was going to follon my head & my hanse & my nighton She 58 minacionaly started to go back to the church of guess the wind stopped for the moment. I lover 1 274

2) She reached The church + Then I heard the losules boom I ena heard She exploded on top of the stefle in the sky. The colo by became en inferno with black broke mushrooming over the flames. Optated to beream. My neighbors come out + gans me la chair. P bad dest pains + pains in back of my head. I was lucky I took my medication by one Queter outside to Sweep. The 547 then started to globe down slowly at en angle + fell i tock of the church. I personally was very tucky that the plane did not fall. down when she was one my dad. The wind was very wild at they and. It come from the northway in Had she orach landed on the ground coming into Pochaway there would be no Belle Harbon. I felt sorry for the possengers & knew there would be casualties on the group. 274

fil can be I any more service to y just bet me know vill never laffen egein Deuenth 146 Beach 129th St. Belle Harbor, NY 11694-1620 274



## 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?) She was travellery S/W

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

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? (If for the time we are the airplane) is a first the second se

4. How long did you observe the airplane? I they was file from the top of the church until telflood with shy long from the top of the church until it efflood with shy long

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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Date of Birth November 2, 1936,

11/13/2001

Date of transcription

Rockaway Park, New York, telephone was interviewed at his residence by Special Agents FRANK M. FINN and DOUGLAS B. MEREL of the Federal Bureau of Investigation. After being advised of the identities of the interviewing agents and the purpose of the interview, he provided the following information:

advised that he saw something about the airplane that crashed earlier in the day and felt he needed to report it. He also spoke with one of the Spanish newspapers about this event. Stated that he was a travel agent for many years, but now works for a modeling agency.

advised that he was walking his dog on the boardwalk at Beach 117th Street. He heard the noise of an airplane and looked at it. He recognized it to be an AMERICAN AIRLINES plane, Model 300. The plane was traveling in a direction from the airport, over the bay, before it went over the land.

airplane on the bay side at approximately Beach 126th Street. It was going upward. He saw an object coming from the direction of the ground and it struck this plane in the vicinity of the right wing. A struck this plane in the vicinity of the right and described this sound as a wcrack for described this object to be about 24 inches long and cylindrical in shape, like a stick. Initially, stated that he saw no flame coming from this object. Subsequently, he said that he saw a small trail of bright yellow/orange smoke coming from it.

stated that after this, the plane came down to the ground. At first, it floated downward, like an injured bird. Then it nosedived. There was the sound of an explosion, then he saw smoke. **Method** advised that when this plane started downward, both the wings and engines were attached. The object that hit the plane did not go through it. The fire he saw was after it hit the ground.

Investigation on 11/12/2001	<sub>at</sub> Rockaway	Park, New	York			
File #149A-NY-280669-302			Date dictated	11/13/2001	L	
SA FRANK M. FINN, by SA DOUGLAS B. MEREL	(FMF:clm)					
This document contains natiber recommendations	por conclusions of the	EBI It is the property	v of the FBI and i	s loaned to your agenc	v. 0	275

#### 149A-NY-280669

11/12/2001

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Continuation of FD-302 of

advised that after he saw this, he hurried home and brought his dog back to his apartment. He saw a neighbor from the building, whom he identified as **second second**, looking out his window and thought that he could possibly provide a similar account of this event. Afterward, he came back out and found some debris, possibly insulation from the plane, in the area of Beach 126th-127th Streets. He gave this to a police officer who was there and explained about seeing an object come in contact with the plane before it crashed.

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		Page o1 Pages
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	PO 313.0814 SECOND SHEET (Rev 8:50) H-1	100 5525 127 277 02

DETAILS:

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INVESTIGATION: CRASH OF FLIGHT #587 SUBJECT: CANVASS OF SECTOR "A" FOR WITNESSES

÷.	426 143 Street- DOB: PH# PH# O-He stated
	that he neard a loud noise,
	when he looked up over his garage he saw a silver plane going straight down towards the ground. He ran to the corner of Newport
	and 1/3 and easthall the the smake's He stated that he did not accularly
ала 1	smoke or flames coming from the plane as it was diving straight

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AA587 Witness

From:	
Sent:	Friday, January 11, 2002 7:22 PM
To:	AA587WIT@NTSB.GOV
Subject:	587 PLANE CRASH

Dear Sir/Madam

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On the day of the accident I was in the parking lot of Waldbaums grocery store which is located on Beach Channel Drive and 114<sup>th</sup> street. My 12 year old asked "what is that"? I got out of my car realizing in the air floating and flipping over the bay with small pieces of metal floating with it was the tail of an airplane. I realized it was an airplane because of the red and blue A<sup>o</sup> n it. I looked to my left and saw a glimpse of a very large airplane on fire, the fire seemed to be on its left side, when I first saw this plane it was already over the houses I then felt a "jolt" I saw very black smoke rising over the homes. I then screamed for my kids to get back in the car... I drove like a crazy person back home on 122<sup>nd</sup> street all the while seeing the horrible smoke.

I hope this answers all the questions you asked of me. You also sent this letter to one of my sons the answers all the questions you asked of me. You also sent this letter to one of my sons the answer who was home at the time on 122<sup>nd</sup> street playing outside with his cousin on the front porch he is telling me what to type: I heard screeching and saw a big plane with its left wing on fire, the engine was even on fire, then I heard a big boom and saw lots of black smoke over the house.

Sincerly

Send and receive Hotmail on your mobile device: http://mobile.msn.com

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Date of transcription 11/16/2001

SSAN DOB residing at Queens, New York was interviewed in the DOB at her residence. presence of her son, 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:

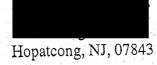
Sometime after 9:00 AM on 11/12/01, was operating her personal vehicle in the vicinity of Beach 114 Street and Beach Channel Drive, Queens, New York with her children. She looked up and observed an aircraft tail and other aircraft parts tumbling through the air toward the bay. She noticed the blue and red American Airlines logo painted on the same. She then heard what sounded like the SST Concord flying overhead. sound as metallic in nature. **End** believes that the tail fell into the bay in the vicinity of Beach Channel Drive and Wendy's Restaurant.

observed fire on the left (port) side of son the plane's fuselage and also witnessed something falling from the same.

witnessed the plane ·Neither or crash.

Investigation on	11/12/01	at Queens, New York	
	IY-280669-302		
	nn J. Janus		

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January 29, 2002

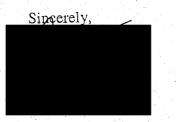
Luke Schiada National Transportation Safety Board 2001 Route 46, Suite 504 Parsippany, NJ, 07054

Dear Mr. Schiada:

On November 12, 2001, I was fishing on the boat Codfather, approximately one mile off shore of the Rockaways at Breezy Point. We were on the ocean side.

I was standing at the stern of the boat looking toward the shore watching an airplane heading in our direction. It had taken off parallel with the ocean and banked towards us. All of a sudden, pieces of the aircraft blew off from under the wing (looking at the plane on the right side). I thought it was an engine. Immediately or instantaneously there was fire at the juncture where wing meets fuselage. I said out loud, they blew up the airplane. The plane went into a left spiral and straight into the ground with a huge fireball.

If you need to contact me, I can be reached at work from 8:00 AM to 5:00 PM) of the form the form the form after 7:30 PM). Please call if I can be of further assistance.





On 11/16/2001, Dot Dot dot transcription Hopatcong, New Jersey, Telephone , work was interviewed telephonically by SA John M. Mifsud. After being advised of the identity of the interviewing agent and the nature of the interview, provided the following information.

advised that he was fishing with on the charter fishing boat "Cod Father" on the morning of 11/12/2001. The boat was in the ocean, one mile off of Riis Park Beach. was watching the passenger jet airplanes as they were taking off from JFK international Airport. advised that approximately 9:15 A.M., he observed a passenger jet airplane heading south in the direction of the "Cod Father." The plane looked intact. The tail section was on the plane. (He disputes the account that the tail section fell off first.) He saw the engine fall off the wing and then observed fire in the area of the wing and fuselage. The plane rolled to the left and spiraled twice before crashing straight to the ground. He stated that he did not see a missile hit the plane and he did not see any suspicious boats in the area. advised that the called the Coast captain of the "Cod Father", Guard to report the incident.

Investigation on	11/16/2001	at N	Melville	, New Y	York		(telephonically)	
File #265A-NY	-280350-302					Date dictated	11/16/2001	
by SA John M	M. Mifsud/jmm			- -				

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11/16/2001

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Date of transcription

11/25/01

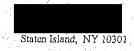
-OH

Queens, New York, home telephone number 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 between 9:30 A.M. and 9:45 A.M., she was looking out her second story bedroom window. Stated that she heard a plane, it was loud, and very close by, but she knew it was not the CONCORD. advised that she saw little pieces coming down, and then saw a large piece of plane come down.

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n <u>11/12/01</u> A-NY-280669	ut Queens Sub 302	<u>s, ny</u>	Date dict	ated N/A		
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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;



January 21, 2002

National Transportation Safety Board 2001 Route 46 – Suite 504 Parsippany, NJ 07054

Dear Sir or Madam:

On November 12, 2001 I was driving on the Belt Parkway – East bound towards Long Island. I was exiting the Flatbush Avenue Exit towards Kings Plaza. The exit ramp is "horseshoe shaped". As I was making a turn – I saw a helicopter through my driver's side window. As I looked into the sky – I saw a plane taking off from the Kennedy Airport, which is in the distance. The plane ascending and banking towards the water (to the planes left). I am turning right into the exit. We are turning together and I have a clear view. As the plane is still climbing, - the rear view right engine is on fire with black and white smoke. At this point the plane is still climbing. Then it begins to level out. It starts to teeter to the left and right (2 times). It then begins to fly in a slanted position (facing 11:00). I saw more smoke – the entire plane is in tact, no fuel dumping, no birds in the area, no explosions. The only thing that I see is the engine on fire. At this point the plane takes a slight dip towards the ground. The left wing tips down, the right wing tips up. The nose of the plane is now pointed towards the ground and I can no longer see it because of the trees in front of my vehicle. When I complete the horseshoe turn and make it to the top of Flatbush Avenue – I see the smoke from the plane crashing. The entire process took between a  $1\frac{1}{2} - 2$  minutes approximately at 9:11am -9:13am.

Sincerely,



(NYPD - 11:00 am - 7:00pm Mon, Wed & Fri)

- 1 -

Date of transcription

11/16/2001

#### FEDERAL BUREAU OF INVESTIGATION

New York City Police Fitness Instructor, 95 Window Work Staten Island, New York, home telephone number work telephone number date of birth work telephone number for account number work telephone number for account number date of birth work being advised of the identity of the interviewing Agent, and the nature of the interview, provided the following information:

was driving on the Belt Parkway in Brooklyn, New York on 11/12/2001, at approximately 9:15 a.m. was approaching the Flatbush Avenue exit when he noticed a helicopter in the air above his car. While observing the helicopter, noticed an airplane a few miles in the distance with one of its engines on fire. \_\_\_\_\_stated that this was the left engine if one were observing the plane from the front. The airplane was still climbing in the air as black and white smoke began to emerge from the engine. The plane then leveled out and began to "teeter" back and forth. people get out of their cars on Flatbush Avenue in order to observe this plane. Soon thereafter, saw the plane dive down towards the ground, at which point his view was obscured. moved his car and noticed a large area of smoke which he believes was the area of impact when the plane hit the ground.

event was one to two minutes.

Investigation on	11/15/2001at	Brooklyn,	New Yor	k (telephonical)	Ly)
File # 149A-N	IY-280669 - 302 -	1 1 2		Date dictated	
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Date of transcription 11/17/01

, dob: \_\_\_\_\_ home address: , telephone number: \_\_\_\_\_\_ work address: World Class Aquarium, 2015 Flatbush Avenue, Brooklyn, NY, telephone number: \_\_\_\_\_\_ cellular telephone number: \_\_\_\_\_\_, was advised of the identity of the interviewing agents and the nature of the interview. He provided the following information:

advised that on the morning of 11/12/01 he was on a fishing boat with two other men in Jamaica Bay in the vicinity of the Marine Park Bridge and Floyd Bennett Field. The other men in the boat were **Park Bridge and Floyd Bennett Field**. The other men in the boat were **Park Bridge and Floyd Bennett Field**. The may also have witnessed the airplane crash.

the aircraft in the aircraft continued to fly briefly, then it twisted and went straight down in the area of Beach 136th Street. Pieces of the aircraft that had fallen off fell into Jamaica Bay.

said that there was a police boat on patrol at the time of the crash. The police boat was near the bridge moving fishing boats away from the bridge. They were in the process of assisting an Asian appearing man in a small boat that was disabled when the crash occurred. They headed towards the crash after it happened.

the crash. The diagram was secured by the interviewing agents in a "1A" evidence envelope attached to this communication.

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

### FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription <u>11/14/2001</u>
date of birth Social Security Account Number Market A. was interviewed at his residence: Queens, New York, telephone number Market Also taking part in the interview was Detective John Quinones of the Police Department of the City of New York. After being advised of the identity of the interviewing agent and officer, provided the following information:
Center, telephone number for the second seco
approximately 2200 to 2300 feet. While the plane was coming over the bay, he saw that rear vertical fin break away from the aircraft. provided the interviewing agent with a sketch that he had prepared (see 1A).
did not see the plane dump any fuel over the bay. explained when a plane dumps fuel it does not flow out of the aircraft like water flowing from a faucet. The fuel will spray out of the plane with some force. The temperature at high altitudes is very low. If the cold fuel were to spray out of the plane and come in contact the hot engine it would condense; therefore, would have seen smoke coming from the plane. did not see any smoke nor any fire.
The plane continued flying. As the plane came over land, heard a sound coming from the plane's engines. He
avestigation on <u>11/12/2001</u> at Queens, New York
ile # <u>149A-NY-280669-302</u> Date dictated
SA Anthony L. Zampogna
this document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency: 29

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

#### 149A-NY-280669-302

Continuation of FD-302 of

, On 11/12/2001 Page 2

explained that the sound was similar to that made by a plane when it is landing. When landing a plane will turn its thrusters on in reverse to stop the aircraft. Compared the sound of the thrusters to the sound that he heard.

As the plane was over head, it began to roll and the left engine separated from the wing. The plane turned nose down to the ground with the head of the plane pointing toward the bay. hear the plane crash into the ground. He compared that sound of the plane crashing into the ground to the sound made by the World Trade Center (WTC) towers just before they collapsed. believes the sound was made by the steel bending and breaking. He then heard the plane explode. from the plane until after the engine separated from the wing.

As the engine detached from the plane, pieces of debris fell to the ground. Saw a piece of the plane fall on the church near to where he was standing. He also heard a set of keys hit the ground next to him. Stated, that the keys hit the ground with such force, they must have fallen from the plane. He also stated that there was no person near to him that could have dropped the keys. Ground gave the keys to the interviewing agent (See 1A).

plane's tail fin to simply fall off. He believes someone must have tampered with it.

\_ 1 .

Date of transcription

11/12/2001

280

	employed by REY WEST FARE LIMO
SERVICE, telephone number	er , was telephonically
	telephone number 999995,
was driving passenger	to JFK Airport when he
witnessed the crash of ]	Flt. 587. name and company were
	was advised of the identity of the
interviewing agent and p	provided the following information:

advised that he was driving into JFK Airport ans was near the Tower Air Terminal when he watched an American Airlines plane taking off in front of him traveling from left to right. The plane appeared to being flying normally. A few seconds later looked at the plane and saw a flash and stated that a ball of fire appeared from the rear of the left (Port) engine. He then lost sight of the plane behind a building. His next witnessed the plane spinning nose first toward the ground. He did not see the plane hit the ground. Attempted to call 911 however, nobody answered. Then called the radio station 1010 WINS and was on the air

was on Flt. 587. took the same flight, Flt. 587 to the Dominican Republic on September 27, 2001. He was supposed to take his sister in-law to the airport today however, he could not because he had a fare.

Investigation on 11/12/2001	New York, New York	(telephonically)
File # 1.49A-NY-NEW	Date dictated	
by SA Thomas Q. Krall 1		

## AA587 Witness

From:	
Sent:	Wednesday, January 16, 2002 12:53 PM
To:	AA587WIT@NTSB.GOV
Subject	: Statement
Dear Mr.	Schiada,

As requested, here is my statement regarding Flight 587.

I live at 406 Beach 134<sup>th</sup> Street. On November 12, 2001 I was in my kitchen, which faces Beach 133 Street. I heard an unusually loud plane, the windows were rattling. I touched the window and as I did this I heard a loud thrusting sound and I heard what sounded like tin cans banging. I saw something fall from the sky, I looked further up and saw the plane and realized it was the right engine falling off. The plane was heading south (towards the ocean) it was moving in a sloppy manner, the left engine then fell off. The plane then went nose up, and came down. I did not see the impact, but the plane appeared to have gone down tail first.

I hope this helps. I can be reached at home any day except Tuesday at a please call if you need additional information. Thanks.



## AA587 Witness

From:		
Sent:	Thursday, January 17, 2002 4	:02 PM
To:	AA587Wit@ntsb.gov	
Subject	:: Followup	
Dear Mr	. Schiada,	

I am writing in response to your follow-up questions.

- 1. I did not see any smoke or fire coming from the plane at any time during my observation.
- 2. By "sloppy" I mean the plane was tipping to the left and right quickly, bouncing up and down.
- 3. 10-20 seconds probably passed from the time I first saw the plane until the time it went out of my view.

Page 1 of 1

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I hope this is helpful. Again, if I can be of further help please do not hesitate to contact me. Thanks.

	INFORMATIONAL PD 313-081A (Rev. 4-89) 31 Trivest Plane Crash 100 State Plane Crash 100 Fellow-Up No. Fellow-Up No.	14 RP 1]
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	Laddoose locitude City State 20	ERP 1
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## FEDERAL BUREAU OF INVESTIGATION

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Date of transcription <u>11/13/2001</u>

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 she observed Flight 587 in the air before it crashed. She advised that she heard the plane, and that it sounded "off", or unusual. She looked up and observed the algoraft on fire, then it "nose dived". She then saw what appeared to her to be an engine, also on fire, dropping, after the plane. husband, also observed this.

provided the following information.



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by XSSA	Steven L.	Winserbs	/SLW:S	<u>lw</u>					 -

This document contains neither recommendations nor conclusions of the FBL. 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.



AA587 Witness

From: Sent: Thursday, January 17, 2002 5:18 PM To: aa587wit@ntsb.gov Subject: Witness Statement American Airlines Flight #587

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

Dear Mr. Schiada:

As requested in your correspondence dated January 2, 2002 the following is a true account of what I saw on November 12, 2001;

At approximately 9:15 A.M. on November 12, 2001, I had just parked my SUV (1998 Ford Expedition) in front of my residence located at 260 Beach 134<sup>th</sup> Street in Belle Harbor, Queens New York. At this time I exited my vehicle and was about to take my baby out of the car when to my horror I observed a silver large Airplane fall from the sky nose first. This observation was made while looking east between my residence and the house located directly south (256 Beach 134<sup>th</sup> Street).

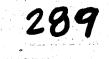
From my vantage point I did not completely see the wingspan mostly the fuselage. The reason for this is only portions of the wings were observed, they spanned west to east. I lost site of the aircraft a millisecond before impact with the ground. I heard a huge explosion followed by a large fireball and black cloud of smoke which came right through my backyard towards me.

I did not observe any parts separating from the aircraft. I observed no smoke or flames prior to impact with the ground. My observations were for only approximately 2 seconds. As described above my final observations were of the aircraft falling nose first with wings obscured spanning west to east.

Please feel free to contact me at

Thank you,

260 Beach 134<sup>th</sup> Street Belle Harbor, New York 11694



	COMPLAINT - FOLLOW UP INFORMATIONAL PD 313-0814 (Rev. 4-89)-01 CTIME TINVESTIGATE PLANE CRASH 100 CC6 No. Computini No. Date of This Report TINVESTIGATE PLANE CRASH 100 CC6 No. Computini No. Computi
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appeared to be in tac. Moments later, he observed the two engine of the plane failing from the sky, with no visible flame or smoke showing, and then observed the plane do a nose dive towards the ground. The plane then became a large ball of flames and smoke.

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CASE	Alter the second	DATE REVIEWED/CLOSED	IF ACTIVE, DATE OF NEXT REVIE	<b>, 77</b>
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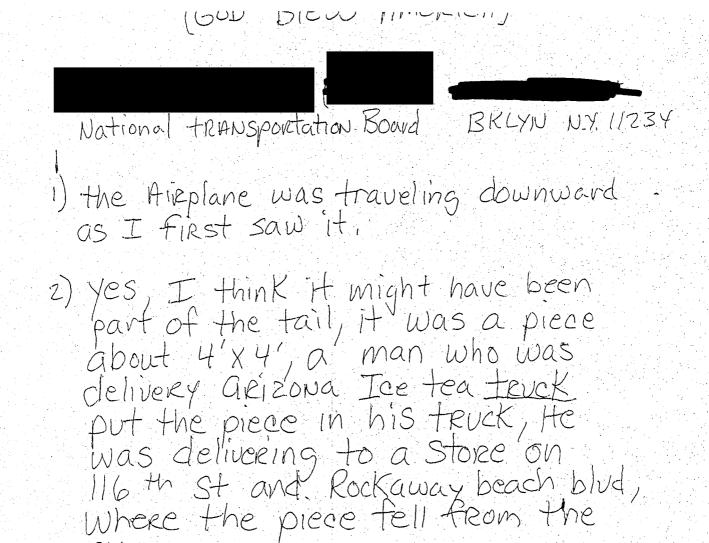
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January 8, 2002 Statement I was standing in my bedroom on the second floor of my home When I Cheard a deep, mulled boon, prunding like an explosion. my bedroom window faces the Street and looks toward 131 st street, the site of the crush. distance of 10 blocks \* when I looked out my bedroom window and saw an american Airlines jet mere was fire mid fuselage for the entert time of my observation. The plane was on an downward angle, nose and right wing tilted town the earth was still entact or not. at this point the aircraft spiraled once, with the nose pointed straight down I lost sight of it behind the rooves The approx distance from my window the the plane when It was still dir borne.

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of houses. about 2 to 3 slowds later there was another applosion and thick black smither. I probably observed the plane for. a total of 15-20 secondo, maybe less. 433 Beach 143 ST. Ruekaway PK N.J. 11694 -Tel # Evenings and Thurs thru Sat. Mornings. 29/

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3) yes, It was coming from the Right engine. Yes it was present the entire time.

4) I observed the plane for about 15 seconds,

5) the Plane was practically Straight down, and hit the ground, but My View at that point was blocked by some houses.

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NWA FLIGHT UPS NOV-12-2001 13:26 P.05/05 11-12-01 This is from Anno - CAPTAIN FUSCHT. # 1867 Northwest Airlines schooluled flight from JEK to DTW. We were number two for departure behind an american dirlines A300 and B767 off ranway 311 JFK. as we way toring into to position for departure, comething caught my attention in the sky. At first glance noticed the averaft had No flack or flames from ancraft. No trailing amore directoft appeared to roll and nose over. It imported the ground nose down My impression was that at least one wing und the fusilage was intert. One wing may have been missing. Viraft appeared uncontrollable. an ann an Araban ann an Araban ann an Araban an Araban ann an Araban ann an Araban ann an Araban an Araban an A Araban an Araban an Araban ann an Araban an Araban ann an Araban ann an Araban ann an Araban an Araban an Araban Araban an Ar n an ann an Anna an Ann An Anna and the second and a second • •• . . -TOTAL P.05

Captein Fight #1967 Northwest Aldines scheduled fight from JFT to

294

This is from

We were number two for departure behind on American Airlines A300 and B787 off runway 31L JFK. As we were toxing into position for departure, something caught my attention in the sky. At first glance noticed the aircraft had pieces failing from it. Saw a little smoke initially. No fash or first glance noticed the aircraft had pieces failing from it. Saw a little smoke initially. No fash or first glance noticed the aircraft had pieces failing from it. Saw a little smoke initially. No fash or first glance noticed the aircraft had pieces failing from it. Saw a little smoke initially. No fash or figures from aircraft. No trailing smoke. Aircraft appeared to roll and nose over. It impacted the ground nose down. My impression was that at least on wing and the fusalage was intact. One wing may have been missing. Aircraft appeared uncontrollable. - 1. -

#### FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/14/01

International, Captain, NORTHWEST AIRLINES (NA), was contacted at the administrative offices of NA, Terminal 4, John F. Kennedy International Airport (JFKIA), Jamaica, New York, by Special Agent (SA) JAMES G. KINSLEY of the Federal Bureau of Investigation (FBI) and Detective DONALD LEARN of the Port Authority of New York and New Jersey, regarding the crash of AMERICAN AIRLINES (AA) flight number 587.

He has been flying for NA for the past 13 years. He has been a pilot for the past one and a half years, based out of Minneapolis, Minnesota, He has flown in or out of JFKIA four times since becoming a pilot.

On November 12, 2001, he was at the controls of NA flight number 1867 bound for Detroit. Flight 1867 was number two for departure behind an AA A300 and an AA BOEING 767. While taxiing his aircraft into position for departure on runway 31 left, he noticed that the AA A300 was in trouble with its nose down at a 30 degree angle. At this time, the A300 was approximately four minutes into its flight at an altitude of between one and two thousand feet. He observed some debris trailing behind the aircraft. He looked away from the A300 briefly to make sure he was lined up properly on the runway. When he looked back, he saw the A300 in a nosedive slowly turning on the way down. He estimated the altitude of the A300 at 500 feet. He could not tell whether or not the engines were still attached to the plane.

the fuselage intact on the way down. When the A300 impacted the ground, he observed a mushroom cloud. **Example 1** stated that at one point, he did notice a small amount of smoke coming from the A300, however, he cannot recall when he saw the smoke.

Sector stated that he saw no sign of an explosion or fire prior to the crash. He added that in his opinion, the pilot lost control of the plane.

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Investigation on 11/12/01 at Jamaica, 1	New York	· · · · · · · · · · · · · · · · · · ·		
File # 149A-NY-280669		Date dictated <u>11/13/01</u>		
by SA JAMES G. KINSLEY:etq				2
This document contains neither recommendations nor conclusion		t is the property of the FBI and is	NY45 loaned to your age	ncy;

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

TEL. EXT. (201)963-7111

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Synopsis: American Airlines Flight 587 departed JFK at 0913 hours and crashed in the vicinity of 129<sup>th</sup> Street in Belle Harbor, NY

At 1030 hours, the pilot and the same and the same and the same provide the pilot and co-pilot of Northwest Airlines Flight 1867 were interviewed in Terminal Four by the undersigned. Flight 1867 was in line to takeoff from Runway 31L when the same provide that he saw pieces of an aircraft falling from an aircraft and then the aircraft went into a nose dive and crashed. The aircraft appeared to be intact and that there was no visible fire. The aircraft appeared to be rolling to the left and aircraft are based in Minneapolis (1 000 1000 5)

Arresting/Investigating Officer	100 -			Shield Number	Tax Registry Nu 037523	mber
	fol Comp	Date	Facility Comman	nding Officer		Date

NON Criminal Incident Report

### THE PORT AUTHORITY OF NY & NJ 241 Eric Street, Jersey City, NJ 07310 POLICE CRIMINAL COMPLAINT

TEL. EXT (201) 216-6800

FOLLOW-UP REPORT

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2 Complaint	L	aw/Sect.		P.A. Crime Date Occurred Code Mon.			Time Occurred (From-To)		
Place of Occurrence (Address) Newport Rd.	between le Harbor	129 ST.	& NV	Date Report			Time Rep 0921	orted	
Complainant's Name: (Last) (First)	(lr	nitial)		Sex CIM C		Race Ag		ea Cd - Bus Tele.	
Complainant's Address:					•		Ar	ez Cd - Home Tele.	
	Arrested	Sex		Race	Date of Birt	h Ag	30 Ar	ea Cd -Home Tele.	
Suspect's	Interviewed	<u>  Ψ Μ</u>	D F Hgt.	Wgt	Hair	Eyes	So	c. Sec. Number	
Address			<u> </u>		P.A	. Artest No.	В,	Number	
Suspect's Name (Last, First, Initial)	Arrested	Sex		Race	Date of Birt	h Ag	te Ar	ea Cd -Home Tele.	
	Interviewed	ФМ		1	Hair			c, Sec. Number	
Suspect's Address			Hgt.	Wgt		Eyes			
					P.A	. Arrest No.	B.	Number	
Pot. of Occurrence Pct Voucher No. A 100 pct.	larm No.		Dock	t Number	Court	Date	Co	urt	
	ase Closed: (			ase Open;	Active		rds Sectio Master Lo	n Only g D MNI File	
Details of Complaint: On folow-up report give addition									
				1.1.6 00	7 4 - 4 7	ANOFOAA		<i>C</i>	
SYNOPSIS: Investigate crash of	and the second secon								
ype Airbus A300, on take off f	rom JFK I	. Airpo	rt, 1	runway 3.	l Left,	and enr	oute t	0	
Santo Domingo, Details:									
	an tha setting Saith Saith			<u> </u>					
1. Reference is made to all r 12. On November 12, 2001 the u							y (631	-5018684).	
le responded to Northwest Airli							1		
Airlines Flight Crew from fligh						/			
the captain of flight #1867	10 1/ 1007 1	prov	ided	a handw	ritten	report t	o the	above	
listed agent and to the reporti	ng detect	ive. (c	ору	attached	).				
He further stated that the airc	raft in q	uestior	was	approxi	mately	four mil	es in	the	
listance when he first observed	and the second design of the s								
vas missing and that the aircra					N N 1 1 1	· · · · · · · · · · · · · · · · · · ·	50 G ( ) C ( )		
Captair has been flyin					r thirt	een year	s and	has been	
a Captain with Northwest for on	le and one	-naul y	ears		<u></u>	lan Anna Anna		nter de la composition de la compositio Reference de la composition de la compos	
CASE OPEN/ACTIVE.									
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Vet Den #10	29		isagi si <del>Tanan I</del>			Tay Paris	try Number		
Arresting/Investigating Officer Det. Donald Learn 11-15-0	)1			Shield Number 104		فصحب شيدت سيراب	try Number		
Tour Commander		Date		Facility Comn	nanding Offi	Cet .	D	alo	

(1)JAN 13, 2001 To whom It May Concers: My name is 167 Beach 132nd St. Belle Harbor NY as per your written uquest I am writing down the events as & remote remember on Monday November 12200 On November 12th at approximately 9.10 am I was in the driveway of my home on Beach 132nd St. At that time I heard an aircraft overhead that & assumed to be the concord. Knowing that it had recently resumed I looked directly up into the sky. and the the I was facing the Bay which is North. I noticed from the shape and close profimity of The craft that it was not the concord. 295

The anoraft appeared (11 my 2) Opinion) to be curving downward. At then seemed to be a powerless Motionless Object that became Vertical and proceeded to decend very rapidly until I lost sight of t as it crashed, bletter a large White house on Rockaway Beach Blud and B132 were obstructing my view. as I watched The plane decend I only could see the underbelly. No parts upon my observation seemed to tall. when it hit there was a large flume of Smoke and fire. It was very strange Day because prior to This there seemed to be no power or sound to the plane;



Ufter That I ran onto The house to check my Children. I Then ran back outside to see if any neighbors were around. Alarap I hope This information is a help. If you have any further questions you may call me during the hours of 9-7pm C C. Sincerely 295

Line Line         Line <thline< th="">         Line         Line         &lt;</thline<>		PD 313-081A	- FULLUW UP (Rev. 4-89)-31	Crime		ano Cras	=h 100	OCCB No.	Complaint No. 3325	Date of This Ri	DE I
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AA587 M	litness	
From:		
Sent:	Tuesday, January 08, 2002 8:01 I	>M
To:	AA587WIT@ntsb.gov	
Subject:	Flight 587 Crash	

#### Att: Luke Schiada

In response to your letter dated 1/02/02, I am submitting the following statement.

On November 12, 2001, at approximately 8:45am, I was travelling east on Beach Channel Drive adjacent to the Riis Park parking lot. I had just come south over the Gil Hodges Memorial Marine Parkway Bridge after a round of golf at Marine Park Golf Course. What caught my eye at first was I believe I saw flames coming out of the tail of the right side of a jet plane as it flew South over Jamaica Bay. At this point I slowed down to observe that the plane was in trouble: It appeared to me as if the plane was being tossed about in the air. It took a hard left and downward motion, followed by a hard right and upward motion. As the plane continued in a southerly direction towards the ocean, abouth half way over the Rockaway Peninsula the plane banked left. (I was hoping that it was turning around and returning to JFK) and continued to bank left until the plane was almost straight up and down in the sky. It then proceeded to go straight down. I never saw any parts or pieces come off the plane. I saw the immense fireball and heavy black smoke rise in the sky. Amazingly, I never heard anything. At this point I was by the overpass (about Beach 160<sup>th</sup> Street). I had tried unsuccessfully to reach my wife via cell phone and rushed home to see that she was all right. I also tried to call 911, but at that point on the Peninsula (near Riis Park), there is a dead zone for cell phones. The whole episode took no longer that 90 seconds. I never lost sight of the plane from the first time I spotted it. It looked like it was out of control and that the pilot was trying to regain control.

I am a 51 year old local small business owner and have lived in the Rockaways my entire life. I have always anticipated this would happen someday. On foggy or stormy days the engines are so loud sometimes, you would think that they are landing next door.

I hope that I was able to assist you with your investigation. I believe that it was an accident and certainly hope that it was. I can be reached during the day at my store,

or during the evenings at

Sincerely,

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# **Telephone Memorandum**

Date: November 15, 2001

Person Interviewed:

Present: Norm Miller, Witness Group

Subject: DCA02MA001, Witness Interview

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

She was standing outside of a Citibank located on 113th Beach Street. The accident airplane was "very big in my view and it was banking to the left." She observed a fire along the left wing attachment point. She also noted "the tail looked strange." The airplane then disappeared from her field of view, behind some buildings.

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#### FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 11/14/01

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

At approximately 9:00am on 11/12/01, had just exited from a bus and was walking towards Beach 137th Street from Cronston Avenue in Far Rockaway. She heard a loud noise, looked up and observed a commercial airliner flying exceptionally low. She then saw that the plane seemed to be losing altitude and one of its wings came off. The plane was so low at this point that **Excert** started running. She saw the plane hit the ground and explode on impact. **Excert** advised that she didn't see any fire or smoke prior to the plane hitting the ground.

NY 44 File gerpen in- NY 44 D. WPM	
Investigation on <u>11/12/01</u> at Queens, New York	
File # 149A-NY-280669 sub 302 - 72 Date dictated 11/12/01	,
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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;

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Nickname, First Name, Allas       Stars, Marx, M.O., Elc. (Continue in "Octelit"):         AREA WITHIN BOX FOR DETECTIVE/ LATENT FINGERRAINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."         Comp, Inter/lewad       In Person:       By Phone       Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Octalits)         Urises Interviewed       In Person:       By Phone       Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Octalits)         Urises Interviewed       In Person:       By Phone       Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Octalits)         Urises Interviewed       In Person:       By Phone       Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Octalits)         Urises Conoucled       If Yes · Make Entry In Body Re; Time, Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Octalits)         Urises Conoucled       If Yes · Make Entry In Body Re; Time, Date       Crime Scene Visited       If Yes · Make Entry In Octalits Re: Time, Date         Urises Conoucled       If Yes · Make Entry In Body Re; Time, Date       Crime Scene Visited       If Yes · Make Entry In Octalits Re: Time, Date         Urises Conoucled       If Yes · Make Entry In Octalits       Results:       Dis (Enter Results in Octalits)			19 1 1 97 2 20				_
Nickname, First Name, Allas       Stars, Marx, M.O., Elc. (Continue in "Cotellid"):         AREA WITHIN BOX FOR DETECTIVE/ LATENT FINGERRAINT OFFICER ONLY., THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."         Comp. Inter/lewid       In Person:       By Phone       Date       Ime       Results: Same as Comp. Report - Oliferent (Explain in Oetalls)         Off Yes       No       In Person:       By Phone       Date       Iff Ime       Results: Same as Comp. Report - Oliferent (Explain in Oetalls)         Vitness Interviewed       In Person:       By Phone       Date       Iff Ime       Results: Same as Comp. Report - Oliferent (Explain in Oetalls)         Vitness Interviewed       In Person:       By Phone       Date       Iff Ime       Results: Same as Comp. Report - Oliferent (Explain in Oetalls)         Ves       No       In Person:       By Phone       Date       Iff Ime       Results: Same as Comp. Report - Oliferent (Explain in Oetalls)         Ves       No       Names, Addresses, Results:       Iff Ime, Date       Iff Ime, Date       Iff Ime, Date         Ves       No       Names, Addresses, Results:       Other Assults:       Iff Yes       No       Evidence Obtained         Ves       Refuged       Fullure       Results:       Othesults:       Results:       <		E Eyeglasses Sunglasses Clothing Description,					
AREA WITHIN BOX FOR DETECTIVE/LATENT FINGERPRINT OFFICER ONLY. THIS BOX WILL BE UTILIZED BY INVESTIGATOR WHENEVER POSSIBLE AND MUST BE FULLY COMPLETED WHEN USING THIS FORM TO CLOSE A CASE "NO RESULTS."         Comp. Interviewed       In Person       By Phone       Date       Ima       Results: Same as Comp. Report. Oldrenni (Explain in Details)         Witness Interviewed       In Person       By Phone       Date       Ima       Results: Same as Comp. Report. Oldrenni (Explain in Details)         Witness Interviewed       In Person       By Phone       Date       Ima       Results: Same as Comp. Report. Oldrenni (Explain in Details)         Witness Conducted       If Yes       No       Date       Time:       Results: Same as Comp. Report. Oldrenni (Explain in Details)         Witness Conducted       If Yes       Nake Entry in Booy Re; Time, Oate.       Crime Scene Visited.       If Yes       No         Question       Names, Addresses, Results:       Question       Question       Evidence Oblained.       Evidence Oblained.         Witness Viewed Photot       Results:       Results:       Distribution       Evidence Photos       Evidence Oblained.         Witness Viewed Photot       Results:       Results:       Crime Scene Photos       By (Enter Results: in Details)         Question       Results:       Question       No       Crime Scene Photos       By (Enter R							
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Yes       No       Improved         Yes       In Person       By Phone       Date       Improved         Yes       No       Improved       Proved       Proved       Proved         Yes       No       Improved       Proved       Proved       Proved       Proved         Yes       No       Improved       Proved       Proved <td< td=""><td>Çon</td><td>no, Interviewed In Person By Phone Date</td><td>llmə</td><td></td><td></td><td>in in Delalis)</td><td>୍ମ</td></td<>	Çon	no, Interviewed In Person By Phone Date	llmə			in in Delalis)	୍ମ
Wilness Interviewed       In Presult       If Yes       If Yes       If Yes       If Yes       If Yes       No       Other Scene Visited       If Yes       Nake Entry in Ostalis Re: Time, Osta         If Yes       No       If Yes       No       Evidence Obtained       Evidence Obtained         Ormplainant       Viewed Pholos       Results:       If Yes       No       Evidence Obtained         Ormplainant       Viewed Pholos       Results:       If Yes       No       Evidence Obtained         Wilness Viewed Pholos       Results:       If Yes       No       Evidence Obtained         Wilness Viewed Pholos       Results:       If Yes       No       Evidence Obtained         Ores       Refused       Fulture       Results:       If Yes       No         Ores       Refused       By (Enter Results in Details)       If Yes       No         Ores       No       If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:					- 9 / 1 - 1 - 1 - 1 - <u> </u>	In In Octails)	-
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Yes       No       No       Equation of the second of th		When Conducted (1. Yes + Make Folly in Body Re; Time, Date;			Hake Entry in Details Re:	Time, Dale,	3
Conversion       Refused       Future         Witness Viewed Photos       Refused       Future         Crime Scene Photos       By (Enter Results in Details)       Crime Scene Photos         Crime Scene Photos       By (Enter Results in Details)       Crime Scene Photos         Crime Scene Photos       By (Enter Results in Details)       Crime Scene Photos         Yes       No       Crime Scene Photos       By (Enter Results in Details)         Yes       No       Crime Scene Photos       By (Enter Results in Details)         Yes       No       Crime Scene Photos       By (Enter Results in Details)         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       Crime Scene Photos       By (Enter Results in Details)         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       Crime Scene Photos       Crime Scene Photos         Crime Scene Photos       By (Enter Results." Check Appropriate Box and State Justification in Details:       Crime Scene Photos       Crime Scene Photos         If Closing Case "No Results." Check Appropriate Box and State Justification in C-3 No Evidence / Can'l IO'       Crime Scene Photos       Crime Scene Photos         OCTAILS:       Come the case the following Details       Crime Scene Photos       Interviewed While Working		Allowed and Advances (Description of the second s	🖸 Yes	D. No	Evidence udiained	en hogen hadde	_
Wilness Viewed Photos       Refult::         Yes       Refused::         Offma Scene Dusted:       By (Enter Results in Details)         Offma Scene Photos       By (Enter Results in Details)         Yes       No         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       No         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:       C:4: Uncooperative Complainant C.5: "Leads." Exhausted         OFTAILS:       Operation:       C:2: Inaccurate Facts       C:3: No Evidence / Can'l 10"       C:4: Uncooperative Complainant C.5: "Leads." Exhausted	Con	nclainant Viewed Pholos					
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Column Scene Ousled       By [Enter Results in Details]         Pres       No         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details:         If Closing Case "No Results." Check Appropriate Box and State Justification in Details.         If Closing Case "No Results." Check Appropriate Box and State Justification in Details.         If Closing Case "No Results." Check Appropriate Box and State Justification in Details.         If Closing Case "No Results." Check Appropriate Box and State Justification in Details.         If Closing Case "No Reserve".	•		C.6	A Fores Photos	Ry (Enter Results in Ostails)		
DETAILS:							ст. 
DC-1.Improper Referral LC-2 Inaccurate Facts CC-3 No Evidence / Can 10 LC-4 Oncoordent Commented while working							ं
DETAILS:		Costing Case "No Results," Check Appropriate Box and State US	dence / Can'l ID'	C-4 Uncooperal	lve Comptainant 💠 🗆 C	5. "Leads" Exhausled	Υ.
on this date the following persone were interviewed while working			the state and the				(a.)
on the maRINE Parkway Bridge (Upper Roadway) . (Kiska Corp.	- I.	on this date the following	persone	were inte	rviewed whi	le working	<u>_</u>
		on the maRINE Parkway Bridge(Upp	er Road	way) (Kis	ka Corp.		
							<b>.</b>

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On this date the undersigned interviewed stated the following: Plane was pullingup, the right wing was on fire. Pcs were falling off into the water. Plane carshed into the homes in the Rockaways.

51	CASE DACTIVE DCLOSED	DATE REVIEWELL CLUSED	1.1	IF ACTIVE, DATE OF NEXT REVIEW
1	AFPORTING RANK	et.		Sonzalez 1879039 00005
	REVIEWING / CLOSING	CASE ENTER DESIGNATION CLOSED: COR D	SIGNATURE	Phillip I
	L/	Choice Choice	Amp), Amp 7 Fi	
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