Witness Group Factual Report

APPENDIX H

Documents Pertaining to Witnesses 301-354

As mentional I wo son see Josef Hoor of my house. I hear A LARGE Boing and my window.

Shook. I listed up the shade and At that

Point I saw the plant & Engine photology

of the back of the Plant. The Plant was

FACING S/W Hyung to gain altitude.

The Plane Rolled to the south / south

Epst And then did A Nose dive.

I loss sight At the Tree link.

FEDERAL BUREAU OF INVESTIGATION

	Date of tra	anscription <u>11/15/2001</u>
Beach 145th Street, Rockaway, I supplied the following informat	New York was inter	home address 147 viewed and
lives on the se is west of where flight 587 cranoise that sounded like a cannof his window and saw an airplay engine about 200 feet from the flames coming from the engine. of white smoke as the engines turned 90 degrees and went into	on firing. In facing southwe plane in the air. The plane was direvved up. The ai	<pre>ially heard a then looked out st with the There were no splaying a trail</pre>
as it descended out of his view was attached at this time. descended.	saw no flames	are if the tail
Investigation on 11/14/2001 at Brooklyn,	New York	(telephonically)
File # 149A-NY-280669-302-168	Date dictated	11/15/2001
by SA Daniel C. Panicoe		

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Date: January 2, 2002

National Transportation Safety Board

Telephone Memorandum

Person Interviewed:	
Subject: DCA02MA001, Witness Interview	
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Kennedy International Airport, Jamaica, New Yor	
when he observed the subject accident airplane.	During our conversation, he stated:

He noticed flames from "two different pieces falling" from the sky. He was not certain where the flames originated from or which direction the airplane was traveling. He also was not able to provide any specific details regarding the differences between the two parts. The parts spiraled down, disappeared from his field of view, and he then observed a "big cloud of black smoke" rising up from the ground.

tated he observed the airplane for about 5 to 10 seconds, and did not recall hearing and sounds associated with the airplane.

Luke Schiada Air Safety Investigator

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Date of transcription 11/19/2001

FEDERAL BUREAU OF INVESTIGATION

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was interviewed at her home shortly after the plane crash of AMERICAN AIRLINES Flight #587. Present for the interview was Special Agent SEAN M. CAVANAGH, FBI.

November 12, 2001, she was at her residence, 524 Beach 134th Street. She remembers hearing an aircraft that sounded to her like the Concord, only not quite the same. She looked out her rear window (which faces east). She saw a jet aircraft in a complete vertical nosedive. She saw two big cylinder type objects which she described as looking like cannons or big barrels falling away from the aircraft. She then saw the aircraft crash into the ground several blocks from her home. She stated that the reason she looked out the window was because the jet was making a noise again which sounded like the Concord and it shook her house. She does not recall hearing an explosion prior to seeing Flight #587 crashing.

17/12/2001	arbor, New York
Investigation on 11/12/2001 at Belle H	albor, www.roll
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File # 149A-NY-280669	Date dictated 11/16/2001
SA SEAN M. CAVANAGH,	[[하다] 그리는 그리 하고 하고 있는 것이 없는 것이 없는 것이 없다.
by SA JAMES McCARTHY (JM:clm)	

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INFORMATIONAL CHIME INVESTIGATE PLANE PO 313-061A (Rev. 4-89)-31 CRASH-FLIGHT 58.7 100 3325 Information No.	3 = 0. PERP 1
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Last Name, First, M.I. Address, Include City, State, Zip.	pt. No PERP 1
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	CASE	
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Dear Mr. Schiada, In reply to your inquiry concerning the creek of American airlines flight 587 on november 12,2001 in belle Harbor.

On the marning of November 12, 2001, I was
Walking down Besch 118 lt going in the direction
of Rockway Besch Blod (NORTH). It was between
9:10 and 9:20 AM. I heard a plane and looked
up, it was coming over Belle Harbar from over the
Bay (SOUTH). As I looked at the plane I show
debris coming out of the left side close to the
wing. a few seconds later I saw black smoke
wing, a few seconds later I saw black smoke
Coming from the front of the plane followed
Coming from the front of the plane followed
explosion there was complete silence the plane
explosion there was complete silence the plane
explosion there was complete silence the plane

I observed the plane go down until it went behind houses. I heard an explosion and sur black smake at their time I was on Beach 118 St and Rockdway Beach Blad, all the while I was booking at the left side of the plane. I did not

(Continue on next Page)

Del aux parts fall off, Lhe debus at first looked like paper, but I really can't experist could have been pieces of the place.

Sencerely,

Sencerely,

you wish to get in touch with me, your can reach me at my home phone your the best time is in the early evening.

	V	NFORMATIO D 313-081A	(Rev. 4-89)-31	Inv	<u>'estigate</u>	Plane (<u> </u>	100		3325		IOW-UP NO	1/111	PERP
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1	Total No. of Wanted Arrested Weapon (II Ilrearm, give color, make, calibre, type, model, etc.)	
-	Perpetrators Used Possessed Address, Include City, State, 2tp. Apt. No. Res. Pct. Wanted Arrested Last Name, First, M.I.	46
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Çom	7. Interviewed in Person: By Phone Date Time Hesuits, Jame as Comp. Report - Officerent (Explain in Details)	
Will	ess interviewed in Person By Phone: Date	
	If Yes, Make Entry in Body Re; Time; Date. Crime Scans Visited II Yes, Make Entry in Details no. 11(1)	19 CHOICE
G	Yes No Names, Addresses, Results	
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ļ	ETAILS: INVESTIGATION: INVESTIGATE ACCIDENT/PLANE CRASH	PERP I
2	라마트 - 이렇게 : ^ : ^ () 나는 그는 살아가 아름다면 모든 소리를 하면 있는 그를 하는 것이 없는 것이 없는 것이 없는 것이다. 그런데, 그런데, 그런데, 다른데, 그런데, 다른데, 그런데, 그런데, 그런데, 그런데, 그런데, 그런데, 그런데, 그런	PEAP®
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PO 313-081A (Rev. 4-89)-31 Investi	cate Unit Reporting 75 Det Squad	Follow Up No.	PERP 2	
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AREA WITHIN BOX FOR DETECTIVE / LATENT FINGE FULLY COMPLETED WHEN USING THIS FORM TO C	A.O. Etc. #### STATE OFFICER ONLY. THIS BOX WILL BE UTILIZED BY IN PROBLEM CASE "NO RESULTS." Committee of the committee	omp. Report - Dillerent (Explain in Details)	CHOICE 2	
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Witness Interviewed In Person By Phone	0316 No. 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	s - Make Entry in Details Re: Time; Date,	19	
Canyass Conducted . If Yes - Make-Entry In Body Re	Time, Oale,	Evidence Oblained	CHOICE	
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The Process Control Results:			20. PERP II	
Witness viewer roots P 1 Crime Scene Dusied By (Enter Results in Di	etails) Crime Scene Photos	By (Enter Results in Details)	PEAP 2	
RP 2 Yes No.	riate Box and State Justification in Octalis: Facts : 00.3 No Evidence / Can't IO 00.4 Uncoope	stative Complainant C-5 "Leads"	Exhausted	
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ottales Investigation: Americant Subject: Interv	an Airlines Disaster iews with witnesses, v/o B. 131th	n street/Newport are	0500.2	Anna Daniel Contract
RP 2	The second secon			*
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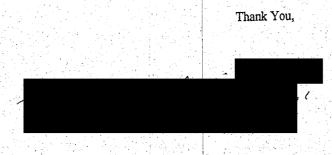
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Belle Harbor NY 11694

Att: NTSB, AA587WIT 2001 ROUTE 46 SUITE 504 PARSIPPANY, NEW JERSEY 07054

Your agency is investigating the accident that occurred on November 12, 2001, involving American Airlines flight 587, that crashed in Belle Harbor, New York. I have been identified by your staff as a witness and wish to tell my account of the incident.

On the day in question, I was standing on the corner of 122 street and Newport Avenue, adjacent to my house. The plane was basicly hovered for a few seconds over the garage/driveway of my residence. At this point in time ,there was an upward explosion , with no apparent flames, before it diverted towards the area where the plane started falling apart entirely. After, the explosion , a piece of the debri fell only inches from my body.



FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/13/2001
performed by Supervisory Special the New York Office (NYO) of the (FBI).	llowing investigation was l Agent (SSA) STEVEN L. WINTERS of e Federal Bureau of Investigation
regarding the crash of AMERICAN observed the plane in flight who saw no fire while the plane was explosion as the plane impacted	in the air, and then observed the
to his neighbor,	at he gave a number of plane parts 1 121-14 Newport Ave., a retired
NYPD officer.	o information
provided	the following information.
Serie Harbor,	
Telephone:	
	[12] 경영하다 그 15 시간 (1912년 12일
음식에 불통 경우 시간 (1985년 - 1985년 - 1987년 - 1987년 - 1985년 - 1987년 - 1987년 - 1987년	
	하고 있으면 함께서 있는 그는 돈 만나 그 사람
원하고 있었다. 하지만 하는 사람들이 없는 것이다.] · 프랑렛을 보기하셨습니다. 등은 12 - 12 12 12
- 후보통입니다 등록 기타 (시대리) - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	를 가지 않는 사이들에게 말라고 올라면서 그렇게 되는데 되었다. 물건의 아들말로 하고 되었다. 이번 제시된 사람이 되었다. 그리고 있다.
불교하다 불교로 있는 본 시민 여름이다.	
Investigation on 11/12/2001 at Belle H	
200669	Date dictated 11/13/2001
Tile # 149A-NY-280669	
by SSA Steven L. Winters/SLW:slw	
This document contains neither recommendations nor conclusions of t	the FBI. It is the property of the FBI and is tolared to your age.

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



Page _ Complaint No. 100

of 5 tates that she was working at 410 B. 129 St. first floor, which faces West, when she heard a low flying plane. She looked out the lescribed the plane as a giant window and she saw a plane almost skim a house. body of plane with no wings and she did not observe any fire or smoke. She then saw the plane get lower to the ground and then she saw a large ball of fire and heard the explosion. an be reached at her residence by telephone

Case : ACTIVE.

IF ACTIVE, DATE OF NEXT REVIEW DATE REVIEWED/CLOSED COMMAND REPORTING TAX REG. NO. BNGS 886784 Richard Wentz C.O.'s-INITIALS Detective OFFICER: CASE REVIEWING/CLOSING CLOSED: SUPERVISOR.

PO 313-081A (Rev. 4-89)-31	INVESTIGATE D	DA NI Reporting	Pct, OCCS No. Cemplaint No. 100	Oste of This Report
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FEDERAL BUREAU OF INVESTIGATION

		Date of transcription	on <u>11/14/01 </u>
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Investigation on 11/12/01 a	, Rockaway, N	ew York	1/14/01
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National Transportation Safety Board

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 he stated:

He was sitting at the Sunset Diner, when he looked up after hearing a "loud roar" and a loud "muffled engine sound." The airplane appeared to be trying to climb when it suddenly "flopped, nose down." The left engine then separated and the airplane began a slight corkscrew. The airplane traveled downward into the buildings.

stated he did not observe any fire coming from the airplane.

Brooklyn NY 11209 January 22,2002

Dear Sir:

The following is in respose to your inquiry of January 9,2002.

At the time in question I was facing East on the south side of Hangar B at Floyd Bennett Field.

The aircraft was climbing at approximately 2000-3000 feet(my estimate).

There was a flash of flame where the portside wing meets the fuselage. The wing then separated. The plane turned nose-down and fell. This lasted about 10tol5 seconds then I lost sight dur to buildings blocking my view just before impact.

If you need to contact me further . If I am I can be reached at not home leave a message and I willget back to you.

Sincerely:

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

TEL. EXT. (201) 216-6800

Follow-up #

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	Į	SUPERVISOR:	CLOS		OR 8	Peipi	Parp 2 Parp	1 Am 2		
in the second					2					

December 5,2001

So whom It may concern,

I heard a really stronge noise so I looked out my window. The plane, seemed to be unsteady and I think I saw a kind of explosion or fire The plane sterned to be traveling slowly and straight and I saw parts falling from it. It was just coming apart and it spun around. Then it started to mosedive down and spiral. I only observed the plane for a few secords, because it seemed to be coming right for my house. jud grabbled my Son and ran out of the house my final wew of the plane was when it was spiraling down to the ground I'm sorry in this description isn't the vest, but I was terrified and I am trying to remember as pest as I can.

cell phone#

131-16 Rockaway Bch Blva. Belle Harbor, N.y. 11694

FEDERAL BUREAU OF INVESTIGATION

	ıl N. Harris				
File # <u>149A-N</u>	TY-280669-302			Date dictated <u>11/13</u>	/2001
Investigation on	11/12/2001 at	Belle Ha	cbor, New	York	
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	sne was in lane outside her ved a plane with	window.			window and
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Boule	On 11/12/20 vard, Apt. 3B, B		pr, New Y	ork, telephone	Rockaway Beac
				Date of transcription	11/13/2001
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Rockaway Point, NY 11697 January 9, 2002

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

Attention: Luke Schiada
Air Safety Investigator

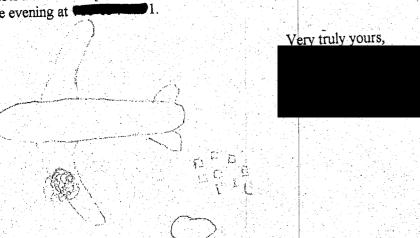
Dear Mr. Schiada:

As requested, the following is my eyewitness observations of American Airlines Flight 587.

I am employed at Dr. Rogoff's Dental Group located at 114-04 Beach Channel Drive. From my desk, my view is looking west. While talking on the telephone, I looked up alerted by the actions of another employee who has just spotted the plane. The plane was in my view for about three seconds. I believe it was just coming over land (my building sits right off the bay) and I saw it a distance beyond the buildings located on Beach Channel Drive. The plane was flying south and in a sideways position with the wings vertical at approximately a 60 angle. The right wing was up, the left down. Flames were visible from the middle of the left wing. A barrel shaped object (I assume was an engine) was detached from the plane slightly below it and to the right of the left wing. Small pieces of the plane, about a dozen, looking look pieces of paper in the wind, were also visible further back by the end of the plane on the left side. The plane then went out of my sight. When I went around the front desk to the window I saw a huge cloud of black smoke.

I did not notice any insignia of the plane. I do not know if the tail was still on. If it was, since the plane was not flying horizontal, it was not be a position when it would stand out. My main focus was the flames on the wing. I did not see any other fire.

I sincerely hope this is investigated further to determine exactly what happened. Planes pass constantly before me and I don't understand if it was an air turbulence problem then why other pilots haven't complained of this problem. I can be reached 9am to 5pm at 7 in the evening at 1.



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•	On Nov. 19, 2001 the U/S responded to the office of Dr. David Rogoff, dentist. These are nurses and receptionists that work in his office.	
	His office is located at 114-04 Beach Channel Drive overlooking the Jamaica Bay.	
١.	states	22 PERP 1.
	she observed the plane flying towards the ocean, but tilting /leaning left and the left wing in flames where the engine is. Then what	PFRP 2
. 4	appeared to be a barrel fell from the plane (engine ?) and other	PERP 2

CHOICE 2		PERP	2]
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Pot: Compilint No. Date of This Report

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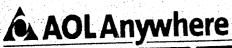
DETAILS

50 B.128 St. coming out of the rear.

2. Status: Case open.

		IF ACTIVE DATE OF NEXT REV	EW
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Subj: Flight 587 Air Crash

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Date: Fri, 11 Jan 2002 1:03:17 PM Eastern Standard Time

From: LJMJ4859

aa587wit@ntsb.gov

TTLP4 BCC:

On 11/12/01 at approximately 9:16 a.m. I was in the bathroom of my home on the second story and about to shave. I live at 194 Beach 114th Street with second story windows looking west towards Belleharbor. I heard a very abrupt and loud bang which appeared to be "elevated" or orgininating from the sky and very different from the sound of two cars colliding. The sky at that time was clear and completely cloud free. I immediately looked westward and saw a large aircraft heading south towards Belleharbor, flying out of Kennedy at approximately 2,000 feet. Flames and smoke were clearly visible in the rear door area and debris (some large parts) could be seen falling to the earth. The smoke, debris etc was occuring within one second or almost simultaneously with the abrupt bang I heard. At that point the aircraft seemed to hesitate and drop a few hundred feet in the sky continuing for a few seconds on the same flight path, heading south towards the beach and Atlantic Ocean. Over

Belleharbor it suddenly made a sharp turn to the left and nose dived into the ground behind some houses. I was deeply shocked and prayed for the unfortunate passangers. I did notice, before the plane hit the ground that the wings seemed to be relatively intact. The aircraft looked beautiful in the last seconds of its life with the morning sun glinting on the fuselege. I had my cell phone and immediately called the 100th precinct. I took note of the time which was approximately 9:17 a.m. I then called the NTSB with an account of what I had seen and ran to the crash site. As a Catholic Priest (retired) I got as close as I could to the impact zone and gave a general blessing and absolution to the dead. I feel I am a reliable eyewitness with a deep interest in aircraft. My nephew is presently a captain with Irish Air Lines (Aer Lingus.)

Sincrely Yours

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Reply



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Sir:

On November 12, 2002 I was fishing with two friends on a 16 foot boat in Jamaica Bay. We were located just east of the Vets. Memorial bridge at approximately Beach 100 St. Our boat was about 100 yards from the Rockaway bulkhead. It was a bright, sunny morning, although the temperature was cold. I looked up toward the west and saw a jet plane with its left wing on fire. The jet was flying toward the south. The plane seemed to be flying normally with the exception of the fire. I said to my friends "Wow! That plane's in touble." When I first saw the jet I thought it was between 1500 and 2000 feet high judging from its proximity to the Marine Parkway bridge. At that point the aircraft seemed to be attempting to turn left or back toward the east in the direction of Kennedy airport. Just as the plane was begining to turn, something fell off the aircraft at the rear. At that moment, I saw something come from the plane that appeared to be a parachute. It was a long white material that came from the plane between the tail and the wing and fluttered down behind the plane at a 45% angle. If it was a parachute it did not open and landed in the bay. One to two seconds later the plane turned nose down, spun three times and crashed into the ground. I looked at my watch and noted the time at 9:15AM.

We then raced toward the scene in the boat. There were pieces of the plane floating in the water. Within ten minutes there were numerous police vessels and two Coast Guard units on the scene. We were asked by NYPD officers to pick up any pieces of the wreckage that we could find and to bring the pieces to the police boat. We picked up approximately ten pieces of various sizes and handed them over to the police and Coast Guard.

I have pictures of the scene taken from the boat. I also have pictures of pieces of the wreckage as we were handing them over to the police. I would be glad to send the pictures to you if they might be helpful. The people in the boat with me were and they each live in Broad Channel, N.Y.

Please feel free to contact me if you need any further assistance.

Yours truly,

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INFORMATIONAL Crime Trivestigate plane crash: PEL OCCS No. Compiain No. Quae of this Report 11-12-01.	IA PERP A)
Case 10 Orig: Report 11-12-01. 11-12-01. Complainent's Name. Last, First, M.I. Complainent's Name. Last, First, M.I. Complainent's Name. Last, First, M.I.	PEAP 1
Onparing A name, Cost, treatment	16 7 PERP 1
Home Telephone Business Telephone Position / Rejationship Sex Race Date of Birth Age	PERP 2
Toul No. of Wanled Accessed Weapon Describs Weapon (Il lifearm, give color, make, callbie, type, model, alc.)	
Wanled Arrested Last Name, First, M.I. Apr. No. 1. Res. Pcl.	16
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☐ Yes ☐ No Names, Addresses, Results ☐ Yes ☐ No Evidence Obtained 7 Complainant Viewed Photos: Results:	CHOICE
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Crime Scene Dusted By (Enter Results in Details) Crime Scene Photos By (Enter Results in Details)	PERP 1
Yes No	PERP 2
PT DETAILS:	21 PERP 1]
INVESTIGATION: INVESTIGATE PLANE CRASH. SUBJECT: STREET CANVASS;	PERP 2
_ STATUS: CASE OPEN.	
1. On november 12, 2001 at approximately 0950 hours the undersigned along with Det. Amalfitano were present in the vicinity of Newport Ave. and 131 St. and	PERF 1
Det. Amalfitano were present in the vicinity of the results were as conducted a street canvass regarding this investigation. The results were as follows:	PERF 1
Melling was in my kitchen and I heard a loud rumbling	PERP 2
noise. I went to see and saw the left side of the front	
of the plane explode (ball of fire). Then it started going down. I ran in the house.	and the state of t
Divide the second secon	
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FEDERAL BUREAU OF INVESTIGATION

FEDERAL BUL	
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white	female, DOB: home address
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	linghor Oueens relephone
142 Beach 138th Street, Beile	the identity of the interviewing
agent and the purpose of the	interview she provided the
agent and the purpose of the	
following information:	aying at 142 Beach 138th Street, the
nas been su	the terrorist attacks of September
residence of a friend, since	
11, 2001.	ovember 12 2001. was
On the morning of N	who heard a long fullulating bound
outside. She stepped onto the	d very low. then saw the
sky. The plane flew slowly at	of fire and smoke. thought
left wing explode into a ball	the left. screamed, grabbed
that the plane then moved to	house. When she stepped outside
her dog and brought it in the	House. When but of the second
again, the plane was gone.	# B & F : : : : : : : : : : : : : : : : : :
	내려가는 하루하는 하는데 돌았다. 그런 이번이 그 아버지만 이 것 같다.
는 경기를 받는 것들이 되는 것을 받는 것을 하면 되었다. 사람들은 사람들은 기를 받는 것을 보는 것을 보는 것을 받는 것을 받았다. 것을 받는 것을 받았다면 받았다면 같습 않는 것을 받았다면 같습니다. 것을 받았다면 받는 것을 받았다면 같습니다. 것을 받았다면 받았다면 같습 같습니다. 것을 받았다면 받았다면 받았다면 같습 같습니다. 것을 받았다면 받았다면 받았다면 받았다면 받았다면 받았다면 받았다면 받았다면	
	불어 이렇게 잘 되는 생활이 되는 맛있는 뭐 하고 있다.
	선명 등에 여름하면 가는 사람들이 되고 있다면 그 없는데 그렇다.
병원을 다시 그림을 받는 그리고 말을 하다.	기의 경기 기업을 맞는 것이 되었다. 그는 그 얼마나 없는 그 얼마나 없는 것이 없다.
하다 않는 아이들이 아이들은 어머니는 아이들은 아이를 다 했다.	물이 계속한 시간하는 학생님이 살려 살아가지 않는다. 그 사
	나도 무어를 받고 있다. 그리 이 이 아무리는 그 날이 모든 것은 것
레이스 하는 작업을 보는 사람이 되었다. 그렇게 되었다.	불는 전화를 하셨다고요 하는 이 중요하는데 되었다면?
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에 가는 얼마 나는 이 나는 이 나는 사람들이다.	
보면 보기 상인하는 보고 경하되는 살이 안.	
[발문원 : 보다] 발전 보기 시간 보고 하는데 본 사회 본 기간	다른 이 이 물림으로는 물로 들은 시간으로 되어, 이 생각은 모든 하는
	역사 교회회의 경찰 마음을 하는 것이 있는 것이 되었다. 그는 생각이 나
	대통 회사를 상황하게 보이고 함께 되는 사람이 되었다.
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- 14 <u>- 18 - 18 - 18 - 18 - 18 - 18 - 18 - 1</u>	<u>하네. 요즘 사람들은 하루를 하면 하는 것이 하는 것이 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데</u>

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investigation on ±± ===	Belle Harbor, N.Y.
File # 149A-NY-280669 - 302	Date dictated
by SA Peter M. Brady	

Orig. Report Date Assigned Case. No. Unit Reporting 11/12/01 1389 102 Det. Sqd.	PEAP 2
/12/01 11/12/01 1389 102 Det. SQN: alnan's Name - Last, First, M.L. Victim's Name - II Different	
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Home Telephone Business Telephone Position/ Relationship	
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Perpetrators Used Description Address, Include City, State, 21p Apt., No. Ass., Pr	
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National Transportation Safety Board

Telephone Memorandum

Date: March 14, 2002
Person Interviewed:
Present: Luke Schiada, Witness Group
Subject: DCA02MA001, Witness Interview
witnessed the subject accident and was interviewed by a witness group member via telephone. During the conversation, he stated: He was standing on Beach 130 th Street and Rockaway Beach Boulevard, with noticed the airplane first, and when Mr. Vane looked up, he noticed the airplane in a right bank, with fire coming from the wing near the engine. He began to run and did not observe the airplane further. He did report hearing a loud "crackling" noise and he did not see any parts falling from or around the airplane during his observation.
estimated he observed the airplane for about 3 or 4 seconds.

Attorney and Counsellor at Law 132 Nassau Street New York, New York 10038

January 9, 2002

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

Attn: Luke Schiada - Air Safety Investigator

Re: November 12, 2001

American Airlines Flight 587 Belle Harbor, New York

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Dear Sir the management of the bound of the second of the I am in receipt of your letter dated January 2, 2002 regarding an incident that occurred on November 12, 2001, involving American Airlines flight 587, that crashed in Belle Harbor, I reside at 264 New York. My name is Beach 133rd Street, Belle Harbor, Queens, New York. Our one family house is located on the East side of 133rd Street, between Newport Avenue and Rockaway Beach Blvd. the subject house is located about 100 feet south of Newport Avenue. At a few minutes after 9:00 a.m. on November 12, 2001, Monday, Veterans Day, I was standing on my porch on the second floor of my home, located outside my bedroom. The porch faces South towards the Beach. I was measuring the porch floor. Hater rantining have e

I heard an exceedingly loud close sound - much louder than the Concorde sounds. I am accustomed to the sound of the Concorde (I have lived in Rockaway for forty-nine (49) years, my whole life).

I looked up and saw an airplane facing - traveling in a southerly direction - towards the beach and I saw a fire under its wing on the side closest to me. I saw no parts separate from the plane or falling from the airplane. Within seconds it was in a nose dive position - straight above my house - I ran in grabbed my two (2) kids and flew to the basement. I observed <u>yellow-fire</u>, no smoke, present for the seconds before nose dive position was assumed. My final view was nose dive directly over head.

You can reach me by telephone at (3), any time between 17:00 a.m. to 6:00 p.m.

Very truly yours,

Date	of Orig. Report	Date Assigned	Case No.	Unit Reporting	rejavatorija i				Follow Up No.		AC 00
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FEDERAL BUREAU OF INVESTIGATION

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Investigation on File # 149A-1	11/14/01 NY-280669-302	at Queens,	New York	Date dictated 11,	/14/01

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FEDERAL BUREAU OF INVESTIGATION

	view was term					john sere Berrana (j. 1885) Berrana (j. 1886)
into a	ed direction a cloud of sm ag east on th	oke. He lost	site of t	he plane	as he con	tinued
perhap	os a spark, n v small parts	ear the plan from the pl	e's engine ane fall t	. As he control of the ear	ontinued th as the	driving plane
just c	per 12,2001 a driven past t ed an airplan	he Knapp Str	eet exit o	n the par	kway, whe	n he
	w	vas driving e	astbound o	n the Bel	t Parkway	on
advise	nonically at ed of the nat viewer,	ure of the i		nd the ic	lentity of	the
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FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/13/01
York, telephone number residence. After being advised interviewing agents and the natuthe following information:	Rockaway Beach, New was interviewed at his of the identities of the are of the interview, he provided
time the airline crashed on Nove	eet and Beach Channel Drive at the ember 12, 2001. He saw the right in smoke billowing over the wing. forward and the aircraft turned a the ground. No further
	No. Vock
Investigation on 11/13/01 at Rockaway, File # 149A-NY-280669 - 302. 8 by SAs Jan M. Trigg Trenton Jon	Date dictated n/a

by _ 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

			Date of transcriptio	11/13/2001
On 11/12/20 Brooklyn, New interviewed on Rockaw VILLELA was working a CONTRACTING, 201 State number interviewing Agent and provided the following agent agen	York, telay Beach Pot that loc e Road, Road After bod the purp	ephone number arkway, Belle ation on a cockaway Beach, eing advised ose of the in	Harbor, onstruction New York	was New York, on crew for PCN
	working of the street of the s	n a construct in Belle Fine revving lonich appeared plosion and sobserved the then nosedive	Harbor. Foudly. I to be in saw fire the right wind to the	Approximately looked a normal take behind the and engine left and went
the plane hit the gro	und			
investigation on 11/12/2001 at	Belle Har	oor, New York		
File # 149A-NY-280669-302				3/2001
by SA Paul N. Harrison This document contains neither recommendations no it and its contents are not to be distributed outside	or conclusions of the your agency.	FBJ. It is the property c		Control # 44

270 BEACH 138 STREET BELLEHARBOR, NEW YORK 11694-1340 NOVEMBER 24, 2001-

DEAR SIR,

AS I REPORTED TO THE F.B.I. (AGENT RICHARD SHAW), I WAS WASHING DISHES IN MY KITCHEN SINK, AND JUST LOOKED THROUGH MY PICTURE WINDOW ABOVE THE SINK, FOR A SPLIT SECOND, IN THE DIRECTION THAT THE PLANE WAS FALLING ABOVE THE NEIGHBORHOOD ROOF—TOPS:

QUESTION 1 - STRAIGHT DOWN, NOSE FIRST.

2 - I DID NOT SEE ANY PARTS SEPARATING OR FALLING FROM THE PLANE.

3 - I DID NOT OBSERVE ANY SMOKE OR FIRE COMING FROM THE PLANE.

HOUSE WINDOW, AND FOR A SPLIT SECOND SAW THE PLANE FALL FROM THE-SKY.

5 - IN AN INSTANT, WHEN I LOST SIGHT OF THE PLANE, I HEARD AN EXPLOSION, AND MY HOUSE SHOOK.

SINCEPELY.

FEDERAL BUREAU OF INVESTIGATION

불만큼 화면 보는 그들이 그 보는 경기를 받는	[화장: [19] [10] [10] [10] [10] [10] [10] [10] [10
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York; telephone number: the crash of American Airlines	ch 138th Street, Far Rockaway, New was interviewed regarding flight #587 on November 12, 2001.
his kitchen table when he obsection commercial plane sharply desce	lane because it disappeared behind saw a plume of smoke coming from had last observed the plane.
일을 하는데 보고 있는데 말하는데 이 이 사람들이 있다. 그런 경기를 받는데 되는 것이 되었다. 그런 그런 그를 보였다.	
	를 보고 하면 함께 보고 있다. 그는 것이 되었다. 그런 그 보고 있다. 하는 사람이 사람이 가장 보고 있다. 그는 것이 되는 것이 되었다.
2500 시간 마장이를 보고 있다. 이 이 다 말했다. 과 왕의 25 대의 있는데 이 이 전 이를 되는 기회가 되었다.	를 하고 있다면서 하는 사람들이 하는 것으로 함께 다음이 되는 것이다. 1985년 1일 전 시간에 가지되었다. 1985년 198
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File # 149A-NY-280669 Sub 302 PLSA Janet L. Engel by 2003A Richard P. Mika	

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FEDERAL BUREAU OF INVESTIGATION

On November 16, 2001, 270 Beach 138 Street, Belle Harbor, New York, telephone number was telephonically interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature of the interview, information: advised that 2001, he was washing dishes at looked out his kitchen window the sky. Stated that he did not see any flames or smoke but heard an explosion soon after the plane left his point of view. Investigation on 11/14/2001 of Queens, New York Investigation on 11/14/2001 of Queens, New York										
Street, Belle Harbor, New York, telephone number was telephonically interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature of the interview, information: advised that on the morning of November 12, 2001, he was washing dishes at looked out his kitchen window and saw an airplane descending from the sky. It is stated that he did not see any flames or smoke but heard an explosion soon after the plane left his point of view. Investigation on 11/14/2001 at Queens, New York							Date of	of transcription	11/16/200)1
Street, Belle Harbor, New York, telephone number was telephonically interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature of the interview, information: advised that on the morning of November 12, 2001, he was washing dishes at looked out his kitchen window the sky. It stated that he did not see any flames or smoke but heard an explosion soon after the plane left his point of view. Investigation on 11/14/2001 of Queens, New York										
was telephonically interviewed by Special Agent Richard J. Shaw. After being advised of the identity of the interviewing agent and the nature of the interview. Information:	C++	On - Dall	November	16, 200	1, ==	alanha	no numb	270 Beac.	n 138	
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File # 149A-NY-280669-SUB-302 Date dictated 11/10/2001								4 11/1¢	/2001	•
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FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/18/2001
was interviewed in the vicinity Boulevard, Belle Harbor, New You	rk Atter Deling advised of chic
cha looked	icinity of her residence when she up and observed a plane crashing. eard the explosion prior to the
Investigation on 11/12/2001 at Belle Ha:	por, NY Date dictated
File # 149A-NY-280669 Sub 302	

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44 331

1) - Reard a funny sound from the plane? Tail. Came off 2) It looked like garbage was Coming down 3) Right engine came off 4) left engine 5) No smoke or fire Until the plane crashed. I watched about 2-3 min.

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription

11/13/2001

performed by Supervisory Special Agent (SSA) STEVEN L. WINTERS of the New York Office (NYO) of the Federal Bureau of Investigation (FBI).

On 11/12/2001, the following investigation was

concerning

SSA WINTERS interviewd observations he made of American Airlines Flight 587 on the morning of 11/12/01. stated that he has an interest in aircraft. He was outside the north side his home on Beach Channel Drive when he heard a plane flying. As he looked up, he stated that the "noise changed", and that he observed pieces falling from the plane over Jamaica Bay. He stated that he observed explosions in both engines of the plane. The aircraft continued flight with a slightly nose up attitude, then veered to the left and went down.

provided the following information:

Address:

Name:

Belle Harbor, N.Y.

Telephone:

11/12/2001 m Belle Harbor, New York Investigation on 11/13/2001 Date dictated File # 149A-NY-280669 by ASSA Steven L. Winters

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Belle Harbor, N.Y. 11694

January 10, 2001

THE CONSIDER OF THE PORT WELL.

National Transportation Safety Board Northeast Regional Office 2001 Route 46, Suite 504 Parsippany, N.J. 07054 Att: Luke Schiada

Re: Belle Harbor plane crash

Dear Mr. Schiada:

In response to your request, the following is my eyewitness account of the incident:

I was standing on my back deck and heard the loud sound of a low flying plane. (I thought it was a Concorde.) I looked up and I saw a plane flying lower that usual and it was ascending. The plane was traveling southwest. I observed the plane for several seconds until it exploded in a ball of fire followed by black smoke. I saw debris falling after the black smoke. I did not notice any plane parts fall off prior to the explosion. My vantage point was from the left side of the plane.

The plane definitely exploded in the air while it was ascending. I live in the middle of the beach block on 125th Street.

I called the police department, FBI and NTSB. The FBI came to my house within a couple of hours of the incident and took my statement. I gave a statement over the phone to the NTSB. Please excuse my late reply.

Very truly yours,



Date of transcription

11/13/2001

FEDERAL BUREAU OF INVESTIGATION

On Monday, November 12, 2001, Federal Bureau of
Investigation Special Agents Andrew De Cicco and Richard M. Walsh
interviewed Date of Birth , 167 Beach
125th Street, Belle Harbor, New York. 11694. telephone number
Social Security Number was advised
of the identity of the interviewing Agents and the nature of the
interview and thereafter provided the following information:

At approximately 9:15 am, was on the back deck of her house feeding her cat when she heard an airplane which was unusually loud. Looked up and observed an airplane which was flying in a south west direction and apparently ascending.

described the sound as being four times as loud as the Concorde airplane. Several seconds later beloeserved a huge fireball surround the airplane and debris or parts of the airplane spiralling down from the sky. This was followed by a large amount of black smoke.

Could not see the airplane hit the ground from where she was.

				NYI	/
Investigation on	11/12/01	at Bell H	arbor, New 1	York	
File # 149A-	NY-280669-30	2 ~)		Date dictated 11/13/01	
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FEDERAL BUREAU OF INVESTIGATION

	Date of transcription $11-12-01$
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on the way to their Rockaway state plane moving southbound. As the observed that the plane had drawall particles. Then a larger "drifted" down. The plane was right side of the plane dropped the plane rotated on its axis	with his seven year old daughter ammer house when they observed the y exited the toll plaza, they opped something that appeared to be piece of "sheet metal" fell and still moving forward. Then, the d and the right engine was smoking. so that the right wing dipped. The out of his view. Moments later he
	y explosions and observed nothing
Control # NY	01
Investigation on 11-12-01 at New York	, NY (telephonically)
File # 149A-NY-280669-302 - 126	Date dictated 11-12-01
by SA Stephen B. Hessinger	

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SASTA BOY

National Transportation Safety Board

Telephone Memorandum

Date: November 20, 2001

Person Interviewed:

Subject: DCA02MA001, Witness Interview

witnessed the subject accident and was contacted by the Safety Board. During our conversation, he stated:

He was on the beach near 40th Street and observed the accident airplane with its left wing down about 45 degrees. The wings leveled for a "fraction of a second" and then the airplane appeared to "burst into flames" and "break into two pieces." The two pieces encompassed the fuselage from the wings forward, and the tail section aft of the wings. The two pieces then fell toward the ground and he observed a fireball. He did not hear any sounds associated with the airplane.

Luke Schiada

Air Safety Investigator

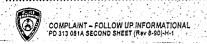
Lynbrolk NY 11563 4007

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

Dear Mr. Zuke Schiada The response to your letter sent to me Jan 2, 2002 about flight 587, that crashed in Belle Harbor, N. 4 on Movember 12, 2001. Using your outline in your letter, I will try to describe what Il saw and heard and what il was doing during this tragedy I am a general contractor and was working on a house at 519 Beach 131 St. four houses from the corner of Crunston Que. I was looking for a tiol in my van parked in the driveway when I heard a poping noise like an engine backfiring, there was also the sound of metal bunging against metal, at turned and looked up, facing east, and saw large pieces of the plane falling off a section of the tail, parts of the left wing and the engine from the left wing. At the time this was happening of started coming out of the driveway still watching the plane. Because of a tree with some foliage still on it I did not see the plane for about 2 seconds so I did not see the right engine come off until later on after it passed the tree the plane was in clear sight. after the parts of the plane came off the large pieces went to the rear of the plane and the engine of saw kept going forward. While this was happening the plane was flying level then immediately started to were to the right and started to nose dive toward the ground. At this time I was standing in the street in front of the house

I was working on and sow the plane crash into the houses on the next corner. at about a 60° angle. I could see the bottom of the plane. The plane stayed in that position for about 5 seconds. There was a loud hissing sound like our escaping, then the place blew up. I did not see any fire or smake while the plane was coming down. The weather was cold, clear and windy it would have left a smoke stream in the air. Ofter the explosion all the houses around the plane went up in flames. I ran back into the house and tried to call 911 on the phone, the phone was out of order. Then I ran back out side and down to the place. I was standing on the corner of Neport and 131 st. The people were starting to come out of their houses. -I could not see be and the corner because of the smalle and fire so I went back to Cronston aven there were police cars coming and I pointed to the crush site. From the time I paw this happening the plane coming apart in the sky and crashing and blowing up it was 15 to 20 seconds. The time was about 9:15 AM. I went back down to the crash site a second time until the fire engines came. Then I went back to the house I was working at . a car with four F. B. I agents pulled up in front of the house and I gave them my statement, it went back toward the crash site again for a third time by now there were rushat appeared to be assurded fire, police and energency set up their equipment and they were asking seople if anyone saw anything. I talked to a reporter for

Fox news and was broadcast live from the sceen. I was also approched by a reporter from NBC news and was also shown on their news broadcast. Then I gave a statement to some one from the Safety Board this any questions you might want to ask me help you in your investigation ketch of what I saw. I drew it the same night when I was at my desk on scratch paper -



PAGE 3 OF 3 PAGES
Complaint No. Date of This Report
101 44/42/C004

13/ Lynbrook, NY, was visiting a friend, when he heard a sound and looked up in the sky and observed falling debris. The plane was falling to the ground as if in a NOSE DIVE position.

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CASE ACTIVE CLOSED	DATE REVIEWED / CLOSED	//	IF ACTIVE, DATE OF NE	EXT REVIEW
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Office of the Community Superintendent

Community School District 27 82-01 Rockaway Boulevard Ozone Park, New York 11416

Tel: (718) 642-5700

Fax: (718) 642-5714

Matthew Bromme
Community Superintendent

Michele Lloyd-Bey Deputy Superintendent

Steven S. Greenberg, President Community School Board

Martin Weinstein Deputy Superintendent

January 8, 2002

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

Dear Mr. Schiada,

In response to your letter to me of January 2, 2002, relative to my observations of the crash of American Airlines flight 587 on November 12, 2001, I am noting for the record, my account of the events of that day.

On November 12, 2001, at approximately 9:12am, I had just entered my home, located at 131-05 Cronston Avenue, Belle Harbor, NY 11694, after walking my dog. I was walking through the house on my way to the backyard, when a sound, which I can only describe as an explosion, shook the entire house. I have been living in Rockaway for thirty-one years and have never heard a sound of this magnitude or tenor, so when I arrived at my back porch I happened to look up.

I was standing outside, on my back porch, when I saw a plane flying in a horizontal fashion, from north to south, across the peninsula. It appeared to be attempting to climb, as the nose was slightly up, however, it was flying at an altitude much lower than I have observed planes usually fly. There appeared to be flames and smoke emanating from the area where the right wing was attached to the fuselage and from an area on/near the right engine. I then heard another sound which I can only describe as a 'bang'. I then observed the right engine detach and fall from the right wing of the plane and immediately thereafter, the left engine detached and fell from the left wing. The plane continued its forward movement for another second or so then banked to the right and fell vertically, in a nosedive, to impact. There was smoke trailing from the plane as it fell. On impact, which was one block from my home, I saw flames, smoke, and other debris at least 50 to 60 feet in the air.

My observations of the incident lasted approximately 20 seconds from my initial sighting to impact.

If you require any further information and/or need to contact me concerning my observations of the events of November 12, 2001, I can be reached during the day at my office number, where the period of the evening at my home

I trust that your investigation into this incident will result in report which will accurately and truthfully provide an account of the events which led to this disaster, and solace to the families of the Dominican and Rockaway communities who have suffered from this tragedy.

Verv truly Aburs,

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WEINSTOCK, JOSEPH, KLATSKY & SCHWARTZ, LLP ATTORNEYS AT LAW 140-06 ROCKAWAY BEACH BLVD.

BELLE HARBOR, NEW YORK 11694

ISRAEL WEINSTOCK PETER A. JOSEPH JAMES KLATSKY JEFFREY M. SCHWARTZ ROD E. KOVEL JAMES P. KAY

10 EAST 40th STREET-25th FLOOR NEW YORK, NEW YORK 10010 NOT FOR SERVICE OF PAPERS OR MAIL

November 26, 2001

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

Mr. Luke Schiada

Air Safety Investigator

American Airlines Flight 587 Crash in Belle Harbor Re:

Dear Mr. Schiada:

Four agents of the Federal Bureau of Investigation, including Special Agents Joe Vastano and Jason DeMartino, have already interviewed me. I again summarize herein what I observed on November 12, 2001 with respect to the American Airlines tragedy.

I first heard the sound of an airplane that seemed to be right above my rooftop. I therefore went to the window to see how low the plane was flying. Unfortunately, what I observed several blocks east of my home was the fuselage of a plane in its vertical position heading straight down.

I did not observe any parts separating or falling from the airplane; I did not observe any smoke or fire coming out of the plane. I observed the plane for only a matter of seconds before it disappeared into the area lower than the rooftops across the street from me. My final view of the airplane was that of the fuselage heading towards the ground.

in huge flames. It spread to adjoining homes on Beach 131st Street. Following the instructions of a non-uniformed police officer, I together with a number of other people knocked on peoples homes to alert them to the danger of fire and requesting that they evacuate their homes.

I thereupon ran to the scene of the crash and observed the remnants of the plane engulfed

Very truly yours,

IW:lb

Para Service Control

FEDERAL BUREAU OF INVESTIGATION

	Date of transcrip	ption <u>11/15/2001</u>
NISONOFF and SCHWARTZ, LLP, 1 Harbor, (Queens), New York, to interviewed at his place of the T. Vastano, Federal Bureau of NYO), and SA Jason L. DeMartithe identity of the interview interview provided	telephone number acceptance business by Special Age Investigation, New York Ino, FBI-NYO. After be	Blvd, Belle MACO, Was ent (SA) Joseph ork Office (FBI- eing advised of
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Investigation on 11/15/2001 at Queens	, New York	
File # 149A-NY-280669-302 - 99	Date dictated	
SA Joseph T. Vastano by SA Jason L. DeMartino		N480

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	Scene Dusted By (Enter Results in Details) Crime Scene Photos By (Enter Results in Details) Tes O No.	20 PERP 1)
II C	losing Case "No Results." Check Appropriate Box and State Justification in Details.	
	1 Improper Referral C-2 Inaccurate Facts C-3 No Evidence / Can't ID C-4 Uncooperative Complainant C-5 "Leads" Exhausted	PERP 2
	US:	المتعارض والمتعارض والمتعارض

2. On Nov. 15, 2001 the U/s received a call from a states he heard a noise looked out his window saw the plane spiral down with the	M/W 33, PERP 1
noise looked out his window saw the plane spiral down with the on fire then after it hit / crashed, a lot of smoke. 1530 hr	engine PERP 2

?		<u>"我看到我们的""我们,我们还是有什么是一点的话题,我们就是我们的</u> 我的自己的话,这个人的一点的一点的话,这样们!"
	CASÉ DACTIVE DOLOSED	DETE REVIEWED CLOSED / S IF ACTIVE, DATE OF NEXT REVIEW
- 0	REPORTING RANK DET	SIGNATURE NAME PRINTED TAX REG NO. COMMAND CURRAN 897280 100
	SUPERVISOR: CLOSED: C	ENTER DESIGNATION SIGNATURE C.O. S INITIALS
		Choice Ghoice Prop Prop 2 Temp 1 Prop 2
1		

Page 1 of 29 DOE Name BROOKLEN N. V 11223 Home Address Home Phone: Social Security #: Scalety Work Phone # Employed By: Hayres ALLANT Bldg #14 Emp.ID# Work Hours: Work Days: ___ + Do tectives Others Present During Statement: mondai Time Initiated: Date Of Statement: DETAILED DESCRIPTION OF INCIDENT was a witness to, or involved in, an incident or crime that at (Time) 905 - 910 Am occurred on (Day) ___ as follows: is dildos on the 0,5 come from the Smaller DA larger Diece Druhe and and fix ther when Grown 2

FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS A MISDEMEANOR PERSUANT TO SECTION 210.45 OF THE NEW YORK STATE PENAL LAW.

[YES

PERSUANA TO SECTION 37	Ø	3
Signature of Person Taking Statement	Signature of Person Making Statement	
taul Dotzler		
Print Name	Print Name	

Time Statement Completed

[] NO

Statement Continued:

HE PUKI AUIMUKIIY PULIUE UF NY & N

		STA	TEMENT CO	NTINUATION SS		Page 2	01_2_
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FALSE	PERSUAN	TTO SECTION	HEREIN ARI ON 210.45 O		ORK ST.	ALE PENA	AISDEMEANO IL LAW.
/)	of Person Taking S	Statement		organite or rerse	in thround		
Print Name	$\langle \rangle \sim$	co Mull	·	Print Name			
Witness	\	1 10111		Time Statement C	Completed		

FEDERAL BUREAU OF INVESTIGATION

		Date of transcription $\frac{11/12/01}{}$
	Brooklyn, N.Y.	, D/POB ,residing 11233, telephone
		D), United States Customs Task sed of the
	Security Incorporated(HSI), a p	airport. HSI offices are located
	and assigned to construction re travel to the airports 6 differ the security agent assigned a 5 at the Tully Construction Site was located on runway 4, right	ent construction sites and give 0 minute break. arrived at approximately 9:05 AM, which
	Bell-Air Corp, Hellmans Electri was sitting in the HSI van on re he observed an aircraft that was begin to wobble 3 or 4 times, before. Then saw an oral aircraft in the vicinity of the objects fall out of the back. was much smaller. From the time the time he saw the fire was apthen states the plane the left approximately 6 times at that time he realized it was because of the colors on the fufire was visible from the botto states when the plane	c Corp. and Chappy Corp. unway 4 right, facing south, when s banking left towards the ocean something he had never seen range flame underneath the landing gear and then two large One was big and dark and the other efirst saw the plane, to proximately 6 or 7 seconds. began to nosedive, corkscrewing to before it hit the ground. It was an AMERICAN AIRLINES plane selage. He further stated the m of the airplane the whole time. crashed, he and Juan began to cry 14 to report a plane just crashed. iend
liivest:	egation on 11/12/01 at JFK, Buil	ding 269
Asito #	149-NY-280669	Date dictated 11/12/01
	Det. Martin F. Mahon, NYO JTTF Det. Paul Dotzler, PAPD	

, 2a (Rev. 10-6-95)

149-NY-280669

	1			
Continuation of ED-302 of	:	On 11/12/01	, Page	_2_

construction to rap it up for the day, and then all HSI, ASA's on construction detail were ordered back to building 14. HSI project manager, Inc. company, then brought and to building 269 to speak to the PAPD.

PA 2113B 2-76

PA 2113B
2-76

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

TEL. EXT. (201)963-7111

		UF 6	1 Number	Agency	Facility	County of		C.C.R. Number
	Complaint	Law/Sect		03	JFK Date Occi	Que	Code	22239/01
1	Investigate Aircraft Crash	Lawreco		-	11/12/0	1 000	NA ⊠	_ rn
2	Complaint	Law/Sect		P.A. Crime Code	Day Occu	rred Time	Occurred	(From-To)
	Place of Occurrence (Address)	<u> </u>		1	<u> </u>	Date Reporte	d Ti	me Reported
	☐ Inside X☐ Outside Newport Rd, between 12	9 St & 131 St., I	Belle Harbor,			11/12/01		921
Co	omplainant's Name			Şex ☐ M ☐F	Race	Age	Area C	d - Bus. Tele.
Co	omplainant's Address						Area C	d. – Home Tele.
	Suspect's Name(Last, First, Initial)	Interviewed	Sex	Race	Date of Bir	nth Age	Phone	
1			□M □ F					
Sι	spect's Address		Hgt.	Wgt.	Hair	Eyes	Soc. Se	ec. Number
-						P.A. Arrest	# 6	. Number
	Suspect's Name (Last, First, Initial) Arrested	Interviewed	Sex	Race	Date of Birt	h Age	Phone	
2	Suspects Name (Last, First, Amaar) [[74] 6565	Juno, vienea	□M □ F	1.000	50.5 0, 5			
Sı	uspect's Address		Hgt.	Wgt.	Hair	Eyes	SSN	
-				<u> </u>		P.A. Arrest	# B	. Number
							1000	
Po	t. of Occurrence Pct. Voucher No. Alarm	i No.		ocket Numb	er C	ourt Date	Court	
Ma	agistrate Disposition Case	Closed DE	y Arrest	Case O			ords Sect	
De	etails of Complaint: Include Additional Suspects, Compla		Unfounded			, 10,	nasioi Lu	9
			ĺ			2 5		1200
S	YNOPSIS: Investigate crash of American						Airbus	A300, on
	Take off from JFK Airport, ru	inway 31L	en, and e	nroute to	Santo Doi	mingo.		
D	ETAILS:	,						
_								
01	I. Reference is made to all reports and me	emorandun	is this cas	se file.	•			
								3.7.1
02	2. On 11/12/01 at 1045 hours Detectives				ith NYPD	Detective	Martii	n Mahon,
	(NYO JTTF) interviewed the below list	сеп наупе	s Security	Guard.				
	, DOB:							
			1					
	Brooklyn, NY 11233				• .			
			**	a	+	· · · · · · · · · · · · · · · · · · ·		
	is an airport security agen	it (ASA) fo	r Haynes	Security	Incorpora	ted (HIS),	a posii	ion ne Nework
	has held since August / 2000, assigned New Jersey, 07105, telephone	. 10 JFK, A1	rport. mi	5 is locate	at One	New Tolk	Avenu	ic, ivewair
	rew sersey, 67 103, telephone							
03		as at work	at about ()530 hour	s and assi	gned to co	nstruct	ion relief.
	His assigned was to relieve six differen	t guards lo	ocated at	different	constructi	on sites fo	r a per	iod of fifty
	Minutes. arrived at the Tully		on Site at	approxim	nately 090	5 hours, w	hich w	as located
	on runway 4R approach, to relieve AS					sites work	ang in	was sitting
	were Bell-Air Corporation, Hellmann's in his HIS van on runway 4R, facing so	Electric C	orporatio	n, and Cn	apy Corpo craft bank	ing left to	wards t	0
	and it began to wobble three to four tim	nes It was	somethin	g he neve	r saw befo	ore.	the	n saw an
	orange fire underneath the aircraft in th	e vicinity	of the lan	ding gear	and then	two large	objects	fall out of
	the back. One was big and dark; the of	her was mi	ich small	er.From	the time		first s	saw the
	plane, to the time he saw the fire was a	pproximate	ely six to	seven sec	onds.		hen sta	
	plane began to nosedive, corkscrewing	to the left	approxim	ately six	times befo	ore it hit th	e grou	na.
	further reports that the fire wa	na visible f	rom the h	ottom of	the aircra	ft the whol	le time	It was at
	this time he realized it was an America	as visible I n Airlines :	nlane hec	ause of th	e colors	on the fuse	lage.	20 1, 200 840
	sates						_	
	resting/investigating Officer /	110101	1.0	Si	ield Number	21712		
D	et. Paul P. Dotzler Jack Title 1	1/12/01		1	87	<u> </u>		

						CCR Number
82. Additional Suspect Information: Suspect's Name(Last, First, Initial)	Sex	Race	Date of Birth	Age	Phone	22239/01
3	☐ M☐ F			Eyes	800 80	c. Number
Suspect's Address	Hgt	Wgt				
Complexion - Scars, Marks, Clothing, Alias			Describe We	apon 🗍 Us	sed []Po	ssessed
Distinctive Words Used By Suspect				P.A. Arres	t#	B. Number
Suspect's Name(Last, First, Initial) Arrested Interviewed		Race	Date of Birth	Âge	Phone	
4	☐ M☐ F	Wgt	Hair	Eyes	Soc. Se	ec. Number
Suspect's Address					10d CD0	and and
Complexion - Scars, Marks, Clothing, Alias			Describe We	apon 🔲 U	sed Lire	15565560
Distinctive Words Used By Suspect				P.A. Arres	t#	B. Number
Additional Details of Complaint Including Suspects, Witnesses, Complainant	s and Other Pertine	ent Info	rmation Regard	ing Incident		
states when the plane crashed, he and Juan began to cry		1				to report that
a plane had just crashed. We want then called his gir	lfriend		trom		ce	npnone
to tell her he was fine. V	struction detail	wer	e ordered b	ck to bu buildi	ilding l	.4. (HSI) for
project manager, Name and the brought interviews by PAPD.		- T	-	Juna		
Case remains open/active, investigation to continue.						
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	ol Orig. Report		ate Assigned	Cas	ie No. 1389	Unit Report	OUFFNS D				Foi	llow-Up No.	P
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	Last Name,	First, N	A.I.				Addre	ess. Include Ci	ty, Stale, Zip				Apt. No P
No 1		1 - 2		l Busine	ess Telephone		Position / Rela	ationship	Sex	Race	Date o	of Birth	Age P
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			Sunglasses Name, Alias	Clothing D									
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January 8, 2002 Luke Scheada National Trapsportation Safety Goard 2001 Route 46, Suite 504 Parséppany 171.9. 67054 Der Mr. Scheada: On Monday, november 12, 2001, I was drinky on Lockaway Book Blod heading west. I was tin The B125 - B125 Sheet victinity on Rockeway Beach Blod. The time was about 9:15 Am. All of a sudden, from the northwest direction, De saw a large steel gray and black cylindrical object going detraight down at great topeed. I did not see my parts falling. I did pot wen realize att first that Hwas a plane. It happened so fast! I saw this of ket for maybe 5 seconds before my new was distructed by the houses and thees, I A few seconds after I lost view of the ohiech, huge black billows of smoke began manating from the direction that the object smanating from the direction that the object had fallen I was now on forkaway Beach had fallen B129th - B130th St. A black can started Blod and B129th - B130th St. A black can started to make a right turn on B 130th St Fat Stopped in Holdwiddle of the turn (when the driver saw the huge Billows of some he). It was when I saw the huge Billows of smoke). It was when I saw that I saw falling its make that I realized what I saw falling its make the striffit west call direction was a plane. It was a very territying image. Respectfully Home Payter of pm, of necessary to contact. 345

Balle Harbon, ny

SUBJE: Time: Addres	1121 hrs DATE: THE Q	Uppers his the response of the 100
	Precinct to conduct a carvess and	companied by Detective Joseph Came, was present in the confines of the 100 received from 132 view of residents. Above listed \$100 were assigned Cronston Avenue from 132
2	Wellensen ne Lezinett	approximately 120 Street and Ruckaway Beach Boulevard, at the time of the
3.	the ground. She later saw smoke from the ground. She later saw smoke from the ground husband was home at Upic	the crash site. She stated that he did not have any dears on the posters of the poster of the posters of the posters of the poster of th
4	Canvasa of grounds revealed no dubris Case open.	Compad
Complain (Report Pressure Cy Ronald U. L Harviora Owen's Rama Stan	owe at	petective 320 Continues
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National Transportation Safety Board



Telephone Memorandum

Date: January 16, 2002

Person Interviewed:

Subject: DCA02MA001, Witness Interview

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

He was standing in a Walbaums super market parking lot near 113th Street, when he observed the accident airplane heading south. He heard a "loud pop, or explosion" and observed the airplane's left engine on fire. He also noticed what he believed was the top portion of the airplane's tail falling from the airplane. The airplane continued straight for 2 or 3 seconds and the left engine then separated. At that time, the airplane's right wing rose, and the airplane's nose went "straight down." He further stated that the airplane made 2 or 3 spirals to the left, and "couldn't have been more straight up and down" when the airplane disappeared from his view.

further stated he did not observed any fire present anywhere on the airplane except from the area of the left engine. He also did not observe any other parts separate from the airplane.

Luke Schiada

Air Safety Investigator

FEDERAL BUREAU OF INVESTIGATION

		Date of transcription	11/15/01
	On 11/15/01, Rockaway Park, NY, telephone no interviewed at the FBI Mobile of Demetrius E. Barkoukis of the After being advised of the identhe nature of the interview, information:	command Center by Special Tederal Bureau of Investintity of the interviewing	Agent igation. g agent and
	advised that he CITIBANK parking lot located or Drive near Jamaica Bay. coffee. He was listening to Howadvised that the radio was on driver's side window was open. the pop sounded like a capgun to the sky. Sky.	nad just begun to drink a ward Stern on the radio. at a fairly low volume. The heard a loud pop. shot.	Channel a cup of said was drawn
	fire. Separated also observed the from the plane. Separated from the aircraft duction of the tail-fin becoming dislocation advised that the time and the tail-aircraft. The plane was continuated three seconds after saircraft, the port-side engine aircraft. The flames dissipate wing. The plane briefly continuapproximately two hundred and aircraft.	that the tail-fin was can to the engine problem. Her the engine fire occur aged. The plane was stable and it is to the engine fire occur aged. The plane was stable and it is to the first saw the plane. The fin had separated from the plane of the engine separated from the rest of the as the engine separated fifty yards behind the rest of the plane roll towards the engine separated fifty yards behind the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the separated from the rest of the plane roll towards the plane roll towards the separated from the rest of the plane roll towards the plane	separate aused to be ared prior in an The port the ion roximately of the of the d from the as est of the he port-
	side. The right wing came over almost immediately after the e	towards the left. This to the separation occurred	look place
Investi	gation on 11/15/01 at Rockaway	Park, NY	
File #	149A-NY-280669	Date dictated 11/15	/01
		•	

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SA Demetrius E. Barkoukis/

149A-NY-280669

Continuation of	of FD-302 of				On 11/15/01	, Page
	plane pre	eceded to sp	piral downv	ward at virtu	ally a ninety de	egree
	City Fire	nd. ke ke view of the e Department view be vised that he	ept his eye aircraft h t House loo ecame obst both wings	es on the air pecame obstrucated on 116th cucted by the and the star	prior to it important the whole cted by the New h Street. Up unto building struct board-side enging	time. York til the ture, ne were
	pieces th	tached to the tack that had come engine and	e off of the	ne aircraft t	iously stated the othat point were	ne only re the
	towards fin fell	Bay. the ground. to the way certain, bu	advised the like a feather the tail	at he did see ened the mann or a card ma	in hit the water the tail-fin "the er in which the y fall. I contact when he saw ll attached.	flutter" tail- ould not
	walking observed	on 133rd St the incide lives o	reet the m	nis wife's from the telephone necessity and the exact address	plane crash and umber is	was d also
	other re	of the inc	ident from	television a	many conflicting and radio report ant is based strany other accounts.	s and ictly on

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

11/14/01

New York, telephone	cell phone was
interviewed as he was sat in	his automobile parked on Beach 137th
Street after the crash of Ame	rican Airlines Flight 587 on
November 12, 2001.	
advised that	
Pete's Home Improvement, when	te he and were doing an
aluminum siding job on Beach	130th Street, Rockaway, New York on
the morning of November 12, 2	001. According to he had
noticed an airplane which had	caught his attention and as he
watched the plane for about 1	0 to 15 seconds, everything seemed
fine. Then according to	he saw some object fall off of the
plane. saw no smoke, fi	re or explosion at this point. After
the object fell from the plan	e, the plane started to spiral
downward. At this point,	
	the plane was heading in his
direction and both he and	had to run to safety. When the
plane hit the ground, there w	as a huge explosion on impact.
estimates that at that time.	he was about 250 feet from the crash
impact.	
Investigation on 11/12/01 at Queens	New York
File# 149A-NY-280669	New York Date dictated 11/14/01
File# 149A-NY-280669 SA RICHARD P. MIKA	
File# 149A-NY-280669	

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		100	<u>: </u>			1 8444	ace Include	N/A City, State, Zip			Apt. No	
L	Last Name, Firs	l, M.J.				100	033, 1110.000	51,7, 512.15, 27				
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FEDERAL BUREAU OF INVESTIGATION

	Date of transcription 11/19/01
The interview was conducted by S Detectives Jim Papaemanuel and I advised of the nature of the in	was interviewed at his oklyn, NY, telephone SA Steven F. Chapman, FBI, NY, and Pat Nisbett, NYPD. was terview and the identities of the wes, after which he provided the
has been employed the U.S. Postal Service. He is assigned to the Bayridge Post Of	d for the past fifteen years by currently a letter carrier ffice in Brooklyn, telephone
marina on Floyd Bennett Field in out into the bay to fish in an incomposition outboard engine. He rode out in minutes, when he noticed the boareturn to the marina; however, water entering it. He spotted thelp. As the NYPD boat approach	nto the bay for about thirty at was deflating. He attempted to his motor kept cutting off due to an NYPD patrol boat and waved for ned, he prepared a line to throw addenly one of the officers on the
Close to the jet was a wing which the airplane, and an engine that saw a small amount of fire coming from the plane itself in a slow spiral. It thought toward him and was going to land Rockaway. When the plane hit the black smoke. It does not receptane hit the ground, or at any the NYPD boat immediate direction where the plane went	coming from the wing, and smoke coming from the wing, and smoke the plane fell toward the ground the plan was coming directly in the water, but it crashed on ne ground it exploded and saw all hearing the explosion when the time the plane was in the air. Tely left and headed off in the down. YUEN managed to flag down a
large fishing boat which helped	him get back to land. The boat
Investigation on 11/12/01 at Brooklyn,	New York
File# 149A-NY-280669 Sub 302	Date dictated
by SA Steven F. Chapman	
This document contains neither recommendations nor conclusions of the FB	I. It is the property of the FBI and is loaned to your agency;

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149A-NY-280669 Sub 302

Continuation of FD-302 of

On 11/12/01 , Page 2

looked like a charter boat of the type in Sheepshead Bay, Brooklyn. There were three men on the boat who were about forty to fifty years old. The boat was powered by two large Yamaha outboard motors.



DETAILS

INVESTIGATION : Plane Crash Flight 857!

SUBJECT : Canvass

315 144th Street - was interviewed. She stated that she takes care of this house for the . They were not home when the plane crashed and the was on 135th street when the plane came down. She stated that she saw the plane caming down nose first before it went behind a tree and crashed. She had no further information. She further stated that her home number was

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CASE	DATE REVIEWED/CLOSED	IF ACTIVE, DATE OF NEXT REVIEW
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FEDERAL BUREAU OF INVESTIGATION

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		Date of transcription	11/14/2001
On November telephone number Richard J. Shaw. After interviewing agent and provided the following	being ac	, Brooklyn, New Yor was interviewed by Sp lvised of the identity or of the interview,	ecial Agent
On the morni employed by Capezzano was working on the New York. and saw an airplane in the plan fall from the sky, whing the plan after watching the plan.	ng of Nov Construct e roof of advised flames of e lost it le the ad	rember 12, 2001, ion, telephone number 457 124th Street, Bell while on the roof he loverhead. According to 's engine causing, the rplane spiraled to the	engine to ground. ard the
the heighborhood.			
	: -		
	:		
Investigation on 11/12/2001 at	Queens,	New York	
File# 149A-NY-280669		Date dictated 11/14	1/2001
by SA Richard J. Shaw:rjs	3		

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WITNESS QUESTIONAIRE

Should you need more space to write on, please use the other side of this page or request more paper from the moderator. Be sure to number your answers. Name Address Telephone E-Mail Addres 1. Your Location When You First Saw The Plane (Be specific) BEAch Chanwel Delve. 2. Which Direction Were You Looking When You First Saw Plane West 3. What First Drew Your Attention The Plane WAS Close- DIDA 5. Was The Plane Level Not, Describe its Attitude 1/14 6. Did You See Any Explosion, Smoke Or Fire On The Plane? If so, Please Describe What You Saw I sow the Plane Start to lead Downward left AND then AN explosion near Wing time 7. How Long Did The Fire/Smoke Last 8. Did You See Debris Fall From The Plane? If Yes, Describe What You Saw 9. Did You See Debris In The Bay, The Ocean, On A Street Not At the Crash Site? If So, Identify The Debris And Where It Was Found ____ \mathcal{N} δ 10. How Much Time Elapsed Between The Time Your First Saw The Plane and When You Either Lost Sight Of It, Or it Crashed ABOUT 2 Minutes (Not SUKE 11. Which Agencies Did You Report Your Account To NONC 12. Have You Personally Been Contacted by The NTSB or Any Other Agency? If So,

WITNESS QUESTIONAIRE

Should you need more space to write on, please use the other side of this page or request more paper from the moderator. Be sure to number your answers.

Name _	Address
Telepho	E-Mail Address
on the	Location When You First Saw The Plane (Be specific) <u>Broad Channel Subway State</u> city bound platform th Direction Were You Looking When You First Saw Plane <u>West</u>
3. What	First Drew Your Attention Young Feens at the north end of the yelled "Look at the plane" or Look a the sky". The Direction Was The Plane Traveling South
5. Was	The Plane Level Yes, but If Not, Describe its Attitude The plane was handled to the and was begining to Yawk's countur-clockwise.
You Sav	v There was fire Bo coming from where the plane near where the wing and fuselage join
8. Did ! fitces saw a f 9. Did !	Long Did The Fire/Smoke Last For as long as I saw the plane which only for 5 seconds, maybe 6 seconds You See Debris Fall From The Plane? If Yes, Describe What You Saw There was small about the plane, moving with it, as to During the last 2 seconds, I was long rectargular piece come off. It was not the shape of the tail. You See Debris In The Bay, The Ocean, On A Street Not At the Crash Site? If So, The Debris And Where It Was Found Mo
	w Much Time Elapsed Between The Time Your First Saw The Plane and When You
	Lost Sight Of It, Or it Crashed 5-6 seconds
	ich Agencies Did You Report Your Account To None. I called the Wave
12. Hav	ve You Personally Been Contacted by The NTSB or Any Other Agency? If So,
Which .	Agency Contacted You No

TRANSPORTING NOTION

National Transportation Safety Board

Telephone Memorandum

Date: July 30, 2002

Person Interviewed:

Present: Luke Schiada, Witness Group

Subject: DCA02MA001, Witness Interview

resided at 125-12 Cronston Avenue, and had completed a witness questionnaire provided by a local newspaper, which indicated she observed the accident airplane. During our conversation, she stated:

She was at home when the house "shook" and she heard an "explosive" sound. She looked out a window, which faced to the south and observed "pieces of airplane" falling from the sky.

then went to her front door and observed the accident airplane just prior to impact. She was not certain if there was any smoke or fire coming from the airplane prior to the crash. She also did not remember the airplane's attitude or any other details regarding the condition of the airplane prior to the impact and added that the airplane crashed "very quickly." She estimated that about 5 seconds had elapsed from the time see first heard the explosion, until the time the airplane crashed.

WITNESS QUESTIONAIRE

Should you need more space to write on, please use the other side of this page or request more paper from the moderator. Be sure to number your answers.

Name	Address 125-12 Conston Ave.
Telephone	E-Mail Address
1. Your Location V	Vhen You First Saw The Plane (Be specific) to my home
2. Which Direction	Were You Looking When You First Saw Plane Looking South
3. What First Drew	Your Attention my house shook
4. Which Direction	n Was The Plane Traveling <u>South</u>
5. Was The Plane	Level If Not, Describe its Attitude
6. Did You See An	y Explosion, Smoke Or Fire On The Plane? If so, Please Describe What
You Saw Clan-	e exploded over my house - pieces of aircra
Sell all a	round my home before the crash
7. How Long Did	The Fire/Smoke Last about 15 minutes
8. Did You See De	bris Fall From The Plane? If Yes, Describe What You Saw Elece Sel
	bris In The Bay, The Ocean, On A Street Not At the Crash Site? If So,
Identify The Debri	s And Where It Was Found On Conston Ave -12684
10. How Much Tir	ne Elapsed Between The Time Your First-Saw The Plane and When You
Either Lost Sight (Of It, Or it Crashed \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
11. Which Agencie	es Did You Report Your Account To Nobe.
12. Have You Pers	onally Been Contacted by The NTSB or Any Other Agency? If So,
Which Agency Cor	ntacted You None_