

National Transportation Safety Board

**Office of Aviation Safety
Office of Research and Engineering
Washington, D.C. 20594**

September 1, 2000

WITNESS PROJECT ERRATA

DCA96MA070

A. Accident

Location: East Moriches, New York

Date: July 17, 1996

Time: 2031 Eastern Daylight Time (EDT)

Airplane: Boeing 747-131, N93119
Operated as Trans World Airlines (TWA) flight 800

B. Witness group

David L. Mayer National Transportation Safety Board
Chairman Washington, D.C.

Douglass.P. Brazy National Transportation Safety Board
Washington, D.C.

Heather Knapp National Transportation Safety Board
Washington, D.C.

Dana Sanzo National Transportation Safety Board
Washington, D.C.

James M. Walters Air Line Pilots Association
Herndon, Virginia

Dennis Rodrigues Boeing Commercial Airplane Group
Seattle, Washington

Joe Manno Federal Aviation Administration
Washington, D.C.

Fred Liddell

International Association of Machinists
and Aerospace Workers
Kansas City, Missouri

Bob Young

Trans World Airlines
St. Louis, Missouri

C. Summary

On July 17, 1996, at about 2031 EDT, a Boeing 747-131, N93119, crashed in the Atlantic Ocean, about 8 miles south of East Moriches, New York, after taking off from John F. Kennedy International Airport (JFK). The airplane was being operated on an instrument flight rules flight plan under the provisions of Title 14 Code of Federal Regulations (CFR), Part 121, on a regularly scheduled flight to Charles De Gaulle International Airport (CDG), Paris, France, as Trans World Airlines (TWA) flight 800. The airplane was destroyed by explosion, fire and impact forces with the ocean. All 230 aboard were killed.

D. Study report errata

This section includes errata associated with the *Witness Group Study Report* dated February 9, 2000.

Table 4 on page 28 is incorrect. The correct Table 4 follows:

Table 4: Witness ground distances by situation.

Item	Witness situation				Total
	Land	Sea	Air	Unknown	
5 miles	0	0	7	0	7
10 miles	139	57	7	1	204
15 miles	313	83	10	3	409
20 miles	365	106	16	4	491
25 miles	375	118	28	5	526
Total	417	135	33	6	591

Witnesses 657, 658, and 692 were aboard a New York Air National Guard (NYANG) HH-60 helicopter. The distance given for these witnesses in the third bullet on page 29 is incorrect. At about the time of the last secondary radar return from TWA flight 800, they were located about 12 nautical miles northeast of flight 800 at about 300 feet MSL.

Witness 705 was aboard a general aviation airplane. The distance given for this witness in the forth bullet on page 30 is incorrect. At about the time of the last secondary radar return from TWA flight 800, this witness was located about 15 nautical miles north-northeast of flight 800.

The units given on page 34 for the mean molecular weight of air are incorrect. The correct units are kilograms/mole.

On page 37 of the report, the sentence that begins, "Inspection of the sight lines map..." should read, "Inspection of the sight lines map in Appendix B reveals that seven of the eleven sight lines intersect the debris field known as the Green Zone and two pass just north of it."

E. Factual report errata

This section includes erratum associated with the *Witness Group Chairman's Factual Report* dated February 9, 2000.

Two aircraft were labeled incorrectly on Map 5 included as Appendix A. A corrected Map 5 appears on the next page.



David L. Mayer
Witness group chairman

Map 5: Airborne witnesses for whom radar or other geographical information was available

