

DOCKET NO. SA-516

APPENDIX FF

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**CORRESPONDENCE FROM THE CIA AND
TRANSCRIPT OF THE CIA BRIEFING TO THE WITNESS GROUP
APRIL 30, 1999
(85 pages)**

Central Intelligence Agency



Washington D.C. 20505

12 January 2000

Mr. James E. Hall, Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594-2000

Dear Chairman Hall:

Please find enclosed a transcript of the 30 April 1999 briefing provided to the NTSB's Witness Group in connection with CIA's assistance to the FBI on the TWA Flight 800 investigation. This briefing was the result of your request to CIA earlier this year to help the Witness Group understand CIA's evaluation of witness statements. After attending the briefing and reviewing the briefing transcript, the head of the NTSB's Witness Group, Dr. David Mayer, requested that CIA release the transcript to the NTSB for placement on the public record. In an effort to assist in such an important matter, I am providing the transcript as requested.

A commercial transcription service prepared this transcript of the entire discussion that took place at the 30 April briefing. In accordance with Section 6 of the Central Intelligence Agency Act of 1949 and CIA disclosure policies, CIA asked the transcription service to substitute appropriate titles for the names of our employees. Similarly, we substituted a title for the name of a Missile and Space Intelligence Center employee mentioned in the discussion. The names of other attendees, however, remain in the transcript for an NTSB determination regarding their public release.

I trust that this information will be helpful and commend the difficult and hard work that the Witness Group and others have done in investigating the Flight 800 tragedy. Please let me know if CIA can be of further assistance.

Sincerely,

A handwritten signature in black ink that reads "David W. Carey". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

David W. Carey
Executive Director

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UNITED STATES OF AMERICA
CENTRAL INTELLIGENCE AGENCY
BRIEFING ON TWA FLIGHT 800

National Transportation
Safety Board
490 L'Enfant Plaza, S.W.
Fifth Floor Boardroom
Washington, D.C.

Friday, April 30, 1999
10:00 a.m.

PRESENT:

BERNARD LOEB	J. DENNIS RODRIGUES
DAN CAMPBELL	JAMES M. WALTERS
ROBERT YOUNG	JOSEPH MANNO
DAVID MAYER	

ALSO PRESENT: PETER GOELZ; ERIK GROSOFF; PAUL SCLAMM;
MATT FURMAN; DANA SANZO; HEATHER KNAPP AND CIA

OFFICIALS

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1 P R O C E E D I N G S

2 MR. MAYER: As you all know, we've been
3 working for quite a while to arrange this meeting and
4 there have been a number of logistical issues to work
5 out. Some of you folks have rearranged your
6 schedules to be here and I greatly appreciate that.
7 And we have some representatives from the Central
8 Intelligence Agency who are here to talk to us today
9 about their work for the FBI in studying the
10 statements of the eyewitnesses, and I'll just ask you
11 guys to introduce yourselves and go at it. If I can
12 be of any help, just let me know.

13 DD/CIA/OTI: Good morning. I'm the deputy
14 director of the Office of Transnational Issues
15 (OTI). With me today are two of my analysts who
16 assisted the FBI with the TWA 800 crash landing, and
17 a representative from the CIA's Office of General
18 Counsel. Like all of you in private industry know,
19 we don't go anywhere without our lawyer.

20 In a moment, CIA Analyst #1 will address
21 the CIA's analysis of the eyewitness accounts
22 pertaining to the crash. But first, I'd like to make

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1 some opening comments to provide you some background
2 on the CIA's work and how we got involved. And
3 nothing we're going to tell you here today is
4 classified. Everything here will be unclassified.

5 As you're no doubt aware, there was the
6 possibility this was caused by international
7 terrorism, potentially one of the most lethal such
8 acts ever perpetrated against the United States.
9 With this in mind, the FBI requested the CIA's
10 assistance almost immediately after the crash. As
11 you may also know, the FBI is the lead federal agency
12 for investigating acts of international terrorism
13 committed inside the U.S. borders. Because
14 international terrorism is an authorized CIA area of
15 analysis, the CIA agreed to assist the FBI.

16 Federal investigators focused early on on
17 three possible causes for the crash: a bomb, a
18 missile, or mechanical failure. Because of the
19 eyewitness accounts of something ascending and
20 culminating in explosion, CIA missile analysts placed
21 particular attention on the possibility that a
22 missile was involved.

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1 Over the course of our work, the FBI
2 provided us with summaries of statements from 244
3 people who claimed to have witnessed the crash or its
4 aftermath.

5 These summaries did not all arrive at the
6 same time, but were provided over a period of 14
7 months. Some reports contained sight and sound
8 observations and most included information that could
9 be used to determine the location of eyewitnesses at
10 the time of the crash. CIA analysts relied on these
11 summaries and did not independently interview any
12 eyewitnesses, although on one occasion they
13 accompanied FBI special agents when the FBI
14 reinterviewed two eyewitnesses.

15 The FBI provided us with the following
16 National Transportation Safety Board material: two
17 sets of radar tracking data. One was from a radar at
18 Islip providing data sampled once every 4.6 seconds;
19 the other was from a radar at Riverhead providing
20 data sampled once every 12 seconds. They provided
21 us: The precise time of -- the aircraft's location,
22 altitude, speed and heading at the moment the CVR and

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1 FDR ceased operating; A salvage map showing the
2 approximate locations where some of the Flight 800
3 debris were found; Meteorological data, including the
4 winds aloft.

5 The FBI also provided us with NTSB's
6 observations that an abrupt sound was recorded just
7 before the CVR ceased operating, that no other
8 unusual activity was recorded either on the CVR or
9 the FDR, that the front third of the aircraft was
10 believed to have separated from the fuselage, from
11 the main fuselage, soon after the initial explosion.

12 CIA analysts also visited the aircraft
13 reconstruction hangar at Calverton on several
14 different occasions.

15 Additional information and tools that we
16 obtained independently included infrared data from a
17 military satellite; Delorme Version 4.0 Street Atlas
18 USA mapping software to plot the relative locations
19 of the eyewitnesses; and detailed maps of the Long
20 Island area. Our analysis of the FBI summaries took
21 more than a year and required more than 2000
22 man-hours of work.

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1 Analysts went to places where the summaries
2 of the eyewitnesses said they had been. They also
3 visited specific vantage points of a few eyewitnesses
4 whose summaries had given particularly detailed
5 descriptions that included readily identifiable
6 reference points. At several of these locations,
7 videotape templates were made to use in our analysis
8 and as backdrops for scenes in the video which we
9 will show you shortly. CIA analysts first concluded
10 that eyewitnesses had observed only the burning
11 aircraft in various stages of crippled flight, rather
12 than a missile attacking the aircraft, on 30 December
13 1996. Preliminary analytic results were provided to
14 the FBI via telephone within 24 hours of the time we
15 made our initial conclusion.

16 Over the next 10 months we were in
17 continuous contact with the FBI as we documented and
18 refined our work. It took about a month for CIA
19 analysts to vet the analysis internally and prepare a
20 formal briefing for the FBI investigators and special
21 agents. This briefing took place in Calverton on 6
22 February 1997. We provided a written summary of

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1 CIA's analysis to FBI Assistant Director James
2 Kallstrom on 28 March 1997. CIA analysts briefed
3 their work to Mr. Kallstrom on 18 June 1997, and
4 again on 22 October 1997 at his request.

5 At the conclusion of the October session,
6 Mr. Kallstrom expressed his desire to use the CIA
7 video "TWA Flight 800: What Did the Eyewitnesses
8 See?" at his news conference announcing the
9 suspension of the criminal investigation, scheduled
10 for the following month. The CIA concurred and
11 prepared the videotape for public release.

12 What I'd like to do now is introduce CIA
13 Analyst #1, who was the lead analyst in our work.
14 He's going to give you an opportunity to see the CIA
15 video one more time, and then open up the discussion
16 about any questions you may have concerning CIA's
17 analysis. CIA Analyst #1.

18 CIA ANALYST #1: We'd like you to see this
19 video one more time now. This was the primary
20 product that we produced for the FBI that summarized
21 our analysis and conclusions that we arrived at.

22 (Video was played.)

1 MR. MAYER: CIA Analyst #1, it dawned on me
2 while the video was playing that you guys introduced
3 yourselves and I never asked the members of my group
4 who they were. So if you guys wouldn't mind, why
5 don't you tell CIA Analyst #1 who you are and what
6 organization you're with and just a little bit about
7 your role in the investigation.

8 Go ahead, Bob.

9 MR. YOUNG: I'm Bob Young, I'm the director
10 of Flight Safety at TWA.

11 MR. RODRIGUES: Dennis Rodrigues, Boeing
12 Air Safety Accident Investigation.

13 MR. WALTERS: I'm Jim Walters with the Air
14 Line Pilots Association.

15 MR. MANNO: Joseph Manno.

16 CIA ANALYST #1: Probably the most
17 important thing to take away from this video is that
18 the vast majority of the eyewitnesses saw only the
19 last 10 to 15 seconds of what took place.

20 We know from sound propagation analysis and
21 from the radar analysis we did that the time from
22 when the plane exploded to when it hit the water was

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1 roughly 49 seconds. Therefore, if somebody described
2 seeing something in the last 10 to 15 seconds of
3 this, we're confident it's not a missile. They
4 didn't see a missile destroy the aircraft.

5 We also know from the sound propagation
6 analysis that the left wing of the plane breaks away
7 from the plane 42 seconds after that initial
8 explosion, and there's a lot of eyewitnesses that
9 describe seeing two fireballs descend to the ocean
10 and they give the rough times they think that took.
11 They give numbers like six seconds or seven seconds.

12 Our propagation analysis tells us that took
13 about seven seconds. It's very consistent with what
14 these eyewitnesses saw. If an eyewitness describes
15 something that took several seconds and culminated in
16 an explosion which then was followed by two fireballs
17 descending to the ocean's surface, we're very
18 confident those eyewitnesses did not see a missile
19 cause an explosion on the plane, which occurred 49
20 seconds before the plane hit the water.

21 What I'd like to do here is allow you --
22 David's told me you have a lot of questions, and

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1 rather than run through a briefing that you've
2 written all the answers -- to -- probably a more
3 productive use of our time, if you would just ask me
4 questions, I'll address them one at a time. I've
5 brought some materials that I can show if I think
6 they are directly applicable to the question you
7 ask. Or we can just talk out the details.

8 MR. MAYER: Anybody have any questions to
9 start off? I know over time, as we've worked
10 together, there's been questions. I've tried to pass
11 some on. But this is really the opportunity for you
12 guys to ask whatever's on your mind about the
13 videotape.

14 MR. MANNO: I've got one. I may have
15 missed it on the tape. How many witnesses did you
16 actually talk to?

17 CIA ANALYST #1: We didn't --

18 MR. MANNO: How many statements did you
19 review?

20 CIA ANALYST #1: There were statements from
21 244 eyewitnesses. Now, because of the way the FBI
22 obtains these, we had more than 244 documents. They

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1 produced something that's called 302 statements.
2 These are summaries that the FBI produces from
3 interviews they do. They also do condensed versions
4 of these. And so on occasion, you'll have maybe a
5 two-page report that's condensed down to one or two
6 paragraphs.

7 We asked to have all the materials we
8 possibly could have. It's much more valuable to us
9 to have a complete 302 than it is to have just a
10 summary of a 302. I'll give you an example of why.
11 We needed -- in the process of finding out where
12 these eyewitnesses are, we need to know where they're
13 standing. And sometimes the statement would be,
14 well, "I was standing in my backyard." Well, you
15 need to know where the backyard is. We could take
16 the Delorme mapping software and give it an address,
17 we could plot it on the computer screen and then do a
18 calculation of how far that eyewitness was from where
19 the plane was when it exploded. Now the location of
20 the plane is based on the radar tracking data plus
21 the on-board recordings that were made before the
22 power was lost on the plane.

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1 MR. WALTERS: Of those 244 there was a
2 statement in the tape that -- about 200 were used
3 later as a -- kind of to verify what you already
4 had. Is it fair to say that you started with a much
5 smaller core group of witnesses that you used
6 initially?

7 CIA ANALYST #1: Because of the way the FBI
8 provided data to us, we didn't get all 244, we didn't
9 get reports from all 244 eyewitnesses at once in the
10 beginning. We got them slowly over a period of
11 really about 10 months. We started out very early on
12 with probably 30 or 40 reports. I think as we
13 started to make progress, the FBI was willing to give
14 us more information and they were tending initially
15 to give us reports that looked like they may be
16 descriptions from somebody who had seen a missile --
17 flare or fireworks descriptions.

18 Now it turns out some of the most valuable
19 reports for our analysis were witnesses who clearly
20 did not see a missile. Didn't think they had seen a
21 missile, didn't even think they had seen a flare or
22 firework. They saw the fireball falling to the

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1 surface of the ocean.

2 One really good witness in that group said
3 he saw the fireball hit the surface of the water and
4 then simultaneously, almost simultaneously heard the
5 sound of the explosion. That allowed us to go back
6 and calculate how long it took from the initial
7 explosion to when the plane hit the water, even
8 though that particular eyewitness clearly didn't see
9 anything even near to the time the plane exploded.

10 There are eyewitnesses, even after the
11 fact, after this analysis came out, who thought that
12 their descriptions had been discounted by us because
13 they said "I didn't hear sound, how could CIA have
14 used our work if I didn't hear sound?" What you can
15 do is you can map their description into other
16 eyewitnesses whose timing we could specify, and if
17 they're consistent, they then add to the story.

18 And that's pretty much what happened.

19 MR. WALTERS: The loud -- the very loud
20 explosion that a lot of this is based on, my limited
21 experience with fuel air explosions and my experience
22 over at Grumman Airplane, I'm not sure that I

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1 personally would think that the loudest explosion
2 would have been the initial event, that indeed it
3 might have been something later on in the sequence.
4 And I'm curious how that was approached, if that
5 indeed was part of your consideration.

6 CIA ANALYST #1: Let me explain how that
7 would affect the analysis. Although I am confident
8 that the center fuel tank explosion was the source of
9 that very loud sound, let's temporarily assume that
10 that sound was made later by something else that
11 exploded on the plane or near the plane.

12 MR. WALTERS: Or a structural breakup.

13 CIA ANALYST #1: Or a structural breakup.

14 Now, it's a very loud sound. It shook a
15 70-ton bridge 11 miles away. But if that sound was
16 made later, the effect it would have on our analysis
17 is that the plane -- the time from the initial
18 explosion to the time that the plane hit the water --
19 would be greater than 49 seconds and what that would
20 mean is that somebody who thinks they may have seen a
21 missile destroy the aircraft would see something that
22 occurred even earlier than 49 seconds before the

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1 plane hit the water. So in that respect, it would
2 make our conclusion even stronger. Let's go the
3 other way.

4 MR. LOEB: For example, if the sound they
5 heard was the left wing coming apart and the huge
6 eruption, then you've got even more than the 49
7 seconds prior to, and the events that occurred all
8 occurred in -- even more subsequent to the initial
9 thing. So --

10 MR. WALTERS: Right, and while it might not
11 have much of a bearing on whether or not it was a
12 missile, it could have more bearing on trajectory
13 analysis of what the airplane was actually doing at
14 the initial event. You see what I'm saying, timing
15 is a big issue not just for missiles but for what
16 actually is occurring as the airplane is having an
17 event take place on board.

18 CIA ANALYST #1: That's true. Now our
19 primary goal, as you're aware here, was to address
20 the question "What did the eyewitnesses see?"

21 MR. WALTERS: Yes.

22 CIA ANALYST #1: And in particular, could

1 they have seen a missile destroy the aircraft.

2 MR. WALTERS: Yes.

3 CIA ANALYST #1: Although through the
4 process of our analysis we actually were able to
5 reconstruct a pretty good feel for what generally
6 happened to the plane from the time of the initial
7 explosion to when it hit the water, and we animated
8 that here, that's not central to our conclusion that
9 the eyewitnesses did not see a missile destroy the
10 plane.

11 MR. WALTERS: I understand.

12 CIA ANALYST #1: While we're on it, let's
13 address another question in terms of the sound
14 propagation analysis. What if somehow that explosion
15 occurred earlier? Because if it occurred much
16 earlier, and it was near the plane, now the sound
17 could arrive at the eyewitnesses as the plane's
18 hitting the water and the time between when the plane
19 exploded and when it hit the water could be shorter.

20 The reason we don't think that happened is
21 if you had a sound that was loud enough to shake a
22 70-ton bridge 11 miles away, and it occurred near the

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1 aircraft, we would think that that sound would be
2 recorded on the recorders, probably on both the
3 cockpit voice recorder and the data recorder. It
4 would shake the plane. So we don't think that
5 happened. Now there are other reasons I won't go
6 into, there are a lot of other reasons for thinking
7 that didn't happen in terms of the description of the
8 sound as it's heard up and down the beach, up and
9 down Long Island --

10 MR. WALTERS: The quality of the sound, you
11 mean?

12 CIA ANALYST #1: Not the quality, but the
13 timing. What we can do it's kind of interesting, as
14 people are describing what they're seeing. This one
15 witness I mentioned earlier was relatively close to
16 the plane compared to some of the other
17 eyewitnesses. You go down the beach, some of the
18 witnesses that were further away describe the same
19 thing. They describe the two fireballs coming down
20 and then they describe the sound arriving later.

21 In one case, one eyewitness described
22 actually counting the seconds. She counted seconds.

1 She said, "the plane hit the water and I counted
2 about four seconds and then I heard the sound."
3 She's playing this back in her mind. And the
4 distance was consistent, as we moved down the beach,
5 was consistent with the different arrival times of
6 the sound as it was reported by the eyewitnesses.

7 Now you don't expect those descriptions to
8 be correct to within a second or two, but in general
9 the sound propagation made sense. The ones we trust
10 the most are ones where somebody says, "I saw
11 something and I heard something almost
12 simultaneously." That happened, for example, with
13 the eyewitness who was on a boat, who described
14 seeing a flare-like object and then realized what he
15 was seeing was an airplane. And he actually saw a
16 wing detach. He described it. This is in an
17 eyewitness report. That report was made before the
18 work was done by the NTSB that said that indeed a
19 wing had detached. So we placed a fair amount of
20 faith in that eyewitness.

21 A very loud sound occurred right as that
22 detachment occurred. That told us -- we know where

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1 that witness was -- told us that it was 42 seconds
2 from when the plane exploded to when that wing
3 detached. That was very important because a lot of
4 other eyewitnesses didn't realize it was a wing
5 detaching. They just saw the two fireballs. We
6 could now describe, we could now map these
7 eyewitnesses into the earlier descriptions. That, by
8 the way, includes the helicopter pilot, who I believe
9 has gone on record saying he was afraid that maybe
10 his description wasn't used as much as it should have
11 been. We did use his description. He described the
12 same fireball that we think was described by some of
13 the other witnesses.

14 MR. RODRIGUES: You said that the loud
15 explosion you heard was -- you were confident you
16 said that the loud explosion you heard was the center
17 tank that resulted in shaking the bridge. The
18 problem I'm having a little bit is the center tank
19 explosion is categorized as a low-order explosion,
20 would it still emit a sound, a loud sound given a
21 low-order explosion, whatever a "low-order explosion"
22 means, from the structural breakup, that's the

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1 conclusion we've arrived at.

2 CIA ANALYST #1: Our reason for concluding
3 that -- for thinking that the loud sound was produced
4 by the center fuel tank exploding -- is that it's a
5 confined tank with fumes in it. If you're going to
6 have a loud explosion associated with the plane, near
7 the plane, you ask yourself, "What could have
8 produced that sound?" We've heard speculation,
9 things like well, a missile warhead. Not nearly loud
10 enough to do that sort of thing. It wouldn't be
11 relevant here because we're dealing with what the
12 eyewitnesses saw. We're trying to -- we're placing
13 what they saw later. But in terms of producing the
14 sound, it seemed to us that this was the only way to
15 get a sound that loud.

16 Now we were aware that there is contention,
17 some people saying that that sound could have been
18 made by the fuel tank exploding, others saying that
19 it maybe wasn't. There are also, there are
20 eyewitnesses who report hearing several sounds, not
21 just one sound. They hear a loud sound followed by
22 several other sounds. There's two ways that could

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1 happen. You could have another source for additional
2 sounds, and we had speculated that possibly the
3 engines stalling could produce those sounds. They
4 produce loud sounds but not as loud, certainly not as
5 loud as the sound it would take to shake a 70-ton
6 bridge 11 miles away.

7 MR. WALTERS: On that same issue, that
8 70-ton bridge, that's a very good witness and that
9 was an important thing too. What surprises me is
10 there was a number of other witnesses in the same
11 general area that don't recall a particularly loud
12 sound. And maybe that's typical, but it seems kind
13 of hard to justify.

14 CIA ANALYST #1: We were concerned about
15 that a little bit. One of the things we -- Now,
16 there are a lot of eyewitnesses that reported hearing
17 a loud sound. They even describe it as a concussion
18 sound. If you look up and down the beach, the
19 witnesses that tend to hear the sounds tend to be
20 more easterly. If you go west an equal distance from
21 where the plane was when it exploded, those witnesses
22 don't hear sound. So for whatever reason, the sound

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1 appeared to have propagated forward.

2 But there's also another explanation. We
3 did find a few eyewitnesses who were relatively near
4 eyewitnesses that heard sounds that didn't report
5 hearing sounds. They were right on the beach, and we
6 actually went down to the beach and when you're
7 standing on the beach you realize that this may have
8 occurred: You're getting waves breaking and as a wave
9 breaks, if you're standing right near the wave, it
10 could obscure a sound. The timing of the waves could
11 be such that literally you could have a person
12 hearing a wave break right as that sound arrives.
13 And somebody else down the beach, the waves break and
14 they would hear that sound in between.

15 MR. YOUNG: Could I ask you a quick
16 question. I think in the literature that I've read,
17 to produce the kinds of sound we're talking about,
18 would be a minimum of a thousand pounds of TNT at
19 that many miles. I don't see how we could get a
20 center tank to make that sound.

21 In any case, I'm certainly no expert on it
22 but looking at some of the literature, the question I

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1 have is one of the witnesses that you used, I believe
2 in your summary was the Eastwind Airlines captain.
3 We also had an opportunity, thanks to the board, to
4 talk with him and he indicated to us that he watched
5 the airplane for a significant period of time prior
6 to the event occurring. He described the event as an
7 expanding fireball. We asked him at that time
8 whether he saw anything associated with the airplane
9 ascend from that fireball, which of course it would
10 have had -- he would have had to see if the airplane
11 boost up and he told us he did not see anything. And
12 he was between 15 and 19 miles -- looking right at it
13 and -- above it, and I think that should finish. If
14 it had ascended, certainly he would have been
15 concerned because it would have ascended right
16 through his altitude.

17 CIA ANALYST #1: Based on our analysis of
18 the 302 information from that eyewitness, we think
19 the fireball that he's describing is -- I believe he
20 describes, he describes two separate fireballs.
21 Again, he's one of these eyewitnesses that is seeing,
22 at that point, describing what's happening near the

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1 end. Now, he also described seeing a light earlier
2 that leads into the fireball. I think what he is
3 seeing is possibly originally a light on the plane
4 itself but at the point at which the front of the
5 plane comes off I think what he is seeing is what
6 some of the other early eyewitnesses see, which is a
7 white light, not from the plane (from the plane's
8 lights) but a fire trailing from the plane. And I
9 think that leads into a fireball which then descends
10 to the ocean's surface.

11 MR. YOUNG: Would you characterize then a
12 fire from the airplane, probably with whatever
13 residual fuel was available, to be a white light?

14 CIA ANALYST #1: I'm not qualified to
15 characterize what color the light would be. The
16 eyewitnesses described the light as white very
17 often. Others described it as whitish orange. We
18 didn't put a lot of emphasis on the precise colors
19 they were using to describe the light. We tried to
20 get a sense of how early they were seeing it.

21 Now, a very important point I think to make
22 here is that there may be only one ground-based

1 eyewitness who saw the light right after the plane
2 exploded. That's the eyewitness who was on the
3 bridge. The reason I say that is he gave us
4 reference points we could deal with. He described
5 two houses, one house above which the white light
6 first appeared. He then said he saw the light, I
7 think he used the phrase "zigzag" for about 15
8 seconds, disappear for two to three seconds, and then
9 he sees a fireball in the sky. The fireball then
10 comes down and falls behind a different house. Now
11 we were able to go to where this eyewitness was
12 standing. We actually made a template, which is the
13 one we used in the video. When you see those two
14 houses, that's right where we think he was standing.
15 We had a camera right at the height that he would be
16 seeing this at.

17 We can take the radar data, we know where
18 the plane was when it exploded. It's where he said
19 that white light first appeared. We know where the
20 plane hit the water. It's where he said the fireball
21 fell down behind that other house. That made us very
22 confident that he was seeing just the plane. Now

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1 when we looked at that, when we started doing that
2 analysis, we didn't have any preconceived notions of
3 what we were looking at. We thought perhaps if this
4 was an eyewitness who was going to be describing a
5 missile, we would be able to use those reference
6 points to determine perhaps where the missile was
7 launched from.

8 It was in the process of doing that
9 analysis that we realized this key eyewitness
10 probably saw only the airplane in various stages of
11 destruction rather than a missile attacking the
12 plane.

13 MR. YOUNG: Well, I guess, CIA Analyst #1,
14 the question I have still from our speaking with this
15 one gentleman was he was leveling his airplane at
16 16,000, now ours was about 137 or 8, your analysis
17 has it zooming to above his altitude. And he's
18 closing at a rather rapid rate, I mean, even if the
19 747 is stopped and it was just falling down, and he
20 indicated to us that he saw nothing, and he would be
21 looking at about 400,000 pounds of airplane and
22 whatever zooming up to about a thousand feet above

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1 his altitude, I think that he would have noticed it.
2 We asked him specifically and he said that as far as
3 he was concerned nothing of a large magnitude came
4 out of the top of the fireball. So that's the reason
5 I had that question.

6 CIA ANALYST #1: He was about, I believe,
7 his estimate was 15 to 20 miles away. He was further
8 away than a lot of the other eyewitnesses but perhaps
9 an advantage he had is that he's at a different
10 view. Like I say, we took the description that we
11 had in the 302 the FBI provided us, we took that very
12 seriously, we analyzed it along with the other
13 descriptions.

14 Go back to something else here in terms of
15 how high that plane went after the initial
16 explosion. We had an aerodynamicist, an engineer
17 who's very experienced. He's a pilot and he also
18 built his own airplane. Took him about eight years.
19 He was working with several aerodynamicists at Boeing
20 as he proceeded through this analysis. We were
21 trying to match aerodynamic information along with
22 radar information that we had and come up with an

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1 estimate of what the plane did. And we were doing
2 this so we could try to get a sense of what the
3 eyewitnesses may have seen.

4 It's a very important point that it's not
5 critical precisely how high that plane went. I think
6 the news media have suggested the plane exploded and
7 zoomed up and this is what the eyewitnesses saw. We
8 know that the vast majority of eyewitnesses did not
9 see things happening near the beginning. Even if the
10 plane went up several thousand feet, on the ground
11 there's maybe one eyewitness that saw that, this guy
12 on the bridge.

13 I think there's a reason for that. If you
14 read his description carefully, they're working on
15 this bridge and there's a number of them. There's
16 like four and there's a control room for the bridge
17 and they're down in that room. He wanders up to take
18 a break. And he's standing in an area on the bridge
19 and he's looking out in the direction where this
20 light appears in the sky. He had a reason to be
21 looking in that direction. Just relaxing and
22 looking. A lot of other people are on the beach,

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1 they're talking to each other. Their attention is
2 first drawn to this when they see a bright fireball.

3 What he is seeing is a very faint light.
4 In his description, it's a pinpoint of white light
5 zigzagging up. I think it would be very possible...
6 this is occurring right at sunset, right as the sun
7 is setting. It's relatively light out. I think it's
8 very reasonable that very few people would be
9 expected to see this happen right from the beginning
10 unless they are looking in that part of the sky.

11 MR. RODRIGUES: The video shows, or the
12 video in effect says that what the eyewitnesses saw
13 was the crippled airplane, after the nose comes off,
14 climbing. So that's the streak of light that they're
15 reporting. As an eyewitness --

16 CIA ANALYST #1: That is something that a
17 few eyewitnesses saw. The guy on the bridge saw
18 that. We suspect the individual on the USAir flight
19 looking down saw that, saw it at the beginning. And
20 there's another eyewitness we didn't refer to in the
21 video who described seeing a light go up and over.
22 She described it to appear like a roller coaster, the

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1 motion of a roller coaster. We think that she may
2 have seen it.

3 The vast majority of eyewitnesses who
4 describe something that they think may be ascending
5 in the sky culminating in the fireball, and then two
6 pieces falling to the ocean, we are confident that
7 those people saw things occurring at the end and not
8 at the beginning, regardless of what happened to the
9 plane in the first five or 10 seconds after it
10 exploded.

11 MR. WALTERS: When you say "at the end" you
12 mean after -- what do you mean at the end?

13 CIA ANALYST #1: By "the end," I mean
14 within -- as we say in the video, within the last 10
15 to 15 seconds before the plane hit the water. So out
16 of this 49-second period from when the plane
17 initially exploded to when it hit the water, most
18 eyewitnesses are only seeing things that occur within
19 the last 10 to 15 seconds of that 49-second period.

20 MR. WALTERS: And not the actual --
21 whatever is happening on the airplane prior to the
22 first fireball set, at the top of the arch when it

1 starts to come down?

2 CIA ANALYST #1: That's correct. Even that
3 fireball, which is a smaller fireball, I think that
4 produces, that's -- The beginning of the streak in
5 the sky, what most people describe as a streak, is
6 that fireball. The one that occurs near the point at
7 which the plane is at its maximum altitude.

8 MR. WALTERS: That's significantly
9 different than what our review of the witness
10 statements leads us to believe. By our count, I
11 think we have something like 260 what we call "streak
12 of light witnesses," which is what we determined a
13 witness who saw something after the initial event but
14 before the first "fireball" as being something on the
15 airplane that's emitting strong light.

16 CIA ANALYST #1: How do you determine in
17 your analysis what portion of the final disaster
18 they're seeing? In other words, what portion of that
19 49-second period they're seeing?

20 MR. MAYER: I don't know that we've
21 actually determined analytically what portion of the
22 analysis they've seen. But we did reach an

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1 agreement, and I don't have it in front of me, on
2 what a streak of light is, because a number of
3 witnesses, as you know, report seeing something they
4 described that was firework-like or that looked like
5 a point of light or fairly concentrated light in the
6 sky.

7 Generally, they described it as rising.
8 Many of them saw it for a very brief period of time,
9 five to 10 seconds. And in our reading of the
10 witness statements, we, as a group, identified those
11 witnesses who met a much tighter definition of streak
12 of light than I can resurrect from my memory right
13 this minute.

14 And that number was -- do you actually have
15 the number, Jim?

16 MR. WALTERS: In my notes I have 260,
17 having gone through and verified what we call the
18 streak of light, it may not be exact.

19 MR. LOEB: Have you done a time distance
20 study on any of those?

21 MR. MAYER: We're in the process. Heather
22 has gotten terribly familiar with Delorme Street

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1 Mapper and things determining these witnesses. We're
2 almost finished with that. I don't know that the
3 group has necessarily determined in an analytic sense
4 that the streak of light witnesses are necessarily
5 seeing things right at the beginning of the event,
6 but certainly the way their statements tend to
7 characterize it is that's where their observations
8 began, I think generally.

9 MR. YOUNG: And CIA Analyst #1, we've had
10 access to 755 witness statements versus your 244.

11 CIA ANALYST #1: Right.

12 MR. YOUNG: We do have a fair amount of
13 people that characterize the light. You've mentioned
14 that you have an aerodynamics person that was on the
15 analysis team and is a pilot. Is there anybody on
16 your team that had experience with large aircraft of
17 this size?

18 CIA ANALYST #1: Well, if we include on our
19 team the Boeing people we were consulting with, yes.

20 MR. YOUNG: Okay, because I think part of
21 your analysis, the airplane remains wings level. As
22 it pitches up and at the very top we see the engines'

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1 compressors stalling for effect, I guess,
2 symmetrically, which was nice of them to do that. It
3 turns out that this particular engine has a huge
4 appetite for fuel and it would be at climb power at
5 the time. And we found out unfortunately in normal
6 operations that without what we call positive
7 pressure to the engines, that they tend to flame out
8 very rapidly. And of course, with the nose off the
9 airplane there would be no power to the electrical
10 boost pumps to provide that positive pressure to the
11 engines. So it's our -- at least, assumption, that
12 probably those engines were not producing power after
13 17,000 feet.

14 So I guess my question is, if you were
15 using the engines as developing that climb power up
16 to that altitude, I'm curious about why that
17 assumption was made.

18 CIA ANALYST #1: I asked our aerodynamicist
19 to do a run, do a simulation where he cut off the
20 engines within a few seconds of when the plane
21 exploded and see if it had enough momentum and lift
22 to produce a trajectory that would be close to what

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1 we thought the eyewitnesses may have seen with our
2 original trajectory, and the answer came back yes.

3 So you don't have to have the engines
4 running to have the plane appear in a way that it
5 would have for those early eyewitnesses, and again, I
6 repeat there's only a few of them. This isn't going
7 to explain the vast majority that you're worried
8 about, if you're worried about the streaks that
9 hundreds of people have seen. We think those people
10 have seen things near the end. But aerodynamically,
11 the plane can ascend without power according to our
12 aerodynamic model.

13 MR. YOUNG: And I guess the other question
14 I have, too. Swept wing airplanes tend to be
15 generally unstable and once you lose 100,000 pounds
16 or so off the nose, obviously he was using the shift
17 of center of gravity, but I'm concerned of why he
18 would assume that the wings would remain level in
19 that situation. Because that's key to the airplane
20 being able to ascend. And again, our witness at the
21 15 or so miles said that the airplane turned and fell
22 off to one side.

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1 CIA ANALYST #1: When you say the witness
2 who saw the airplane turn and fall to one side, is
3 this the gentleman on the boat?

4 MR. YOUNG: No, this is the gentleman on
5 the Eastwind airplane, the captain. He indicated,
6 again, that he never saw any ascension, and as I say,
7 he would only have been leveling at 16,000 feet.

8 CIA ANALYST #1: It was my understanding,
9 based on the 302 information we had, that the pilot
10 never reported seeing the plane. He only saw a light
11 which --

12 MR. YOUNG: We asked him to -- specifically
13 and he said he never could identify any part of the
14 airplane until after the explosion and then he did
15 see parts of the airplane.

16 CIA ANALYST #1: He actually claims to have
17 seen pieces of the airplane rather than fire?

18 MR. YOUNG: He said two pieces followed by
19 a trail of fire.

20 MR. MAYER: I think the salient point of
21 what he is saying is the trail of fire, though. I
22 don't remember that he's specifically saying that we

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1 don't have a -- I don't believe that he's saying that
2 he saw the wings. If I recall correctly, he saw a
3 trail of flames that he believed to be the wings; I
4 don't believe he ever actually --

5 MR. YOUNG: He said two pieces of the
6 airplane trailing fire that he assumed was the wings.

7 MR. RODRIGUES: But trailing fire down.

8 CIA ANALYST #1: If he said he saw trailing
9 fire, this is consistent with the information we had
10 earlier, which was that he saw fire, but never
11 specifically referred to seeing a part of the
12 airplane itself. And that didn't surprise us because
13 of how far away he was. If he's 15 to 20 miles away,
14 witnesses that were even closer never reported seeing
15 the plane itself. They reported seeing lights in the
16 sky.

17 Now again, I would emphasize as soon as any
18 eyewitness starts talking about two fireballs
19 descending to the ocean's surface we get very, very,
20 very confident that what they are describing from
21 that point on is the last seven or so seconds of the
22 disaster before the plane hits the water.

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1 It's one of the most consistent things that
2 we see among all the eyewitnesses that we've looked
3 at.

4 MR. MAYER: We would probably agree with
5 that because we've certainly seen a number of
6 statements that talk about seeing a fireball, or two
7 fireballs fall down into the ocean.

8 We've been going at this for about an
9 hour. Do you want to take just a very rapid break
10 perhaps?

11 MR. LOEB: I think before you do that, you
12 see if they have any additional questions.

13 MR. MAYER: What do you think, guys?

14 MR. RODRIGUES: I don't need a break.

15 MR. WALTERS: I'm fine. I'd like to keep
16 going.

17 MR. MANNO: I want to bring up one point
18 during our interview with Captain McClaine. I think
19 he said he saw the point of the white light and
20 followed it all the way off and on right up to the
21 explosion event. It was enveloped by the explosion,
22 which kind of left us wondering about the power on

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1 the airplane and things like that. Because if the
2 assumption is that's the landing light, that means
3 there's power on the airplane.

4 CIA ANALYST #1: You're correct. Either
5 there's power on the airplane and it's a landing
6 light which is on all the way until the plane breaks
7 apart. Or a landing light that he has seen earlier
8 fades into a small fire and he cannot discriminate
9 one from the other. You're absolutely correct.

10 MR. MANNO: That's something you looked
11 at?

12 CIA ANALYST #1: It didn't affect our
13 analysis in the sense that the description that he
14 gave of multiple fireballs descending to the surface
15 was consistent with other eyewitnesses. Other
16 eyewitnesses described a light that they saw in the
17 sky earlier.

18 MR. MANNO: I think we came away with the
19 feeling that he was looking at a landing light. It
20 was something on the aircraft. I'm just surprised
21 that he said it stayed there right to the explosion
22 and right after the fireball.

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1 MR. RODRIGUES: Going back to the video
2 again, showing the airplane climbing and leaving a
3 trail of light is what the witnesses saw. In your
4 analysis, you've put a witness on the beach --

5 CIA ANALYST #1: Again, I need to clarify
6 something here. When you say what the eyewitnesses
7 saw, there's one ground-based eyewitness that would
8 have seen -- that we believe saw the event that
9 early.

10 MR. RODRIGUES: Okay. I guess, I keep
11 getting hung up on that and you keep correcting me.

12 MR. YOUNG: Well, one eyewitness that
13 you've seen. We've seen a lot more than you have.

14 MR. RODRIGUES: The video presents it in
15 such a way it leaves the viewer as thinking a
16 composite of the eyewitnesses who saw an early event
17 saw this (indicating). If it's only one or two, then
18 it's not representative of all of them but that's
19 okay. Let's just say it's one witness who saw this.
20 That's fine. The one witness who saw it from where
21 he was standing if he looked out to where it
22 occurred, the nose comes off, the airplane climbs, we

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1 agreed it will climb. What does your analysis show
2 as far as the angle goes? I mean, what would he
3 see?

4 CIA ANALYST #1: A very, very good
5 question. The angle of the light that he sees in the
6 sky, the ascent rate of that angle is somewhat driven
7 by the fact that the plane is approaching him. I'll
8 give you an example of this; if you're looking at an
9 airplane flying directly towards you in absolutely
10 level flight, it will appear to be ascending in the
11 sky, because the angle of your sight to -- the line
12 of sight to the plane is increasing as the plane
13 approaches you.

14 Flight 800 was flying at an oblique angle
15 to this eyewitness but generally approaching him. So
16 there's some ascent that he would see even if the
17 plane had exploded and continued to fly level. Now
18 to explain the magnitude of the ascent that he
19 described as well as to hit the radar points that we
20 had -- because we have more than just his
21 description, we have radar data -- to do both of
22 those, we had the plane ascend somewhat after the

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1 initial explosion. That seemed to be consistent with
2 the front of the airplane coming off. But again, the
3 magnitude of that ascent isn't directly proportional
4 to what he sees in the sky. I think that's a very
5 important point to make.

6 MR. RODRIGUES: Yeah, I was trying to
7 quantify that. If it's the one witness who is used
8 to derive that view, what did he see in terms of a
9 streak, you know, how much of an ascent was it
10 compared to the witnesses that we're reading. I'm
11 trying to balance that out or make a connection
12 there.

13 CIA ANALYST #1: The reason we could use
14 that eyewitness in the video is that we had a
15 template which contained the houses along the beach
16 that he used as reference points to what he was
17 seeing. And as a backdrop, we have radar data. We
18 could use the radar data, knowing where he was
19 standing, knowing where the houses are, to say,
20 "Where was the plane?" The plane is right over that
21 first house when it first explodes. We then have
22 radar data to derive the trajectory.

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1 And we know where the plane was when it hit
2 the water. It's behind that second house. That's
3 how we produced that part of the video. We used the
4 radar data along with the aerodynamic modeling and
5 his general description. We never go to a -- we
6 never take an eyewitness report and try to derive a
7 trajectory directly from what the eyewitness is
8 saying because they're giving estimates. In his
9 particular case, because he gave us some very good
10 reference points, he was an excellent witness.

11 If somebody -- for instance, if a witness
12 says "I saw something ascending at a steep angle in
13 the sky," you can't use a story like that to get a
14 quantitative estimate of what the plane did.

15 MR. RODRIGUES: You weren't able to look at
16 other witnesses who were in positions that would give
17 you similar references, other people who might be
18 more closer to a 90-degree angle, for example,
19 through the flight path out there?

20 CIA ANALYST #1: Most of the good
21 eyewitnesses, not surprisingly, are on the beach.
22 They're along the beach, and this occurred out over

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1 the ocean. So you have no references other than the
2 horizon. And even the precision of that horizon is
3 in question, how precisely a witness can see the
4 horizon at that hour of the day. But what we need to
5 do comparisons with the radar data is knowledge of
6 where the eyewitness is, and then where known
7 references are with respect to the fire that the
8 witness is describing.

9 MR. RODRIGUES: The difficulty I'm having
10 is a lot of the eyewitnesses, and we only read these
11 in the last few months, long after the video came
12 out, is quite a few eyewitnesses are talking about
13 something going straight up. And we try to capture
14 those that occurred or reported before an explosion
15 was seen. Or that's all they reported whatever. And
16 I'm trying to relate angles with various people,
17 various locations. And if this was really made
18 focusing on one individual that had a -- really good
19 reference points then, of course, it doesn't include
20 other people who were also reporting the same,
21 something going straight up -- maybe they didn't have
22 references like you said -- and try to get some

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1 understanding really of what they're seeing. You
2 know, what phase of that.

3 CIA ANALYST #1: The reason it wasn't
4 important to us to understand what a lot of
5 eyewitnesses who reported seeing things going up --
6 wasn't important for us to know what they had seen,
7 is we could establish that they saw things that took
8 place 10 to 15 seconds before the plane hit the
9 water.

10 MR. RODRIGUES: How do you establish that,
11 the sound?

12 CIA ANALYST #1: By the sound propagation
13 analysis, and in particular, by the inclusion in a
14 lot of these eyewitnesses' descriptions of two
15 fireballs descending to the ocean's surface.

16 MR. RODRIGUES: Yeah.

17 CIA ANALYST #1: We know that the
18 two-fireball separation takes place about seven
19 seconds before the plane hits the water. Now I
20 should ask this question here: Is there any
21 skepticism or doubt about the analysis that
22 establishes that it was about 49 seconds from when

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1 the plane initially exploded to when it hit the
2 water? And likewise, that it's about 42 seconds from
3 when the plane explodes to when the left wing
4 detaches?

5 MR. WALTERS: Let me answer that with a
6 question. There's an event before the left wing
7 separates.

8 CIA ANALYST #1: Right.

9 MR. WALTERS: There's what we call the
10 initial fireball, which is the first highly visible
11 fireball in the sky. It has nothing to do with the
12 streak of light. But it's prior to the wing coming
13 off and the airplane separating. What is your
14 estimation of the initial event, the center tank
15 explosion, to the first fireball? What's the length
16 of time on that?

17 CIA ANALYST #1: Good question. We've
18 animated that here to be about 18 seconds. That is a
19 real estimate. There's no sound propagation analysis
20 that lets you establish when that fireball occurred.
21 It's driven largely by the one ground-based
22 eyewitness who gave us reference points and described

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1 seeing a white light ascend for about 15 seconds,
2 then disappear for two to three seconds, and then in
3 that portion of the sky a small fireball appears.

4 We don't think that is the fireball that a
5 lot of the other eyewitnesses are describing, which
6 is a big fireball which almost immediately produces
7 two trails of fire falling to the water's surface.
8 Something else I guess I should say here. We think
9 it's reasonable, considering how dramatic this was,
10 that it's unlikely that somebody would look at this
11 in the sky, watch it for a while and then look away
12 and do something else. So a number that was very
13 valuable for us to have is: "How long was it from
14 when you first observed something in the sky until
15 the time at which you lost sight of it, whether
16 it's -- because it fell to the ocean's surface, or if
17 you're further inland, because it fell down behind
18 some trees or behind a house?"

19 It's reasonable that these people, once
20 they started seeing this, continued watching it. So
21 you get a good sense of what they're seeing by asking
22 them, "How long was your total observation?" Now

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1 unfortunately, we didn't have an opportunity to go
2 back and do that. We were relying on the 302 reports
3 that we had. And in several cases, those total
4 estimates are made in those reports. In other cases,
5 although they don't say how long their observations
6 lasted, they do describe the two fireballs falling to
7 the ocean's surface and we established that those --
8 that time duration was about seven seconds.

9 MR. RODRIGUES: People have different
10 perceptions of time obviously. We all do. Did you
11 run an extreme to see what the differences would be
12 in terms of how long the explosion?

13 CIA ANALYST #1: We did this, we asked
14 ourself this question. We played devil's advocate.
15 Said let's temporarily assume that these eyewitnesses
16 are seeing a missile which streaks toward the plane
17 and causes the initial explosion. What is the total
18 duration of their observation? How much of this must
19 they have seen if they then continue to follow it all
20 the way down to the time at which the fireballs hit
21 the ocean? What it has to be is 49 seconds plus the
22 additional time of the streak that they're seeing

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1 leading up to the initial explosion, if they're
2 seeing a missile go from the ocean's surface.

3 CIA Analyst #2 who does analysis on that
4 sort of thing had an estimate. What was your
5 estimate of how long it would take?

6 CIA ANALYST #2: It would take 10 to 15,
7 depending whether they were directly below or off to
8 the side, 10 seconds.

9 CIA ANALYST #1: So we're looking at 49
10 plus 10, maybe about a minute of looking, a minute of
11 observation. If you go back to the witnesses we're
12 describing, they don't appear to be that long with
13 the one exception of this witness on the bridge who
14 describes a fairly long ascent. And then we also
15 have an additional check on him because we know where
16 the light is when he first sees it and where the
17 fireball is when he loses sight of it. We have an
18 azimuth over where his observations took place. So
19 we're confident that he saw an awful lot of this,
20 whereas we think the other eyewitnesses -- many of
21 the other eyewitnesses saw only the last 10 to 15
22 seconds.

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1 MR. RODRIGUES: Was he the one that said he
2 saw a white light zigzag? Or somebody said that. Is
3 that the one that reported it?

4 CIA ANALYST #1: He says he sees --

5 MR. RODRIGUES: White light zigzag, rising.

6 CIA ANALYST #1: That's correct.

7 MR. RODRIGUES: Was the person on the
8 bridge the person that said that?

9 CIA ANALYST #1: Yes. He also --

10 MR. RODRIGUES: Let me interrupt a second.

11 CIA ANALYST #1: Sure, sure.

12 MR. RODRIGUES: The airplane in crippled
13 flight, I have a problem understanding how it would
14 zigzag. You know, if it's rolling, with the wing it
15 would turn one way or the other. It's going to
16 probably --

17 CIA ANALYST #1: He said the light is
18 zigzagging or twinkling. I'm not convinced that that
19 necessarily reflects precisely what the plane is
20 doing or why the light appears to look that way to
21 him.

22 MR. RODRIGUES: Okay.

1 CIA ANALYST #1: Let me say something else
2 about this eyewitness because I think this is
3 interesting. He was an important eyewitness to us.
4 And we asked the FBI to talk to him again, and they
5 did. In his original description, he thought he had
6 seen a firework and that perhaps that firework had
7 originated on the beach behind the house. We went to
8 that location and realized that if he was only seeing
9 the airplane, that he would not see a light appear
10 from behind the rooftop of that house. The light
11 would actually appear in the sky. It's high enough
12 in the sky that that would have to happen.

13 When he was reinterviewed, he said that is
14 indeed what happened. The light did appear in the
15 sky. Now when the FBI told us that, we got even more
16 comfortable with our theory. He also described, he
17 was asked to describe how high in the sky above the
18 house he thought that light appeared, and he said it
19 was as if -- if you imagine a flag pole on top of the
20 house it would be as if it were on the top or the tip
21 of the flag pole.

22 MR. WALTERS: He's an excellent witness.

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1 And my concern is that when all 755 statements are
2 made available to the public, you and the public will
3 see numerous statements that appear to be excellent
4 witnesses that don't agree with him. And I think
5 part of what this group has to do is address that,
6 whether we tend to agree or disagree.

7 So if we seem a little skeptical, it's not
8 because we don't believe that one witness, he was
9 great. But there's a bunch of them in there that,
10 from the perspective of trying to legitimately
11 explain what happened to the airplane, it could be a
12 problem out in public. That's my comment. The
13 question is the Boeing aerodynamicist gave you some
14 indication of what they would expect the airplane to
15 do aerodynamically with the nose off the front of the
16 airplane. Did anyone try to explain what the light
17 might be that the airplane is emitting after the nose
18 comes off?

19 From a personal point of view, I have
20 difficulty -- I don't have difficulty with your
21 analysis, I think it was very well done. I want to
22 know what it is we're looking at on the airplane

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1 that's causing such a bright light that it can be
2 seen 40 miles away.

3 CIA ANALYST #1: I would think that that
4 light would be produced by fuel burning in some way.
5 There was some residual fuel in the center fuel
6 tank. If an explosion occurred, it's the fumes that
7 explode. It's not the liquid fuel. If the integrity
8 of the center tank is ruptured and the fuel is now
9 dispersed into the air, and it's burning, that could
10 be a source of that light.

11 MR. WALTERS: It could be. But typically,
12 a fuel air mixture doesn't burn that way.
13 Typically. I mean --

14 CIA ANALYST #1: We did not address -- we
15 left that type of analysis to NTSB, people that are
16 looking at the plane itself. We're saying this is
17 where -- the plane was in this location when that
18 light appeared in the sky.

19 MR. WALTERS: Right.

20 CIA ANALYST #1: That's what our analysis
21 was.

22 MR. RODRIGUES: To add to that, there's

1 residual fuel, 50 gallons, the airplane's climbing so
2 it has a nose-up altitude and it has even more of a
3 nose up altitude now because the nose is off, those
4 50 gallons to begin with are in the back part of the
5 tank. The tank exploded and vented forward, the
6 front part of the tank opened up. But the back part
7 didn't, at that point. So if this fuel is burning
8 it's burning in the tank and in a way that would keep
9 it from being visible, I think. So what's actually
10 burning is a question that kind of comes up.

11 MR. CAMPBELL: If you don't mind, I'm going
12 to ask CIA Analyst #1 not to answer that question.

13 MR. LOEB: He's handled it fine. He's
14 already said that's something he's not going to
15 analyze.

16 MR. RODRIGUES: We'll have to try and deal
17 with it.

18 MR. LOEB: I think there is an explanation,
19 but we will obviously have to deal with that, and
20 we'll do so, Dennis. But it's not something that
21 they have done.

22 MR. RODRIGUES: Okay.

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1 CIA ANALYST #1: I'd like to go back to an
2 earlier question because I think it'll come up
3 again. You mentioned having, you said, 755
4 eyewitness reports, many of whom are going to be hard
5 to explain in the context of our template of what
6 happened to the plane because they report seeing
7 something ascend up at a steep angle.

8 Many of the 244 eyewitnesses that we looked
9 at are included in that group. We understand that
10 these eyewitnesses think they saw something ascend at
11 a steep angle and culminate in an explosion. If that
12 steep angle preceded immediately a fireball which
13 then split into two and came down, we are confident
14 that even though they thought what they saw was
15 something originating perhaps off the ocean's
16 surface, streaking up and hitting the plane, that in
17 fact, what they really saw was a fire trail in the
18 sky which culminated in the breakup of the plane, two
19 fireballs.

20 So what I'm saying is even if we only have
21 the eyewitnesses that we were looking at, that
22 question is going to arise. Now it's very possible,

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1 since you have many more eyewitness reports than were
2 given to us by the FBI, that you have some useful
3 information in your reports that would have been of
4 value to us if we had had it. We wouldn't know that
5 until we had had a chance to see the reports.

6 MR. WALTERS: I don't know that we do. I
7 think some of the witnesses that you got early on are
8 some of the witnesses that we looked at very
9 carefully as well.

10 MR. MAYER: And to add to that, many, many,
11 of the statements that we got, you may have gotten as
12 well, I don't know. But many of the statements that
13 we got are extraordinarily brief. I mean, they may
14 be three or four sentences. And they're maybe
15 characterized by a witness saw a streak of light
16 moving upward, and the explosion, and two fireballs
17 falling to the water. And that probably summarizes
18 the entire content of a large number of statements.

19 MR. MANNO: And also, some of our witnesses
20 are late witnesses, too.

21 MR. MAYER: They're what?

22 MR. MANNO: They're late witnesses. Past

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1 17, 18.

2 MR. MAYER: They're literally just seeing
3 smoke rising off the water.

4 MR. MANNO: I mean, when they were
5 interviewed.

6 MR. LOEB: When they came to our attention.

7 MR. MAYER: That's right.

8 MR. WALTERS: Were you going to add to
9 that? One of the tasks that we have talked about as
10 a group that would be nice to have done is a
11 correlation of data, or a time line between
12 information from various groups on the investigation,
13 and you had mentioned that in your analysis. You
14 looked at the FDR and the CVR determination as a part
15 of your, quote, time line. And I'm curious --

16 CIA ANALYST #1: That's correct.

17 MR. WALTERS: And maybe the variance is so
18 slight, maybe it doesn't matter at all. One of the
19 questions that I don't know was ever answered very
20 well was exactly when the CVR and the FDR terminated
21 in relation to what else is going on with the
22 airplane, and I'm curious that that 1, 2, 5 seconds,

1 you said 4 seconds, when the nose came off might have
2 been sooner or longer, but was that variation in time
3 part of your equation in your own time line? Did
4 you -- was there ever any question to your group when
5 the CVR and FDR actually ceased? Put it that way.

6 CIA ANALYST #1: We used the cessation time
7 of the CVR and FDR, and I believe they were within a
8 quarter second of each other in terms of the time
9 they went down. We used that to establish where the
10 plane was when the initial explosion took place,
11 because we wanted to propagate the sound from that
12 point. If there's an error in that time, if the
13 error is several seconds, it will slightly affect the
14 sound propagation analysis but not very much. And it
15 will affect it because the location of the plane will
16 be slightly different. It won't affect it linearly.
17 In other words, if the plane exploded four seconds
18 later than we think it did, it won't mean that we're
19 off in our estimate...

20 MR. WALTERS: By very much at all.

21 CIA ANALYST #1: ... by four seconds from
22 when the plane exploded to when it hit the water.

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1 MR. WALTERS: No, I understand that. Is
2 that data, I hate to say that, is this -- that data
3 available? That type of time line work that you did,
4 is that something we could see? You know, like the
5 radar. Say, for example, correlating the radar data
6 with the CVR. That may have been done very early on,
7 but it was not done with the degree of precision that
8 perhaps we would like to see done.

9 MR. MAYER: Are you saying the Safety Board
10 doesn't do it?

11 MR. WALTERS: Well, the Safety Board did a
12 rough one very early on, as you remember, but I don't
13 know that that was ever followed up on with any of
14 the witness stuff or any of what the CIA did to
15 correlate it all.

16 CIA ANALYST #1: We totally relied on the
17 work that the Safety Board did on this. It was
18 provided to us through the FBI.

19 MR. LOEB: And we were working with them at
20 the time they did this.

21 MR. WALTERS: So it was not an independent
22 thing, it was done strictly with the board?

1 MR. LOEB: We helped them with the data
2 that they needed, which included the CVR, FDR, and I
3 guess you actually got the radar data from us, sir.
4 Did you get that?

5 CIA ANALYST #1: All of this data was
6 provided to us by the FBI but the information came
7 from you. We dealt with them but they passed it on.
8 They gave us the plot of the radar data; the times
9 that we have for when the CVR and FDR went down came
10 from the NTSB via the FBI. That's very important
11 because we didn't have access, for example, to the
12 flight data recorder or the cockpit voice recorder.

13 The only information we used out of those
14 was the time at which they went down and the simple
15 statement that no -- there was no loud sound recorded
16 prior to the one right before the recordings ceased.
17 Those two pieces of information, that's all we used.
18 Unfortunately, the radar data doesn't tell you
19 precisely when the plane exploded. Because as you
20 know, the samples -- the data we've relied on the
21 most, which was the Riverhead radar, was sampled
22 every 12 seconds.

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1 MR. WALTERS: And I wonder if the radar
2 data even really indicates the initial event you're
3 making an assumption of, a four-second time for the
4 nose to come off and the nose may have shown up on
5 radar. The event itself would not have shown up on
6 radar, it could have actually been any period of
7 time, although we know it was much closer than
8 later.

9 But --

10 CIA ANALYST #1: The judgment that the nose
11 came off within four seconds after the initial
12 explosion was a conclusion that was totally obtained
13 from --

14 MR. LOEB: And our data is not based, as
15 you know, on one radar. This event was picked up on
16 more than one --

17 MR. WALTERS: Right. Once it started to
18 break up. That's my point is that the CVR and the
19 FDR don't necessarily correlate exactly with the
20 radar because the radar doesn't tell you when the
21 initial event --

22 MR. LOEB: No. But we have radar from

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1 different sources and they're not all precisely
2 making sweeps at the same time and so you couple that
3 with the FDR and CVR and we're fairly comfortable
4 that we have pretty good time line on that. Now,
5 they didn't have access to all of that when they were
6 doing this. However, before this presentation was
7 made, we did, we did talk to CIA Analyst #1, and our
8 people were helping them and with -- in fact, some of
9 this very kind of thing to make certain that they
10 weren't going to be off significantly in their time
11 line.

12 MR. MAYER: I have a feeling that just as a
13 personal comment, if you guys were starting your work
14 from scratch today, you would find absolutely
15 everything you would need to do the time line work to
16 do --

17 MR. LOEB: Yeah, they would be in a much
18 better position.

19 MR. MAYER: And you'd be able to find it
20 right in our public docket right now.

21 MR. LOEB: They'd be in a much better
22 position today than they were, but nevertheless,

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1 having said that, before this was released we did get
2 a chance to help them a little bit in terms of trying
3 to make certain that their timing of events was, in
4 fact, consistent with ours and ours was based on a
5 good bit of data.

6 MR. WALTERS: You mentioned that they made
7 more than one video template or did you just do the
8 one?

9 CIA ANALYST #1: When you say "video
10 template" --

11 MR. WALTERS: I was going to ask exactly
12 what a video template was.

13 CIA ANALYST #1: The still images that you
14 see behind the animation. In other words --

15 MR. WALTERS: The houses?

16 CIA ANALYST #1: The houses. That's a
17 single image on which we superimpose an animation.
18 There's a second case where there's a single image
19 just looking out over the ocean. This is for the
20 eyewitness who described the fireball descending to
21 the surface and then an immediate loud explosion. We
22 went to right where that eyewitness was standing on a

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1 porch, set the camera up and took that still image to
2 be able to use it in the video because we wanted as
3 closely as possible to provide reality as a backdrop
4 for this.

5 Now, unfortunately, as you're aware, a lot
6 of people also assume that we have precise knowledge
7 of exactly how the plane came apart as we made this
8 video. Of course we do not have that. We did our
9 best to animate things in the video to illustrate key
10 events that were important to understand what the
11 eyewitnesses had seen.

12 MR. WALTERS: Okay. So the video templates
13 that you used, that you did are all represented
14 here? Or were there some that you did that didn't
15 make the final edit, say?

16 CIA ANALYST #1: We didn't make any
17 templates to use as a backdrop that we didn't use
18 because we already knew when we went out on our trip
19 to Calverton to get those images, we knew what --

20 MR. WALTERS: What you wanted to --

21 CIA ANALYST #1: -- what the video was
22 going to look like.

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1 MR. WALTERS: Gotcha.

2 MR. YOUNG: CIA Analyst #1, who made the
3 determination? I assume it was the FBI, but maybe my
4 assumption is incorrect. But who determined when and
5 how many of the witness statements you got? Was it
6 the FBI alone?

7 CIA ANALYST #1: The FBI provided us
8 eyewitness statements over a period of time.
9 Primarily, they were providing us witness statements
10 that would be descriptions that may be consistent
11 with this being a missile, because that's what they
12 wanted us to be looking at. We made the case that
13 it's very important to have all the eyewitness
14 reports possible so that we could go about doing a
15 full analysis. And the example that I used earlier
16 I'll use again: Some very important eyewitnesses
17 clearly did not see anything that would be construed
18 as being a missile, but they helped us make a case
19 that none of these eyewitnesses saw a missile.

20 MR. YOUNG: But then --

21 DD/CIA/OTI: It's the FBI that gave us the
22 statements.

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1 MR. YOUNG: FBI was the actual.

2 DD/CIA/OTI: We dealt with the FBI.

3 MR. YOUNG: And did they ever tell you
4 what -- I know they were looking specifically at a
5 missile. Did they ever determine what determining
6 factor -- was it more detail, less detail, or one was
7 here? Was there any sort of distribution that they
8 worried about or anything like that?

9 CIA ANALYST #1: No, there was not.

10 MR. YOUNG: I'll ask one question and it's
11 only an opinion from you. I take it that it's been
12 said that you cooperated with the board and the FBI
13 and that you had access to the basically all the same
14 information and the two videos are somewhat
15 different. And I'm asking you for an opinion on
16 that, I guess.

17 MR. MAYER: Can you provide some specific
18 examples or instances?

19 MR. YOUNG: Well, your video shows about a
20 3000-foot ascent and the other video is about half of
21 that or less.

22 CIA ANALYST #1: A lot of people talk about

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1 that as a difference between our analyses. I have to
2 tell you when we saw how similar our results were --
3 the fact that we did these animations independent of
4 each other -- we were very pleased. Both had the
5 aircraft ascending to some degree. I think the NTSB
6 had the plane turning to the left a little bit, which
7 is one of the reasons why it didn't ascend as high as
8 our model did.

9 The bottom line here is we were content
10 with the way -- with the similarities between the two
11 animations. We also went back and looked at what the
12 key eyewitness would have seen with the two
13 animations. And because the NTSB's model has the
14 plane turning to the left, that compensates... It
15 doesn't have to go as high in the sky to create the
16 same --

17 MR. LOEB: Timing.

18 CIA ANALYST #1: -- illusion to the
19 eyewitness.

20 So what the eyewitness would have seen as
21 far as the two animations go is very, very close to
22 the same even though the two models have the plane

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1 going at slightly different altitudes. I know -- I
2 guess I'll say this again, and you folks have gone
3 back to it several times -- there's a lot of concern
4 about what happened to that plane in the first few
5 seconds after the initial explosion. What happened
6 to the plane in the first few seconds after the
7 initial explosion has very little to do with
8 explaining the vast majority of the eyewitness
9 statements.

10 MR. YOUNG: And to echo what Jim says, of
11 course, your problem is going to be is that we have
12 seen a few more than you have and we do have to look
13 at some of the -- and some of the witnesses seem to
14 be very precise about a white light ascending from a
15 surface towards -- and that's why we keep bringing up
16 this question because it's going to be a question we
17 have to answer.

18 CIA ANALYST #1: We had eyewitnesses in our
19 group that said the same thing. Again, I would
20 suggest if you can, as you're trying to interpret
21 your 755 eyewitness reports, to try to get
22 references, things that you can use to peg what part

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1 of this the witnesses see. It's very important.

2 MR. RODRIGUES: And you're right. And I
3 think what we're trying to do is try and understand
4 that part of it where this is probably what started
5 everything was people saying a streak of light going
6 up. And so that's what we're trying to understand.
7 And the witnesses we used, I guess you used one or
8 two witnesses, the one on the bridge as a prime, but
9 the question in our minds is what are the rest of the
10 people seeing, if it's a later event like you're
11 saying. I mean, what are they physically seeing
12 ascending?

13 CIA ANALYST #1: Right.

14 MR. RODRIGUES: Do you have a thought on
15 that?

16 CIA ANALYST #1: It's not important what
17 our opinion would be on that. We've speculated about
18 that sort of thing among ourselves. It's not
19 important in terms of interpreting whether or not a
20 missile was involved. It's fire. It's probably
21 burning fuel.

22 MR. RODRIGUES: That's what we're trying to

1 understand. Setting a missile aside.

2 MR. LOEB: Again, I think you're asking
3 them something that they haven't done, they
4 haven't -- worked on. They cannot answer the
5 questions. I think CIA Analyst #1 was very clear
6 about that earlier. And so I think that's left for
7 us -- in the end, that's going to be something the
8 Board has to grapple with, Dennis, in its own
9 analysis. So.

10 MR. RODRIGUES: The reason I raise it is
11 because when this was done, I figured maybe that came
12 up as an obvious question. And if it was pursued.

13 MR. LOEB: I think he's answered -- I think
14 he's answered that and I don't know that they need
15 to --

16 CIA ANALYST #1: If an eyewitness describes
17 a streak of light that culminates in an explosion and
18 then immediately you have two fireballs drop to the
19 surface, we're confident that that streak of light
20 was the burning airplane. Now, your question is why
21 did some eyewitnesses describe that streak of light
22 as something that ascends right off the ocean's

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1 surface. We don't know why they described it that
2 way. We are confident what they are seeing is the
3 burning aircraft and only the burning aircraft. And
4 when I say "burning aircraft," I include fuel
5 trailing from the -- what you see is burning fuel,
6 not the plane burning itself.

7 MR. WALTERS: At the risk of asking you a
8 really stupid question which we all know the answers
9 to, I need to ask it anyway, and that is because of
10 the organization that you're affiliated with. Could
11 there have been or would there have been any assets
12 used that we would not be aware of that in some way
13 that you could tell us were used that we don't need
14 to know about?

15 CIA ANALYST #1: The closest...

16 MR. CAMPBELL: Assets used in the analysis.

17 MR. WALTERS: In developing the video.
18 I'll keep it pretty tight there.

19 CIA ANALYST #1: ... there is, and it's
20 referred to in the video, is the satellite which
21 detected infrared data -- heat from this disaster.
22 We used that information. It was peripheral to the

1 work that we did. The fact that that happened is not
2 classified. I couldn't go into the details of how
3 that particular collector works.

4 MR. WALTERS: I don't even want to know.

5 CIA ANALYST #1: You wouldn't need to know,
6 it wouldn't affect your -- I don't think it would
7 affect your --

8 DD/CIA/OTI: But the answer to the question
9 is everything that we -- you've got everything we
10 have. There's nothing else out there, you know, some
11 super secret sensor or something?

12 MR. WALTERS: I wouldn't have expected a
13 different answer.

14 CIA ANALYST #1: And apparently you have
15 about 500 witness reports that we don't have.

16 MR. WALTERS: I can't leave the room
17 without asking the question.

18 DD/CIA/OTI: We understand.

19 MR. YOUNG: CIA Analyst #1, could I ask a
20 hypothetical question.

21 CIA ANALYST #1: Sure.

22 MR. YOUNG: Should an overhead image or

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1 system been available to see that, I'm just curious,
2 do you think it would have detected any?

3 MR. LOEB: If you can't comment, don't
4 comment.

5 CIA ANALYST #1: It's "no comment" to
6 that. I'll give you a sense for how some of the work
7 we do is misinterpreted. You may be aware of a
8 Newsweek article that came out after the FBI closed
9 the criminal investigation and released this tape to
10 the public. There's a news writer that assumed that
11 those images, the animated images that you saw in
12 that video, were obtained from a satellite.

13 MR. YOUNG: I wouldn't have expect -- I
14 would have expected it would have been much better
15 than that.

16 CIA ANALYST #1: Didn't happen.

17 MR. WALTERS: Did any other agency like ATF
18 have any input into this video?

19 CIA ANALYST #1: No, our only sources of
20 information for this video was information that we
21 obtained from the FBI. It was either FBI
22 information, the 302 reports, or information they had

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1 obtained from the NTSB.

2 DD/CIA/OTI: Information that was given to
3 us.

4 MR. WALTERS: There was, again -- well,
5 that would have been FBI interviews. There were at
6 least two gentleman there that were working with the
7 FBI and a Missile and Space Intelligence Center
8 analyst and I assume that any work he did, those
9 witness statements were all included as part of the
10 302s then.

11 CIA ANALYST #1: I'm sorry. Could you
12 repeat that question, please?

13 MR. WALTERS: There were two gentlemen that
14 were involved in some of the questioning of certain
15 witnesses, at least one of whom was attached to the
16 missile --

17 CIA ANALYST #1: Missile and Space
18 Intelligence Center.

19 MR. WALTERS: That's the guy a Missile and
20 Space Intelligence Center analyst, and I'm just
21 curious if that was a separate interview process or
22 was that done as part of the 302s, and is that how we

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1 have access to that information?

2 CIA ANALYST #1: The 302s provided to us
3 very often would give a list of names of people that
4 participated in the interviews. These would include
5 the special agents and in several instances, the
6 representatives from the Missile and Space
7 Intelligence Center by name. They would be in the
8 room together as they interviewed eyewitnesses.

9 MR. MAYER: Did the work of the Missile and
10 Space Intelligence Center, separate from the FBI,
11 produce any information that you got that was used in
12 your work I think is the question that Jim's trying
13 to ask.

14 CIA ANALYST #1: No, it did not.

15 MR. MAYER: Your input for this analysis
16 came from the FBI witness files.

17 CIA ANALYST #1: Right. My counsel has
18 given me permission to speculate a little bit on what
19 eyewitnesses who describe something in the sky
20 ascending may have seen, even though we think that
21 what they are seeing at the time is something that is
22 descending. I don't have this on a Vugraph. What I

1 have here is a photograph of several fireworks that
2 were fired from behind the governor's mansion in
3 Williamsburg. And if you look at this picture, and
4 if I tell you those are fireworks, you would think it
5 reasonable that the firework starts here right above
6 the roof of the governor's mansion and ascends into
7 the sky. It's going up. If I told you, it looks
8 like a firework but it's not a firework, what you're
9 seeing here is a meteor going through the sky
10 approaching you from a distance and getting closer
11 and closer to you and appearing to rise in the sky,
12 even though we know that meteor is descending in
13 altitude, you also get an image that would look like
14 this.

15 I think what may have happened is some
16 eyewitnesses are seeing something move through the
17 sky and their brain is thinking, "I'm looking at a
18 firework. The firework came from the surface." And
19 as soon as they register it that way, they start to
20 interpret what they're seeing from that point on.
21 It's important to realize that these eyewitnesses
22 are, in general, 10 or more miles away from what's

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1 happening. At 10 or more miles away, your eyesight
2 doesn't give you an ability to perceive depth.
3 You're seeing a two-dimensional image in the sky.
4 And you're inferring depth from experience. Now
5 that's speculation. It doesn't affect -- if what I
6 just told you turned out not to be what those
7 eyewitnesses saw, it would not at all affect our
8 conclusion that they're seeing only the latter stages
9 of the disaster.

10 MR. YOUNG: CIA Analyst #1, without getting
11 into anything classified, again, should someone have
12 seen, not necessarily here, but should someone see a
13 launch from the surface into the sky of a device such
14 as some people speculate, what differences would you
15 think they would have seen? In other words, if it
16 was a Stinger or something like that, would there
17 have been specific differences that you can call out
18 based on what they saw?

19 MR. CAMPBELL: That's -- again, that's
20 another question if you guys worked on, that would be
21 one thing. Otherwise I think we would want to
22 qualify an expert on that.

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1 CIA ANALYST #1: I can say this, because it
2 was something we looked at. Like I say, when we
3 started this analysis we didn't start it with any
4 preconceived notions about what the eyewitnesses had
5 seen. We understood that if the eyewitnesses had
6 seen a missile attack the plane, because they're
7 seeing this from a lot of different locations, it's
8 going to look different to each of them. And we were
9 hoping that if indeed it turned out that they were
10 witnessing a missile attack, we would be able to use
11 their descriptions to determine the location from
12 where that missile was launched.

13 When you go through and proceed with that
14 analysis, you arrive at the conclusion that what
15 they're seeing is only the plane.

16 I think you will find this as you look at
17 your 755 eyewitness reports. Even though you've got
18 a lot of people that are describing something ascend
19 up vertically, as an example, a lot of eyewitnesses
20 think that this is a lot closer to them than we know
21 it is. And by "a lot closer to them" I mean the
22 fireball itself. The eyewitness on the bridge, he

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1 thinks that the firework that he is seeing originates
2 on the beach. The beach is about a quarter mile from
3 where he is standing. He thinks the fireball that he
4 sees in the sky is a half mile from where he stands.
5 So another quarter mile out off the shore. In
6 reality, it's 11 miles away.

7 This happens again and again. What it
8 brings home to me is that there was a tremendous
9 amount of fuel in the sky. It was unfathomable to a
10 lot of people that this could be 10 miles away. It's
11 so big that I think they interpreted it as being much
12 closer than it really was.

13 MR. YOUNG: Okay.

14 MR. WALTERS: You said that you had pretty
15 much reached your conclusions by early February; is
16 that correct?

17 CIA ANALYST #1: The conclusion that the
18 eyewitnesses were only seeing the burning aircraft
19 was made at 10:00 p.m. at night on the 30th of
20 December 1996.

21 MR. WALTERS: Was it really?

22 CIA ANALYST #1: Yes, as I was sitting

1 behind the computer. It's -- up until then, what
2 we're doing is trying to interpret these reports the
3 way you are now. If it's a streak, where is the
4 streak originating from? What external source could
5 there be for the streak? There was a realization,
6 having all the data laid out, that you can explain
7 what the eyewitnesses are seeing with only the
8 burning aircraft.

9 MR. WALTERS: So it was March then before
10 the FBI or until you briefed --

11 CIA ANALYST #1: CIA Analyst #2 said
12 something which is a good point. CIA Analyst #2 said
13 there are other issues. Once you think you have an
14 answer you have a lot of eyewitness reports. You
15 have to go back through all of them. What we ended
16 up doing then was placing very carefully all the
17 eyewitness reports we were getting, and were
18 continuing to get, on the mapping software.

19 Also, I immediately alerted, I called --
20 the next morning I called the special agents I worked
21 with at the FBI and explained what we were thinking.
22 Because I wanted to make sure that -- even though at

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1 that point it's a conclusion, we don't have it fully
2 documented. We wanted them to be aware of this so
3 that they could start proceeding with the
4 investigation and having that initial piece of
5 information.

6 MR. WALTERS: A personal note, has nothing
7 to do with anything else. It's a little annoying
8 that it took them a year to decide to go along with
9 your program.

10 MR. YOUNG: CIA Analyst #1, is this the
11 only time you've ever been asked to perform this sort
12 of analysis on a civilian type thing like this? In
13 other words, did you do something on the Challenger,
14 for instance?

15 CIA ANALYST #1: No. I've got about 27
16 years experience doing analysis on problems, believe
17 it or not, that we would often consider more
18 challenging than this in the sense that we have less
19 data to work with, and less ability to corroborate
20 our theories.

21 The nice thing about this as a technical
22 problem is that you have lots of checks and

1 balances. You have radar data, you have
2 eyewitnesses. Lots of eyewitnesses. You've got
3 something we didn't get into in this discussion so
4 far but remember you have an eyewitness on a plane,
5 on a USAir flight who describes seeing an airplane
6 fly below him about 10 seconds before he sees this
7 light appear in the sky. Now you can go back and use
8 the radar data and indeed there is a plane that flies
9 below him.

10 And 10 seconds after... 12 seconds after
11 that happens, Flight 800 explodes. And it explodes
12 in a part of the sky where he says he sees this white
13 light appear. So now you have an independent
14 corroboration with the guy on the bridge. I think
15 this gentleman upon USAir Flight 217 is another
16 excellent eyewitness in that he saw things happen
17 near the very beginning.

18 MR. YOUNG: Actually, we had two witnesses
19 on that airplane.

20 CIA ANALYST #1: That's correct.

21 MR. YOUNG: But curiously you mention the
22 airplane. Do you know what airplane he saw pass

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1 under?

2 CIA ANALYST #1: We think it's a P-3 and we
3 think the P-3 was at an altitude of about 20,000 feet
4 and the USAir was at an altitude of 21,700 feet. And
5 you're correct, he was sitting in seat 5-F on the
6 right-hand side of the plane and behind him was
7 another eyewitness, in seat 6-F.

8 MR. MAYER: Not that you have a clear
9 memory of --

10 CIA ANALYST #1: It's been a year ago, I'm
11 sorry.

12 MR. YOUNG: You didn't review any of this
13 before you came.

14 CIA ANALYST #1: Some of these -- as you're
15 very aware, after you spend a long time -- we spent a
16 year looking at these. I suspect 20 years from now
17 I'm going to remember some of those details, as you
18 will.

19 MR. YOUNG: I'd just like to say on behalf
20 of my company, I appreciate very much that you've
21 even taken the time to talk to us. I know most
22 people think that I'll disappear now.

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1 MR. LOEB: That's part of the package, Bob.

2 CIA ANALYST #1: You're most welcome. We
3 appreciate the opportunity.

4 MR. WALTERS: I'd like to thank Bernie for
5 making it work, too. I know this could not have been
6 easy to make all this happen between the
7 organizations.

8 MR. LOEB: Actually, the thanks belong to
9 David and also to Peter.

10 (Whereupon, at 12:00 p.m., the briefing was
11 concluded.)

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