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DOCKET NO. SA-516

APPENDIX G

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 500-599
(404 pages)**

000001

500

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Date of Birth [redacted]
[redacted], Patchogue, New York, [redacted] was advised of
the identity of the interviewing agent and the purpose of the
interview. Thereafter, [redacted] provided the following
information:

At approximately 8:30 PM on July 17, 1996 [redacted] was
in the backyard of his house facing southeast. [redacted] observed
what he described as a firework launch up into the air high above
the treeline. [redacted] advised that there is a lake behind his
house and there are trees beyond the lake. This "firework",
which [redacted] further described as a bright yellowish/orange
flame, reached its peak and then began to descend almost towards
him, but at a slight left to right direction. [redacted] then
observed an explosion. [redacted] stated that the object did not
explode outward into a burst like a firework, but rather was a
"controlled" explosion, which then "dripped" downward. [redacted]
did not hear anything following the explosion.

265A-NY-259028-SUB

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Investigation on 7/25/96 at Westhampton Beach, New York (telephonically)

2037
File # 265A-NY-259028

by SA CINDY A. PEIL/gmo

Date dictated 7/25/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/23/97[REDACTED] Patchogue, New York

[REDACTED] advised of the official identities of the interviewing agents and the nature of the interview. He then provided the following information:

On July 17, 1996, at approximately 8:30pm, [REDACTED] was standing in his backyard looking in an easterly direction over the lake in his backyard when a light in the sky caught his attention. [REDACTED] stated that the sky was dark and that there was no moon in the sky and that the light really caught his attention.

[REDACTED] thought this light was a firework in the sky on an approximate magnetic bearing from him of 144 degrees. He thought this to be strange because although he is accustomed to seeing fireworks over the lake, they are usually not from that direction. The light ascended vertically or just left of vertical, for about 5 seconds, to a point where it turned into a large red and orange blob of light. The light did not waver or wiggle while it ascended. It seemed to go in a straight line. He noticed several pieces of light fall down with one piece that was bigger than the rest fall just to the left (East), of the other pieces.

[REDACTED] held a ruler at arms length with the bottom of the ruler on the surface of the lake at the far end. He stated that:

- The tops of the trees were at approximately 2 inches on the ruler.
- To the point where he first saw the light in the sky was approximately 3 inches.
- The point where the light stopped ascending and turned into a giant blob of red and orange light was 5 inches.

[REDACTED] did not hear any sounds or see a smoke trail associated with the light. The entire sequence took

Investigation on 09/23/97 at New York, NY

File # 265A-NY-259028-CC1-659

Date dictated N/A

SA CHRIS T. VOSS, FBI

by SA ROBERT V. DESANTIS, FBI RVD

0971

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 09/23/97

, Page 2

approximately 15 seconds from when he first noticed the light to where he lost it below the horizon. [REDACTED] was asked to simulate in his mind the sequence of events and was timed for accuracy. The timing for his two tests were 15 seconds and 14 seconds.

[REDACTED] did not see any other planes that night. While interviewing the witness, it should be noted that the agents noticed the landing lights of a plane in the exact spot where [REDACTED] stated he saw the light.

[REDACTED] does not wear glasses. His vision is 20/20.

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265A-NY-259028

JPK JPK:pan

The following investigation was conducted by Investigator JOHN P. KEARY of the New York State Police Department on July 26, 1996:

On July 26, 1996, at approximately 3:30 pm, Investigators JOHN P. KEARY and DANIEL J. REGINI of the New York State Police Department interviewed [redacted] Center Moriches, New York (NY), [redacted] was interviewed at the CENTER MORICHES YACHT CLUB, Union Avenue, Center Moriches, NY and stated the following:

On July 17, 1996, at approximately 8:30 pm, she was at the yacht club with her husband, [redacted] She stated she was standing near the picnic tables in front of the club, facing southeast, when her husband said, "did you see that?" [redacted] looked up into the southeastern sky and observed a big ball of fire. She stated this ball of fire dropped below the horizon past the dunes on the barrier island. She then heard three explosions followed by a big cloud. She stated the fireball fell behind a large group of bushes/trees on the barrier island (several miles across the bay). She estimated that the original ball of fire was first observed about 30 degrees above her horizon.

[redacted] stated that this event occurred about ten miles away and she did not see anything ascending into the sky.

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265A-NY-259028-SUB 44

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth [redacted]
[redacted] Coram, New York, [redacted] was advised
of the identity of the interviewing agent and the purpose of the
interview. [redacted] then furnished the following information:

[redacted] was on the 8:15 P.M. ferry from Patchogue to
Davis Park, Fire Island, New York, on Wednesday, July 17, 1996.
At approximately 8:45 P.M. while facing an eastern direction
[redacted] saw a huge explosion. After the explosion, objects were
seen falling from the sky. While some of the objects were
falling they began to shoot in an upward direction. [redacted]
described the explosion as being a fountain of flames. It took
approximately 30 seconds for all the objects to fall below the
horizon. The explosion gave the appearance of being very close
to the beach.

[redacted] furnished the following name as a witness to the
explosion - [redacted], address unknown.

265A-NY-259028-SI

Investigation on 7/20/96 at Davis Park, Fire Island, New York

File # 265A-NY-259028

by SA DANIEL P. BRENNAN/MAM *DPB* Date dictated

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FBI - NEW YORK	

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265A-NY-259028
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On July 27, 1996, Detective DANNY CALEMINE and Detective KEN HIEB of the New York City Police Department and Special Investigation Division had the opportunity to interview [redacted], of [redacted], Coram, New York, [redacted] who stated as follows:

On July 17, 1996, [redacted] was traveling on the 8:15 p.m. ferry from Patchogue, New York to Davis Park, New York, with [redacted] and [redacted] were sitting on the top deck of the ferry, when three-quarters through the trip, [redacted] noticed a bright light flare type pattern shoot up into the sky from the waters about two miles east of her location. At this point, [redacted] stated there was a big fiery colored explosion that took an oval shape and then ascended into a column form, which fell straight down into the water. Once the column of flames sunk into the water, [redacted] stated there was a period of about five seconds in which she saw a fountain of fire shooting from the water. [redacted] stated she did not hear anything during this incident because the ferry engine's were extremely loud.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[redacted] was interviewed at her residence [redacted] Westhampton, New York. [redacted]. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

The evening of July 17, 1996, [redacted] was at the Westhampton Yacht Squadron in Westhampton Beach along with her husband [redacted] her brother-in-law [redacted] and [redacted].

Between 8:30 and 8:45 PM [redacted] was staring out into the Atlantic Ocean due south. She saw a red light, like a boat flare, with a smokey white stream following it, shoot up from the horizon. She could not tell if it originated from either Dune Road or the ocean. The red flare went straight up into the sky for about two or three seconds. Suddenly, the red flare expanded into a much larger fireball. There was no sound heard at this point. Then a red flame funneled down from the fireball, and descended downward when a second, much larger fireball erupted. This larger fireball then split into two smokey trails which continued to descent downward and away from each other beyond Dune Road into the ocean.

[redacted] then heard three deep rumbling sounds. Her husband, [redacted] who was on a jetski at the time in the bay, traveled across the bay to Dune Road, crossed Dune Road, and looked into the ocean to see what had happened.

From where the flare originated, [redacted] did not see any unusual light on the surface. The red flare was followed by a smoke trail which quickly dissipated. The smokey trail did not extend down very far from the flare's head.

[redacted] advised that her brother-in-law, [redacted] and [redacted] also saw the ascending flare, but advised that everyone else she was with had only seen the descending fireball.

Investigation on 7/19/96 at Westhampton, New York

265A-NY-259028-S

File # 265A-NY-259028

by SA JAMES J. ROTHE
SA GREGORY J. O'NEILL/MAM

Date dictated 7/21/96 SEP 24 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/7/97

On June 25, 1997, [redacted] was contacted at [redacted] Westhampton, New York, [redacted] resides at the same address. After being advised of the identity of the interviewing agents and the nature of the interview, she provided the following information:

On the evening of the Trans World Airlines (TWA) Flight 800 crash, [redacted] her husband, [redacted] and their children went to the WESTHAMPTON YACHT SQUADRON, Bayview Avenue, Remsenberg, New York, for dinner at approximately 5:30 PM. [redacted] could not recall specifically the time but advised that at some time during dusk, after they had eaten dinner, she was standing on the Yacht Squadron deck with [redacted] (her brother-in-law) and [redacted] was facing south, watching the children play on the lawn and beach, when she glanced up to the sky and observed an object that looked like a flare, traveling straight upwards.

[redacted] described the "flare" as an orange ball followed by a smoke trail. [redacted] watched the object travel, unchanged in character, for approximately one second, at the end of which was a large explosion. [redacted] did not see the flare after the explosion. The explosion was the highest point of the event.

From the explosion, a small fireball, which [redacted] described as a round orange object, expanded and fell downward, trailed by a funnel of gray-black smoke. The fireball object fell a quarter of the total height from the explosion to the horizon. After descending for approximately one second after the explosion, [redacted] saw sparkles shoot off in all directions from the fireball object. The sparkles reminded her of fireworks. While the sparkles were present, the fireball object appeared to stop moving.

Investigation on 6/25/97, 7/9/97 at Westhampton, NY

File # 265A-NY-259028 - CC1-623
 by SA Jennifer A. Leonard
SA Bradley S. Morrison

Date dictated 7/7/97

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 6/25/97

, Page 2

The sparkles were followed approximately one second later by a huge explosion, larger than the first, which covered [REDACTED] view of the sky. [REDACTED] described the second explosion as a red-orange fireball that expanded outward in all directions. From this explosion there were a few trails of grayish smoke moving down and outward from each other. The trails reminded [REDACTED] of those seen from the falling pieces of the Space Shuttle Challenger. The smoke trails continued to spiral downward for a couple of seconds until they disappeared at the horizon behind Dune Road. [REDACTED] saw no objects falling with the smoke trails.

The time from seeing the flare until the smoke trails disappeared was approximately ten seconds. The entire event was aligned above a lone building on the strip of land (Dune Road) to the south across the bay.

A second or two after the smoke trails disappeared, [REDACTED] felt the earth rumble and heard thunder in the distance. A couple of seconds after the first rumble, [REDACTED] heard two or three more sounds of thunder in sequence. One of the instances of noise was louder than the others, but [REDACTED] could not remember which one. The sound came from the south, the same direction of the explosion.

[REDACTED] advised she had an unobstructed view of the southern sky, the weather was clear with good visibility, and the water of the bay was calm. She saw no airplanes that day and, except for the described event, saw nothing unusual. [REDACTED] was not under the influence of any substances.

Following the interview, the interviewing agents escorted [REDACTED] to the WESTHAMPTON YACHT SQUADRON on Bayview Avenue, Remsenberg, New York. The YACHT SQUADRON property is located on the north side of Moriches Bay. At the back (south side) of the YACHT SQUADRON building is a covered deck that opens onto a lawn and beach. Across the Bay, Dune Road is visible and creates the horizon line. [REDACTED] stood on the deck in the location where she witnessed the event and, holding a ruler given to her by the agents straight up and down at arms length, placed her thumb on the two inch mark aligning it with the horizon. With the one inch mark closest to the ground, she advised that the highest point of the event occurred approximately in the range of the 12 inch mark.

504

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[REDACTED] SSAN [REDACTED]
[REDACTED], Lake Ronkonkoma, NY, [REDACTED] was advised of
the identity of the interviewing agent and the purpose of the
interview. [REDACTED] hereafter provided the following information:

On 7/17/96, at approximately 8:30-8:40 P.M., [REDACTED] and
two of his friends, [REDACTED] and [REDACTED] who are
brothers [REDACTED] were sitting in the water on their
surfboards approximately 100 yards out from Smithpoint Park and
6-8 miles West of Moriches. [REDACTED] was looking Southeast into the
sky when he saw a "bright star-like" light travelling on an
easterly, horizontal path at "a good speed". The light was not
trailing smoke. [REDACTED] observed a "dim speck" trail off downward
from the light and "disappear". The speck left no visible smoke
trail. Shortly thereafter the light, which was faint at first,
became brighter and began to arc downward. At this time, flame
and thick, trailing smoke became visible as the light became a
ball, approximately the size of a quarter to [REDACTED]'s naked eye.
Another object, believed to be "the major part of the aircraft"
was observed "burning behind the main ball". The main ball then
"erupted" into a larger ball of flames which then fell to the
level of the horizon. At this point only the smoke trail was
visible and no flames could be seen over the horizon. No
explosions were heard only a "deep rumbling" sound.

265A-NY-259028-SUB CC;

Investigation on 07/21/96 at New York, New York (telephonically)

File # 265A-NY-259028

by SA ADAM B. DRUCKER

Date dictated 07/21/96 2:55

FBI - NEW YORK

Return to your agency;

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/06/96

On July 29, 1996, [REDACTED] Date of Birth (DOB) [REDACTED] Lake Ronkonkoma, New York, telephone [REDACTED] was advised of the official identities of the interviewing agents and the purpose of the interview. BEDNAR, thereafter, provided the following information:

On July 17, 1996, [REDACTED] was surfing approximately 100 yards east of Smith Point Park with two friends, [REDACTED] and [REDACTED] who are brothers. Between 8:30 PM and 8:40 PM, [REDACTED] was on his surf board facing south, when he observed a small spark of light southeast from his position traveling from east to west. From this initial point of observation (T), he then saw a dim speck of light fall down and away in the direction of the initial spark at T plus one (1) second. At T plus three-five (3-5) seconds, the initial spark of light began to intensify in its brightness and started to arc downward from its initial horizontal track. At T plus ten (10) seconds, the spark reached a level of brightness where fire became visible and a smoke trail was forming. By T plus fifteen (15) seconds, the rate of descent of the flames increased and a second fireball started to trail off from the main fireball. It was at this point that [REDACTED] observed what he believed to be a section of a 727 aircraft at the head of the main fireball. [REDACTED] based this observation on the fact that he works for an aircraft parts manufacturer. This main fireball then began to form a trail of dark smoke. By T plus twenty-thirty (20-30) seconds, the massive fireball descended below the horizon and only a trail of smoke remained. This was then followed, fifteen - twenty-five (15-25) seconds later, by a long, deep rumble that sounded like thunder.

[REDACTED] estimated that the fireball descended five (5) miles from his position. At no time did he observe anything ascending skywards and only saw something descending at an angle from the spark of light.

Investigation on 07/29/96 at Ronkonkoma, New York

File # 265A-NY-259028

by SA JOHN D. FETHIERE
SA DAVID SEBASTIANI hrg

Date dictated 08/02/96

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265A-NY-259028

WH:pan

The following investigation was conducted by Special Agent (SA) WILLIAM HANSEN at the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York (NY), on July 18, 1996:

[redacted] Stewart Manor, NY, [redacted] advised First Name Unknown [redacted] a White female, red hair and resides off of Jessup Lane was having dinner at the DUNE DECK HOTEL and saw the whole thing.

A couple who refused to provide their names, advised a lot of people at the WESTHAMPTON HOUSE, 585 Dune Road, Westhampton, NY saw the explosion.

[redacted] residing at the DUNE DECK HOTEL advised [redacted] (phonetic) further described as having a cast on his right ankle, and hangs out at the hotel saw "the whole thing." [redacted] can be contacted in Washington, D.C., [redacted]

[redacted] and [redacted] and [redacted] they are part of PRODUCTION COMPANY filming a movie, "Love [redacted] In." at the SWORDFISH BEACH CLUB, Westhampton Beach, NY. [redacted] advised several of the "grips," who were outside securing the equipment trucks saw the explosion. [redacted] can be contacted at [redacted]

[redacted] GREAT LAKES DREDGE AND DOCK advised he is part of the dredging crew off the Coast Guard station, East Moriches, NY. Several members of the crew: [redacted] and [redacted] saw the explosion. [redacted] advised he could be contacted at [redacted] [redacted] indicated Investigator MICHAEL DALY, Eastern District of New York and SA DAVID S. EDWARDS, Federal Bureau of Investigation, Long Island Resident Agency interviewed some of the dredge employees, but not all of them.

505 [redacted] advised he and his family observed a large explosion only at 8:30 pm, on July 17, 1996, followed by a smaller explosion.

An unidentified driver from WESTHAMPTON TAXI advised his firm should be contacted at telephone numbers (800) 649-4118 or (516) 288-3252 and determine which drivers were on duty on July 17, 1996, to determine what they saw or what one of their passengers observed.

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OCT 31 1996
FBI-NEW YORK

265A-259028

506

[REDACTED] Westhampton, NY, [REDACTED] advised he was in his boat, in the bay, at bouy number 30, when he saw a flare or a rocket streak across the sky and then observed an explosion between 8:15 and 8:30 pm.

507

[REDACTED], Remsenburg, NY, [REDACTED] advised she and her husband, [REDACTED] were in a boat with the [REDACTED] when [REDACTED] noted a flare go straight up and then observed an explosion.

508

[REDACTED], Westhampton Beach, NY, [REDACTED] advised he and his girlfriend, [REDACTED] were on the fourth hole at the WESTHAMPTON GOLF CLUB when they observed an orange thing streak toward a dark object for about ten seconds. The orange streak approached from behind and on a downward angle and continued on until an explosion occurred.

506

265A-NY-259028

KW:dp

KEW

The attached Police report is the report of interview of [REDACTED] by Investigators THOMAS O'NEILL and KEVIN WALSH of the New York State Police Department.

Interview [REDACTED] Date of Birth - [REDACTED] who was interviewed at his summer residence of [REDACTED] Westhampton Beach, New York, telephone number [REDACTED]. [REDACTED] permanent residence is [REDACTED] Plandome, New York, telephone number [REDACTED] is currently unemployed.

[REDACTED] states that on July 17, 1996, at approximately 8:15 PM to 8:30 PM, he was on his boat (accompanied by other family members) in Moriches Bay off Westhampton Beach between Green Buoys 34 and 36. At this time, he estimates his position as one-half mile north of Dune Road. [REDACTED] states that he was looking south when he saw what he believed to be fireworks emanating from Moriches Bay. He describes the firework appeared to be orange and ascending slightly to the 12 o'clock position. At its height, the object appeared to be a possible flare fired from a boat on the Bay and also the flare-like object began to descend and then turned into a bright red/orange fireball which plummeted into the sea behind the south side of Dune Road. [REDACTED] lost sight of the fireball behind the Dune line. He then heard three loud explosions which shook the water.

[REDACTED] did not observe any boat particularly close to his and did not notice the size, shape, or color or any craft.

When further questioned, [REDACTED] stated that his prospective of the source of the flare-like object was probably effected by the time of day (dusk) and the distance that the object was away. He is positive however that the object was travelling from east to west.

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265A-NY-259028

WH:pan

The following investigation was conducted by Special Agent (SA) WILLIAM HANSEN at the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York (NY), on July 18, 1996:

[REDACTED] Stewart Manor, NY, [REDACTED] advised First Name Unknown [REDACTED] a White female, red hair and resides off of Jessup Lane was having dinner at the DUNE DECK HOTEL and saw the whole thing.

A couple who refused to provide their names, advised a lot of people at the WESTHAMPTON HOUSE, 585 Dune Road, Westhampton, NY saw the explosion.

[REDACTED] residing at the DUNE DECK HOTEL advised [REDACTED] (phonetic) further described as having a cast on his right ankle, and hangs out at the hotel saw "the whole thing." [REDACTED] can be contacted in Washington, D.C., [REDACTED]

[REDACTED] and [REDACTED] and [REDACTED] they are part of PRODUCTION COMPANY filming a movie, "Love Walked In." at the SWORDFISH BEACH CLUB, Westhampton Beach, NY. [REDACTED] advised several of the "grips," who were outside securing the equipment trucks saw the explosion. [REDACTED] can be contacted at [REDACTED]

[REDACTED] GREAT LAKES DREDGE AND DOCK advised he is part of the dredging crew off the Coast Guard station, East Moriches, NY. Several members of the crew: [REDACTED] and [REDACTED] saw the explosion. [REDACTED] advised he could be contacted at [REDACTED] [REDACTED] indicated Investigator MICHAEL DALY, Eastern District of New York and SA DAVID S. EDWARDS, Federal Bureau of Investigation, Long Island Resident Agency interviewed some of the dredge employees, but not all of them.

505 [REDACTED] advised he and his family observed a large explosion only at 8:30 pm, on July 17, 1996, followed by a smaller explosion.

An unidentified driver from WESTHAMPTON TAXI advised his firm should be contacted at telephone numbers (800) 649-4118 or (516) 288-3252 and determine which drivers were on duty on July 17, 1996, to determine what they saw or what one of their passengers observed. 265A-NY-259028-SUB

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265A-259028

506 [REDACTED] Westhampton, NY, [REDACTED] advised he was in his boat, in the bay, at bouy number 50, when he saw a flare or a rocket streak across the sky and then observed an explosion between 8:15 and 8:30 pm.

507 [REDACTED], Remsenburg, NY, [REDACTED] advised she and her husband, [REDACTED] were in a boat with the [REDACTED] when [REDACTED] noted a flare go straight up and then observed an explosion.

508 [REDACTED], Westhampton Beach, NY, [REDACTED] advised he and his girlfriend, [REDACTED] were on the fourth hole at the WESTHAMPTON GOLF CLUB when they observed an orange thing streak toward a dark object for about ten seconds. The orange streak approached from behind and on a downward angle and continued on until an explosion occurred.

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507

1.

265A-NY-259028

WH:pan

The following investigation was conducted by Special Agent (SA) WILLIAM HANSEN at the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York (NY), on July 18, 1996:

[REDACTED] Stewart Manor, NY, [REDACTED] advised First Name Unknown [REDACTED] a White female, red hair and resides off of Jessup Lane was having dinner at the DUNE DECK HOTEL and saw the whole thing.

A couple who refused to provide their names, advised a lot of people at the WESTHAMPTON HOUSE, 585 Dune Road, Westhampton, NY saw the explosion.

[REDACTED] residing at the DUNE DECK HOTEL advised [REDACTED] (phonetic) further described as having a cast on his right ankle, and hangs out at the hotel saw "the whole thing." [REDACTED] can be contacted in Washington, D.C., [REDACTED]

[REDACTED] and [REDACTED] and [REDACTED] they are part of PRODUCTION COMPANY filming a movie, "Love Walked In." at the SWORDFISH BEACH CLUB, Westhampton Beach, NY. [REDACTED] advised several of the "grips," who were outside securing the equipment trucks saw the explosion. [REDACTED]

[REDACTED] can be contacted at [REDACTED] [REDACTED] GREAT LAKES DREDGE AND DOCK advised he is part of the dredging crew off the Coast Guard station, East Moriches, NY. Several members of the crew: [REDACTED] and [REDACTED] saw the explosion. [REDACTED] advised he could be contacted at [REDACTED] [REDACTED] indicated Investigator MICHAEL DALY, Eastern District of New York and SA DAVID S. EDWARDS, Federal Bureau of Investigation, Long Island Resident Agency interviewed some of the dredge employees, but not all of them.

505 [REDACTED] advised he and his family observed a large explosion only at 8:30 pm, on July 17, 1996, followed by a smaller explosion.

An unidentified driver from WESTHAMPTON TAXI advised his firm should be contacted at telephone numbers (800) 649-4118 or (516) 288-3252 and determine which drivers were on duty on July 17, 1996, to determine what they saw or what one of their passengers observed.

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265A-NY-259028-SUB

SEARCHED	INDEXED
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FBI - NEW YORK	

265A-259028

506

[REDACTED] Westhampton, NY, [REDACTED] advised he was in his boat, in the bay, at bouy number 36, when he saw a flare or a rocket streak across the sky and then observed an explosion between 8:15 and 8:30 pm.

507

[REDACTED], Remsenburg, NY, [REDACTED] advised she and her husband, [REDACTED] were in a boat with the [REDACTED] when [REDACTED] noted a flare go straight up and then observed an explosion.

508

[REDACTED], Westhampton Beach, NY, [REDACTED] advised he and his girlfriend, [REDACTED] were on the fourth hole at the WESTHAMPTON GOLF CLUB when they observed an orange thing streak toward a dark object for about ten seconds. The orange streak approached from behind and on a downward angle and continued on until an explosion occurred.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Remsenberg, New York, telephone [redacted], was contacted regarding a sighting she observed on July 17, 1996.

[redacted] was on a boat along with four (4) adults and five (5) children in the Moriches Bay. At approximately 8:30 p.m., she and the others saw a flare appear in the sky over the Barrier Island of Westhampton Beach. [redacted] said she mentioned to her boating companions that the object in the sky looked like a flare. [redacted] described the flare as bright orange or yellow. The flare travelled straight up and did not wiggle. FER0 did not see a smoke trail. [redacted] first saw the flare as it appeared over Dune Road on Westhampton Beach and originally thought it was a firecracker-type object. [redacted] said the object was in the air for a few seconds. [redacted] then looked away. When she looked at the flare again, it was on its way down. [redacted] did not see the flare hit anything.

[redacted] was certain that the flare's origin was in the ocean and not the bay.

265A-NY-259028-SUB CC 3

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Investigation on 07/18/96 at Westhampton Beach, New York
File # 2195 265A-NY-259028

SA JAMES P. MIKALIC:ryg Date dictated 07 21 96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/97

On July 21, 1997, [REDACTED] Remsenberg, New York, [REDACTED] was contacted. [REDACTED] was made aware of the identities of the interviewing Agent and Detective and the nature of the interview.

[REDACTED] and the interviewing Agent and Detective responded to a location on the edge of Moriches Bay just off of Oneck Lane. On July 17, 1996, at approximately 8:30 p.m., she had been on a boat in Moriches Bay. [REDACTED] stated that this location was the closest shoreline location to the boat's position on the water that night. [REDACTED] provided the following additional information:

There were other individuals in the boat with her, approximately four (4) adults and five (5) children. The boat was facing towards the bridge that Jessup Lane runs across. The boat was located approximately halfway between the shoreline near Oneck Lane, and the far shoreline on the Barrier Island of Westhampton Beach. In the upper right hand area of her field of vision [REDACTED] observed what she initially described as a flare. [REDACTED] stated that what she, in fact, saw was a straight "streak", yellowish orange in color. This streak was vertical.

When [REDACTED] first observed the streak, it already existed in the sky, as if something had left a trail. While holding a twelve inch ruler up at arm's length, she estimated the width of the streak at one quarter inch.

She saw no movement in the streak. She did not see the process of it's beginning or ending.

After she saw this streak she looked away, then she heard the sound of an explosion. [REDACTED] estimated that she heard the sound approximately 25 seconds after first seeing the streak. The sound of the explosion was a quick sharp boom that sounded "muffled" and "deep".

On the horizon where [REDACTED] first saw the streak is the Barrier Island of Westhampton Beach. [REDACTED] again held up at arms length the twelve inch ruler. The tree line that was on Barrier Island between her and where she first observed the streak was

Investigation on 7/21/97 at Moriches, New York

File # 265A-NY-259028

Date dictated 7/22/97

SA CHRISTOPHER T. VOSS/CTV
by Det. THOMAS F. CORRIGAN, NYCPD/CTV/emf

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TFC

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/21/97

Page 2

approximately three quarters of an inch raised up off the horizon. [REDACTED] stated that lower portion of the streak started behind this. It was brighter in this location. The streak extended up to approximately ten inches above the horizon.

[REDACTED] again, reiterated that the streak that she saw was in existence when she first observed it. It had no apparent motion and she did not see specifically which end it had began or ended with. She did not see anything else other than this streak that she described.

508

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Westhampton Beach, New York, telephone number [redacted] was contacted regarding a sighting he observed on July 17, 1996.

[redacted] said he was with his girl friend, [redacted] telephone number [redacted] or [redacted], on the fourth tee of WESTHAMPTON BAY COUNTRY CLUB. At approximately 8:15 PM, [redacted] saw an orange object ascending in the sky. [redacted] said this object had emanated from the southwest and was travelling horizontally from right to left.

After about ten seconds this object blew up and turned into a big red ball. Soon after a chute of fire came down and landed in the ocean. [redacted] did not see any smoke at the time of the explosion. He did, however, see black smoke with the flaming orange ball. [redacted] did not see any aircraft.

431

265A-NY-259028-SUB CC 1

AS
FEB 27 1997

Investigation on 7/18/96 at Westhampton Beach, New York (telephonically)

File # 265A-NY-259028

by SA JAMES P. MIKALIC/dp Date dictated 7/24/96

1.

265A-NY-259028

WH:pan

The following investigation was conducted by Special Agent (SA) WILLIAM HANSEN at the intersection of Dune Road and Jessup Lane, Westhampton Beach, New York (NY), on July 18, 1996:

[redacted] Stewart Manor, NY, [redacted] advised First Name Unknown [redacted] a White female, red hair and resides off of Jessup Lane was having dinner at the DUNE DECK HOTEL and saw the whole thing.

A couple who refused to provide their names, advised a lot of people at the WESTHAMPTON HOUSE, 585 Dune Road, Westhampton, NY saw the explosion.

[redacted] residing at the DUNE DECK HOTEL advised [redacted] (phonetic) further described as having a cast on his right ankle, and hangs out at the hotel saw "the whole thing." [redacted] can be contacted in Washington, D.C., [redacted]

[redacted] and [redacted] and [redacted] they are part of PRODUCTION COMPANY filming a movie, "Love Walked In." at the SWORDFISH BEACH CLUB, Westhampton Beach, NY. [redacted] advised several of the "grips," who were outside securing the equipment trucks saw the explosion. [redacted] can be contacted at [redacted]

[redacted] GREAT LAKES DREDGE AND DOCK advised he is part of the dredging crew off the Coast Guard station, East Moriches, NY. Several members of the crew: [redacted] and [redacted] saw the explosion. [redacted] advised he could be contacted at [redacted] [redacted] indicated Investigator MICHAEL DALY, Eastern District of New York and SA DAVID S. EDWARDS, Federal Bureau of Investigation, Long Island Resident Agency interviewed some of the dredge employees, but not all of them.

505

[redacted] advised he and his family observed a large explosion only at 8:30 pm, on July 17, 1996, followed by a smaller explosion.

An unidentified driver from WESTHAMPTON TAXI advised his firm should be contacted at telephone numbers (800) 649-4118 or (516) 288-3252 and determine which drivers were on duty on July 17, 1996, to determine what they saw or what one of their passengers observed.

265A-NY-259028-SUB

372
CC

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2.

265A-259028

506

[REDACTED] Westhampton, NY, [REDACTED] advised he was in his boat, in the bay, at bouy number 50, when he saw a flare or a rocket streak across the sky and then observed an explosion between 8:15 and 8:30 pm.

507

[REDACTED], Remsenburg, NY, [REDACTED] advised she and her husband, [REDACTED] were in a boat with the [REDACTED] when [REDACTED] noted a flare go straight up and then observed an explosion.

508

[REDACTED], Westhampton Beach, NY, [REDACTED] advised he and his girlfriend, [REDACTED] were on the fourth hole at the WESTHAMPTON GOLF CLUB when they observed an orange thing streak toward a dark object for about ten seconds. The orange streak approached from behind and on a downward angle and continued on until an explosion occurred.

508

265A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

resides at [redacted], Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

S10

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

S08

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

S11

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

S09

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

S12
S13

438
CC

265A-NY-259028-SUB

SEP 24 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [REDACTED] who resides at [REDACTED] Westhampton Beach, New York, [REDACTED] advised that he heard an explosion and seconds later heard a second explosion. [REDACTED] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [REDACTED] and [REDACTED] Westhampton, New York, [REDACTED] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [REDACTED] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [REDACTED] stated the initial "boom" shook the apartment.

S18 [REDACTED], [REDACTED], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [REDACTED] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [REDACTED] who resides at [REDACTED] Westhampton, New York, [REDACTED] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [REDACTED] Westhampton, New York, [REDACTED] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name: [REDACTED]
Address: [REDACTED]
Westhampton, New York
Telephone: [REDACTED]

Name: [REDACTED]
Address: [REDACTED]
Westhampton, New York
[REDACTED]

265A-NY-259028

1

PM:hrg

On July 31, 1996, Special Agents (SAs) DAVID C. BURROUGHS and JAMES P. MIKALIC (I-40) re-contacted [REDACTED], Date of Birth (DOB) [REDACTED], summer home [REDACTED], Westhampton, New York, telephone [REDACTED] permanent residence [REDACTED] Northwest, Washington, District of Columbia (D.C.) 20016, telephone [REDACTED] regarding an airborne object he observed on July 17, 1996. [REDACTED] advised the following:

[REDACTED] and his friend, [REDACTED], were on the fourth (4th) hole of the Westhampton Country Club when, at 8:00 PM - 8:15 PM, [REDACTED] called [REDACTED] attention to what [REDACTED] thought was a "shooting star." [REDACTED] spotted this "shooting star" and looked away as they crossed an area on the 4th hole that was heavily populated with trees.

[REDACTED] thought it took five to ten (5 to 10) seconds to get beyond these trees. At the clearing, [REDACTED] looked up again toward the ocean and spotted an orange ball in the sky. This orange ball was travelling right to left (west to east) and was gradually descending in an angle almost horizontal to the ocean. [REDACTED] watched this ball for approximately five to seven (5 to 7) seconds. [REDACTED] also saw a white substance or matter surrounding the red ball but was not certain if this white matter was a smoke trail or clouds.

During the 5 to 7 seconds [REDACTED] saw this red ball, it grew in intensity and brightness. [REDACTED] thought the red ball travelled at a consistent speed. After 5 to 7 seconds, the red ball exploded and a "red chute of fire" fell to the earth. From [REDACTED] vantage point, he thought the "chute of fire" was in the air for about one (1) second. [REDACTED] lost sight of the "chute of fire" over the tree line and, from his perspective, thought it landed on Dune Road in Westhampton Beach. At the time of the explosion, [REDACTED] thought the orange ball made an "outward expansion movement." [REDACTED] did not hear anything nor did he feel any concussion.

At the time he was witnessing this event, [REDACTED] was not sure what he was looking at. His best guess was that this object was a shooting star. [REDACTED] did not think the object was a plane and nothing he saw lead him to believe the object was a plane. [REDACTED] realized that the object was a plane after hearing this information on the news.

265A-NY-259028-SUB-CC1

SEARCHED <i>AB</i>	INDEXED
SERIALIZED <i>AB</i>	FILED
MAR 3 1997	
FBI - NEW YORK	
<i>LSM</i>	

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255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

[redacted] resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

S10

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

S08

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

S11

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

S09

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

S12
S13

438
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255A-NY-259028-SUB

AS
SEP 24 1996
M

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted] stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name: [redacted]
Address: [redacted]
Westhampton, New York
Telephone: [redacted]

Name: [redacted]
Address: [redacted]
Westhampton, New York
[redacted]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

[redacted]
Westhampton, New York, [redacted], [redacted],
[redacted], was advised of the identities
of the interviewing Agents and the purpose of the interview.
[redacted] provided the following information:

On July 17, 1996, [redacted] was in a vehicle traveling
south on Old Riverhead Road, Westhampton, New York. [redacted]
observed a falling, wide, orange/yellow flame to the east. At
this point, the vehicle was north of Montauk Highway and south of
railroad tracks. The flame appeared to fall on land between
Montauk Highway and Main Street. Also, the flame appeared to
fall approximately one-half (1/2) mile east of Old Riverhead
Road. [redacted] did not hear sounds or feel vibrations from the
incident.

[redacted] advised that [redacted] [redacted]
and [redacted] were also in the vehicle.

415
CC

Investigation on 07/19/96 at Westhampton, New York

File # 265A-NY-259028

by SA CHARLES J. RUSSELL *[initials]*
SA STEVEN A. BONGARDT *[initials]* Date dictated 07/24/96

1417

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510

265A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

[redacted] resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

510

Handwritten initials and marks on the right margin.

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

508

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

511

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

509

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

512
513

438
CC

265A-NY-259028-SUB

Handwritten initials and a stamp: SEP 24 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

514 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

515
516 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

517 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

518 [redacted], [redacted], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

519 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

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The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

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Address: [redacted] Westhampton, New York
Telephone: [redacted]

Name: [redacted]
Address: [redacted] Westhampton, New York
[redacted]

511

255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

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[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

S08

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

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[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

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S12
S13

438

255A-NY-259028-SUB

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SEP 2 4 1996

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The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

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- Address: [redacted]
- Telephone: [redacted]
- Name: [redacted]
- Address: [redacted]

512

255A-NY-259028
AD:cam

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S12
S13

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CC

255A-NY-259028-SUB

SEP 24 1996

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Telephone:	Westhampton, New York [REDACTED]
Name:	[REDACTED]
Address:	[REDACTED]
	Westhampton, New York [REDACTED]

513

513

255A-NY-259028
AD:cam

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resides at [redacted], Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

510

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

508

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

511

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

509

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

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255A-NY-259028-SUB

AS
SEP 24 1996
M

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [REDACTED] who resides at [REDACTED] Westhampton Beach, New York, [REDACTED] advised that he heard an explosion and seconds later heard a second explosion. [REDACTED] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [REDACTED] and [REDACTED] Westhampton, New York, [REDACTED] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [REDACTED] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [REDACTED] stated the initial "boom" shook the apartment.

S18 [REDACTED], [REDACTED], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [REDACTED] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [REDACTED] who resides at [REDACTED] Westhampton, New York, [REDACTED] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [REDACTED] Westhampton, New York, [REDACTED] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name:
Address:

[REDACTED]
Westhampton, New York

Telephone:

Name:
Address:

[REDACTED]
Westhampton, New York
[REDACTED]

000053

514

255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

510

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

508

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

511

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the location of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

509

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

512

513

438

255A-NY-259028-SUB

CC

SEP 2 4 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [REDACTED] who resides at [REDACTED] Westhampton Beach, New York, [REDACTED] advised that he heard an explosion and seconds later heard a second explosion. [REDACTED] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [REDACTED] and [REDACTED] Westhampton, New York, [REDACTED] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [REDACTED] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [REDACTED] stated the initial "boom" shook the apartment.

S18 [REDACTED], [REDACTED], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [REDACTED] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [REDACTED] who resides at [REDACTED] Westhampton, New York, [REDACTED] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [REDACTED] Westhampton, New York, advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name: [REDACTED]
Address: [REDACTED]
Westhampton, New York
Telephone: [REDACTED]

Name: [REDACTED]
Address: [REDACTED]
Westhampton, New York
[REDACTED]

000056

515

SIS

265A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

510 [redacted] resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

508 [redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

511 [redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

509 [redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

512
513 [redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

Handwritten initials and marks on the right side of the page, including a circled 'A' and other illegible scribbles.

265A-NY-259028-SUB

438
CC

SEP 24 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted], [redacted], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

- Name: [redacted]
- Address: [redacted] Westhampton, New York
- Telephone: [redacted]
- Name: [redacted]
- Address: [redacted] Westhampton, New York

516

265A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

510 [redacted] resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

508 [redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

511 [redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

509 [redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

512
513 [redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

265A-NY-259028-SUB

SEP 24 1996

438
CC

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted], [redacted], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name: [redacted]
Address: [redacted] Westhampton, New York

Telephone: [redacted]

Name: [redacted]
Address: [redacted] Westhampton, New York

517

255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

510 [redacted] resides at [redacted] Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

508 [redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

511 [redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

509 [redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

512
513 [redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

255A-NY-259028-SUB

AB
SEP 24 1996
m

438
CC

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted], [redacted], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

- Name: [redacted]
- Address: [redacted]
- Telephone: [redacted]
- Name: [redacted]
- Address: [redacted]

518

265A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

resides at [REDACTED], Westhampton, New York, [REDACTED] observed on the night of July 17, 1996, a small plane flying west over the ocean. [REDACTED] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [REDACTED] believed what he observed was fire. [REDACTED] heard a series of "booms" when the ball of flame hit the water.

S10

[REDACTED] was playing golf at the East Hampton Country Club with [REDACTED] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [REDACTED] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

S08

[REDACTED] advised that she observed a white light which turned orange and exploded. [REDACTED] believed what she observed was a plane and saw the fuel burn on decent to the water.

S11

[REDACTED] located at [REDACTED] Westhampton, New York, [REDACTED] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [REDACTED] stated the two pieces separated as they ascended toward the sky. [REDACTED] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

S09

[REDACTED] and [REDACTED] who reside at [REDACTED] Westhampton, New York, [REDACTED] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

S12
S13

438
CC

265A-NY-259028-SUB

AB
SEP 24 1996
M

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted] [redacted] stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name:

Address:

Telephone:

Name:

Address:

[redacted]
[redacted]
Westhampton, New York
[redacted]
[redacted]
[redacted]
Westhampton, New York
[redacted]

519

519

255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

resides at [redacted], Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

510

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

508

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

511

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the location of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

509

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

512
513

438

255A-NY-259028-SUB

CC

SEP 24 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [redacted] who resides at [redacted] Westhampton Beach, New York, [redacted] advised that he heard an explosion and seconds later heard a second explosion. [redacted] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [redacted] and [redacted] Westhampton, New York, [redacted] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [redacted] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [redacted] stated the initial "boom" shook the apartment.

S18 [redacted], [redacted], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [redacted] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [redacted] who resides at [redacted] Westhampton, New York, [redacted] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [redacted] Westhampton, New York, [redacted] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

- Name: [redacted]
- Address: [redacted] Westhampton, New York
- Telephone: [redacted]
- Name: [redacted]
- Address: [redacted] Westhampton, New York

520

255A-NY-259028
AD:cam

The following investigation was conducted by Special Agent (SA) ANGELA DIBELLA:

On July 18, 1996, SA ANGELA DIBELLA participated in a roadblock on the corner of Jessup Lane and Dune Road, Westhampton, New York, beginning at approximately 7:45 pm and concluding at approximately 11:00 pm. Assisting with the roadblock were the Suffolk County Police Department.

resides at [redacted], Westhampton, New York, [redacted] observed on the night of July 17, 1996, a small plane flying west over the ocean. [redacted] described in the distance an orange light that began dropping toward the water. The orange light began to spread out as it descended to the water. [redacted] believed what he observed was fire. [redacted] heard a series of "booms" when the ball of flame hit the water.

510

[redacted] was playing golf at the East Hampton Country Club with [redacted] advised at approximately 8:15 pm, while playing golf at the 4th hole, he observed an orange glow toward the front of the plane. [redacted] observed an outward explosion that resulted in a stream of fire which descended straight down to the water.

508

[redacted] advised that she observed a white light which turned orange and exploded. [redacted] believed what she observed was a plane and saw the fuel burn on decent to the water.

511

[redacted] located at [redacted] Westhampton, New York, [redacted] advised that while driving on Riverhead Road north to south, she observed a wide streak of flame ascending up, followed by a flame falling behind. [redacted] stated the two pieces separated as they ascended toward the sky. [redacted] estimated the located of her observation to be between the COACH WORKS car wash and the Army Reserve airport.

509

[redacted] and [redacted] who reside at [redacted] Westhampton, New York, [redacted] advised they were out on their boat and observed a light in the sky traveling east on a downward 45 degree angle. The light erupted into flames and broke into two pieces, which descended to the water.

512
513

438
CC

255A-NY-259028-893

SEP 24 1996

The following individuals heard an explosion and observed a plume of smoke over the water on July 17, 1996:

S14 [REDACTED] who resides at [REDACTED] Westhampton Beach, New York, [REDACTED] advised that he heard an explosion and seconds later heard a second explosion. [REDACTED] looked out toward the ocean and observed a plume of smoke grey in color closest to the surface of the water and white in color at the top of the plume.

S15
S16 [REDACTED] and [REDACTED] Westhampton, New York, [REDACTED] advised they heard two explosions and felt a tremor similar to an earthquake. Seconds later they heard a second explosion and observed black smoke.

S17 [REDACTED] Westhampton, New York, advised that she did not see the crash, however, she heard a large "boom," followed by two additional "booms." [REDACTED] stated the initial "boom" shook the apartment.

S18 [REDACTED], [REDACTED], stated she was located on the outside deck of the DUNE DECK HOTEL, located on Dune Road, Westhampton, New York. [REDACTED] heard three loud "booms" that were seconds apart and observed dark smoke on the horizon over the ocean.

S19 [REDACTED] who resides at [REDACTED] Westhampton, New York, [REDACTED] advised on the night of July 17, 1996, she only heard three "booms" in a series a few seconds apart.

S20 [REDACTED] Westhampton, New York, [REDACTED] advised she did not observe the plane crash, however, she did hear two explosions.

The following list of names were provided by witnesses interviewed at the roadblock as possible witnesses of the incident:

Name:
Address:

[REDACTED]
Westhampton, New York

Telephone:

Name:
Address:

[REDACTED]
Westhampton, New York
[REDACTED]

521

(12/3/1995)

FEDERAL BUREAU OF INVESTIGATION**Precedence:** ROUTINE**Date:** 10/14/1996**To:** New York**Attn:** ASAC George Andrew**From:** Herman Neil E
Lang Thomas F
I-46**Contact:** SA Steven A. Bongardt, ext. 8277**Approved By:** Herman Neil E
Lang Thomas F**Drafted By:** Bongardt Steven A: sab**Case ID #:** 265A-NY-259028 (Pending)**Title:** UNSUB(S) ;
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID**Synopsis:** Flare sightings plotting report of selected witnesses on the night of July 17, 1996.**Enclosures:** One copy of FD-302 by SAs William F. Lynch and Peter C. Casazza and one report of Deputy Inspector Douglas S. Matulewich, Suffolk County Police Department, Marine Bureau, concerning witness flare sighting plots.**Details:** Deputy Inspector Douglas Matulewich, along with Special Agents of the Federal Bureau of Investigation and, on certain occasions, analysts from the Defense Intelligence Agency, plotted left and right lines of sight bearings from eight different witness locations from which eleven witnesses reported seeing flare-like objects rising immediately before the crash of TWA Flight 800 on the night of July 17, 1996, on or about 8:30 p.m. local. Deputy Inspector Matulewich used a Global Positioning System (G.P.S.) device to ascertain the witnesses exact location and plotted his results on a U.S. Department of Commerce, National Oceanic and Atmospheric Administration Cart number 12353 in degrees magnetic.

Deputy Inspector Matulewich had been in contact with SAs Theodore Otto and Steven Bongardt prior to the release of his final report and had provided the same following locations as the result of his plotting work for possible MANPAD (Man Portable Air Defense/ shoulder launched missile) shooter locations:

1. LAT 40 degrees 40.68 minutes North
LONG 072 degrees 40.66 minutes West
2. LAT 40 degrees 39.19 minutes North
LONG 072 degrees 37.29 minutes West

265 NY 259028-CC1

250

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To: New York From: Herman Neil E
Re: 265A-NY-259028, 10/14/1996

These locations have been used in providing possible locations of a MANPAD launch tube or "Stinger" eject motor for acoustic side-scan sonar and possible recovery. Deputy Inspector Matulewich strongly recommended that these locations and an area within a minimum of one nautical mile of these locations be searched.

These locations are within the preliminary envelope of foreign MANPADs obtained from the Defense Intelligence Agency which might have been used against TWA Flight 800. These locations are just outside of the preliminary envelope obtained from the U.S. Army for the U.S. "Stinger" missile system. The Army will provide a more accurate envelope after careful modeling.

♦♦

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

On October 7, 1996, Special Agents (SAs) WILLIAM F. LYNCH and PETER C. CASAZZA, of the Federal Bureau of Investigation (FBI), obtained from Deputy Inspector DOUGLAS S. MATULEWICH, of the Suffolk County Police Department (SCPD)-Marine Bureau, the below listed items all connected to a compass/MARINE CHART rendering Inspector MATULEWICH had done regarding TRANS WORLD AIRWAYS (TWA) flight # 800.

This rendering was based upon FBI interviews done between July 20-30, 1996 of eleven (11) witnesses who had observed a "flare-like" object rising up toward flight # 800, just before it exploded and crashed into the sea off the coast of Long Island, New York (N.Y.), approximately 8:31 PM, on the evening of July 17, 1996. These various sightings had raised the possibility that a missile might have been fired at, and caused the destruction of flight # 800.

Deputy Inspector MATULEWICH had either been present during those initial FBI interviews, or was brought back to interview those witnesses, in order to obtain compass readings from the spots from which those witnesses had made their sightings at the time of the flight # 800 explosion.

Eight (8) of those witnesses had been in the company of an accompanying witness, while three (3) of the witnesses had made sightings while alone.

The purpose of taking those compass readings was to obtain intersections of witness flare sightings of which might allow for the description of a possible sea-borne launch area from which a missile might have been launched toward flight # 800, if, in fact one was.

Deputy Inspector MATULEWICH's rendering did allow for the description of an area from which a missile could have been launched, and which area might be logically searched for either aircraft/missile debris, or an abandoned missile launcher. Obtained from Deputy Inspector MATULEWICH this date, were:

Investigation on 10/7/96 at Great River, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

Continuation of FD-302 of DEP. INSP. DOUGLAS MATULEWICH . On 10/7/96 . Page 2

1. A two page letter in which he sets forth his findings, and suggests an area that should logically be searched.
 2. A one page summary listing the eleven (11) witnesses which sets forth in latitude and longitude readings, their positions at the time of their sightings of a "flare-like" object rising up toward flight # 800.
 3. Seven (7), more detailed pages, setting forth the names of the paired or individual witnesses; the names of the FBI agents who interviewed them; Deputy Inspector MATULEWICH's actions upon meeting with those witnesses, and the latitude and longitude readings MATULEWICH obtained as a result of meeting with those witnesses.
 4. A marine bureau map on which the witness sightings were plotted by Deputy Inspector MATULEWICH showing the resultant intersection of those sightings.
 5. Also included is a hand drawn transparency generated by ROBERT DOHERTY, of the Defense Intelligence Agency (DIA) which he (DOHERTY) had previously given to Deputy Inspector MATULEWICH, and which MATULEWICH also gave to SAS LYNCH and CASAZZA, on this date.
3. Seven (7) pages setting forth the names of all seven

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY
COUNTY EXECUTIVE

PETER F. COSGROVE
POLICE COMMISSIONER

POLICE DEPARTMENT

September 18, 1996

SA Peter Casazza
SA William F. Lynch
SA Paul Shea
Federal Bureau of Investigation
135 Pinelawn Rd. - Suite 350 South
Melville, NY 11747

Gentlemen:

On Saturday, July 20, 1996, I became involved in a joint effort to determine the possibility of a missile shooting down TWA flight 800. The objective was to determine if the observations of eye witnesses could be plotted on a chart to determine a location from which a missile was shot.

Enclosed are the recordings of witness observation locations, of witnesses who on the evening of 7/17/96 saw a "flare-like" object rising immediately before the crash of TWA flight 800. These locations are indicated in Latitude (LAT) and Longitude (LONG). In addition are the results of the magnetic bearings taken with a hand held magnetic compass of these observations.

The results of these observations have been plotted on chart number 12353 (17th Ed., June 13/92) Shinnecock Light to Fire Island Light, published at Washington, D.C. by U.S. Department of Commerce, National Oceanic and Atmospheric Administration.

The course of TWA flight 800 on 7/17/96 at approximately 2030 hrs. has been plotted on chart number 12353. The results of the various lines of positions of the witnesses observations have been plotted on chart 12353. The flight path of TWA flight 800 may be overlaid with tracing paper which has missile information (to scale) provided by Robert Doherty of the Defense Intelligence Agency (DIA). All of this information taken together indicate to me the very real possibility that if a rocket was used to shoot down TWA flight 800 the "shooter" would have had to been at one of the following locations:

1. LAT 40°40.68'N LONG 072°40.66'W

2286

To: SA Peter Casazza
SA William F. Lynch
SA Paul Shea

September 18, 1996
page 2

2. LAT 40°39.19'N LONG 072°37.29'W

The above Latitude and Longitude locations INDICATES THE CENTER OF AN AREA THAT IS STRONGLY RECOMMENDED TO BE SEARCHED AND AT A MINIMUM A ONE (1) nautical mile area should be searched for the remains of equipment that would launch a portable missile. The possibility exists that the equipment was discarded and now remains on the ocean floor.

Sincerely,

Douglas S. Matulewicz
Douglas S. Matulewicz
Deputy Inspector
Commanding Officer
Marine Bureau

DSM:bm

Enclosures 8

[REDACTED] 636
637

LAT 40°37.613'N
LONG 073°15.742'W
Hand held magnetic compass was 098°.

[REDACTED] 521

LAT 40°40.961'N
LONG 073°00.221'W
Hand held magnetic compass was 110°.

[REDACTED] 364

LAT 40°45.104'N
LONG 072°55.968'W
Hand held magnetic compass was 124°.

[REDACTED] 641
642

LAT 40°45.745'N
LONG 072°46.573'W
Hand held magnetic compass was 150°
Hand held magnetic compass was 155°.

[REDACTED] 496
534

LAT 40°48.172'N
LONG 072°45.321'W
Hand held magnetic compass was 152°.
Hand held magnetic compass was 160°.

[REDACTED] 649

LAT 40°49.187'N
LONG 072°39.003'W
Hand held magnetic compass was 185°.
Hand held magnetic compass was 187°.

[REDACTED] 527
694

LAT 40°50.295'N
LONG 072°28.526'W
Hand held magnetic compass was 225°.
Hand held magnetic compass was 223°.

[REDACTED] 626
[REDACTED] 637

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at the Fire Island Coast Guard Station, Babylon, New York.

[REDACTED] and [REDACTED] had previously indicated that they had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. The [REDACTED] were taken out on the water in the U.S. Coast Guard Motor Life Boat #44341. The [REDACTED] directed the boat coxswain, Petty Officer RANDY RYAN to the location of their observations on 7/17/96.

When the [REDACTED] indicated that CG 44341 was in the exact location as their 7/17/96 observations of TWA flight 800, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°37.613'N, LONG 073°15.742'W. From this location also indicated to D/I Matulewich by the [REDACTED] was the location of the observations in relationship to the Fire Island Light House and the magnetic bearing indicated on D/I Matulewich's hand held magnetic compass was 098°.

496
534

On 7/29/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at Davis Park Marina, Fire Island, New York.

[REDACTED] had previously indicated that she had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. [REDACTED] took D/I MATULEWICH to the location on the beach where she made her observations on 7/17/96.

When [REDACTED] indicated that she was in the exact location she had occupied on 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°40.964'N, LONG 073°00.221'W. From this location [REDACTED] also indicated to D/I MATULEWICH by [REDACTED] was the location of her observations in relationship to the beach and water, and the magnetic bearing indicated on D/I MATULEWICH'S hand held magnetic compass was 110°.

[REDACTED] 364

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at the Bellport Yacht, Bellport, New York.

[REDACTED] had previously indicated that he had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight #800.

[REDACTED] returned to the exact seat and location that he occupied on the night of 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.104'N, LONG 072°55.968'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of his observations, starting with an object with a red glow, which rose from east to west. The position of the object with the red glow, in relationship to the Smith Point Pavilion was indicated to D/I MATULEWICH and the magnetic bearing of the indicated bearing on D/I MATULEWICH'S hand held magnetic compass was 124°.

[REDACTED] 641
[REDACTED] 642

On 7/20/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Great Gun Beach Marina, Fire Island, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat approximately forty feet from the dock area as indicated to Deputy Inspector DOUGLAS MATULEWICH. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.745'N; LONG 072°46.573'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship to the rest room building and a flag pole.

The magnetic bearing to the right side of the rest room building indicated on D/I MATULEWICH'S hand held magnetic compass was 150°. The magnetic bearing to the flag pole indicated on D/I MATULEWICH'S hand held magnetic compass was 155°.

[REDACTED] 649

On 7/20/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with ROBERT DOHERETY of the Defense Intelligence Agency (DIA) at the Westhampton Beach High School, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] were made from the parking lot of the Westhampton Beach High School. From the indicated area in the school's parking lot, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40'49.187'N, LONG 072'39.003'W. From this location also indicated to D/I Matulewich by ROBERT DOHERETY was the location of the observations in relationship the several telephone poles which were used as a reference points.

The magnetic bearing to the left side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 185°. The magnetic bearing to the right side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 187°.

527
694

[REDACTED]

On 7/22/96, at the request of SA Paul Shea of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at [REDACTED] Hampton Bays, New York.

We responded to Spellmans Marine and were taken out on [REDACTED] boat to the area of the Shinnecock Inlet. Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat as the boat entered the area just west of the east jetty of the Shinnecock inlet.

From the indicated area in the Shinnecock Inlet, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°50.295'N, LONG 072°28.526'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of the observations in relationship to the stern of his own boat and a Coast Guard 44 foot Motor Life Boat which was operating in the area.

Two observations were taken from [REDACTED] on 7/22/96, observation #1 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 225°. Observation #2 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 223°.

[REDACTED] indicated to D/I MATULEWICH from this location the direction of his observations of TWA flight 800 on 7/17/96 in relationship to the stern of the boat and a Coast Guard 44 foot Boat which was operating in the area.

The magnetic bearing to the observations indicated on the hand held magnetic compass was 223°.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

[redacted] Sayville, New York, [redacted] was advised of the official identity of the interviewing agent and the nature of the interview. She then furnished the following information:

On July 17, 1996, at approximately 8:40 pm, [redacted] was standing on the Davis Park Beach near the east lifeguard chair with her sister, [redacted]. Her sister, [redacted] and her sister's friend [redacted] 13 and 12 years, respectively, were doing gymnastic moves on the beach when [redacted] pointed skyward and shouted "Look!" [redacted] turned to see an object which appeared to be a flare, round and orangy-red in color. It left a smoke trail of the same color, density and thickness in its wake that disappeared as the object continued to ascend. It rose from the southeast from their position and arched slightly at an approximate 70 degree angle while it made the ascent from east to west.

The object traveled for approximately 3 to 5 seconds until it erupted into a ball of fire. It did not disappear before this eruption and made no sound that they could hear. It then broke into three separate balls of fire and descended to the ocean. It fell straight down until it disappeared from sight. The entire episode lasted approximately 10 seconds. She could not gauge as to how far in the distance this incident occurred from her but thought that the object may have traveled 1 to 2 miles vertically.

265A-NY-259028-SUB-cc1-276

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Investigation on 7/22/96 at Patchogue, New York

File # 265A-NY-259028

by SA JASON RANDAZZO

by SA STEPHEN J. SHINER:cam

Date dictated 7/22/96

1180

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

residence [redacted] Date of Birth, [redacted]
 [redacted] Sayville, New York 11782, telephone
 [redacted] and [redacted], was recontacted at [redacted]
 [redacted] Brookhaven Township, New York, to obtain azimuth
 directions for her observations on July 17, 1996, of Trans World
 Airlines (TWA), flight 800, which were reported in previous July
 22, 1996, interview by Federal Bureau of Investigation (FBI),
 Special Agent's (SA's) RANDAZZO and SHINER. [redacted], was taken
 to the location of those observations at Davis Park Beach, about
 100 yards southwest of the Leja Beach Casino, where she provided
 information to Suffolk County Marine Bureau (SCMB), Deputy
 Inspector MATULEWICH, who took readings using a GPS 45 Personal
 Navigator and a hand bearing magnetic compass. Also present
 during the contact were the following individuals: FBI, SA's PAUL
 SHEA, WILLIAM F. LYNCH, WILLIAM INZERILLO; New York State Police
 Senior Investigator JOHN CASSINO.

The purpose of recording this and similar information
 was to allow for future interpretation of this data.

Investigation on 7/29/96 at Brookhaven Township NY

File # 265A-NY-259028

by SA'S WILLIAM F. LYNCH JR, WILLIAM INZERILLO
PAUL SHEA (PS:gmo)

Date dictated 8/1/96

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SEP 2 4 1996	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted], Shirley, New York,
telephone [redacted] Date of Birth [redacted] was
advised of the identity of the interviewing agent and the nature
of the interview, and provided the following information as he
was leaving the Smith Point Beach area:

[redacted] advised he was fishing on the bay side at Smith
Point between Great Gun and the inlet (approximately 300 yards
from the rocks on the inlet) on Wednesday, July 17, 1996. He
stated that he saw a big fireball falling from the sky at
approximately 8:15 pm. He stated he then saw a white/grayish
smoke trail. The smoke trail curved toward the right. BIVONA
stated that it was still light out. He did not hear anything
unusual, but out of the corner of his eye he saw a big fireball
falling from the sky.

265A-NY-259028-SUB CC3

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FBI - NEW YORK	

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Investigation on 7/26/96 at Shirley, New York

File # 2192 265A-NY-259028

by SA ANDREW DE CICCO:sam Date dictated 7 23 96

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265A-NY-259028
TP:pan

The following investigation was conducted by Detectives NICHOLAS GARCIA and THOMAS PISTONE of the New York City Police Department at about 12:30 hours on July 25, 1996:

The following two males were interviewed:

[redacted] Date of Birth (DOB), [redacted] of [redacted] Point O'Woods, telephone number [redacted]

[redacted] DOB, [redacted] of [redacted] Point O'Woods, telephone number [redacted]

Both individuals work for [redacted]

Both were aboard the POINT O'WOODS "tender" yacht, a 25 foot vessel on July 17, 1996, at approximately 20:40 hours. The boat was heading south/east approximately 2/10 mile from bouy number four (Range Channel) in the Great South Bay. Both men stated that at the above date and time they observed a glowing red/orange ball or flame traveling from south to north in the sky. This flare had an arch affect while traveling. While watching this flame for several seconds this just exploded. After the explosion (two) fire balls side by side fell straight down out of the sky. They radioed the Coast Guard. The also stated that after hearing of TRANS WORLD AIRLINES flight 800 crash on the news there was no doubt that this is what they saw.

265A-NY-259028-SUB CCL

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265A-NY-259028
TP:pan

The following investigation was conducted by Detectives NICHOLAS GARCIA and THOMAS PISTONE of the New York City Police Department at about 12:30 hours on July 25, 1996:

The following two males were interviewed:

[redacted] Date of Birth (DOB), [redacted] of [redacted] Point O'Woods, telephone number [redacted]

[redacted] DOB, [redacted] of [redacted] Point O'Woods, telephone number [redacted]

Both individuals work for [redacted]

Both were aboard the POINT O'WOODS "tender" yacht, a 25 foot vessel on July 17, 1996, at approximately 20:40 hours. The boat was heading south/east approximately 2/10 mile from bouy number four (Range Channel) in the Great South Bay. Both men stated that at the above date and time they observed a glowing red/orange ball or flame traveling from south to north in the sky. This flare had an arch affect while traveling. While watching this flame for several seconds this just exploded. After the explosion (two) fire balls side by side fell straight down out of the sky. They radioed the Coast Guard. The also stated that after hearing of TRANS WORLD AIRLINES flight 800 crash on the news there was no doubt that this is what they saw.

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FBI - NEW YORK
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/18/96

[redacted] was contacted telephonically at her home number, [redacted] in reponse to her call to the FBI regarding the crash of TWA flight 800. [redacted] provided the following information:

[redacted] was in her boat in the Atlantic Ocean about half a mile from the shore of Westhampton Beach along Dune Road when she witnessed what she now knows was TWA flight 800 fall from the sky. A total of seven people were in the boat with [redacted] including her husband, [redacted] friends [redacted] and [redacted] and three children.

[redacted] indicated she and her friends were observing a crystal clear sunset when they saw what resembled a glowing orange flare fall from the sky. The fiery object appeared to be moving forward and shaking as it fell for about 5 or 6 seconds when it exploded into two distinct pieces. After the explosion it plunged from the sky without the forward momentum it had while on fire prior to the explosion.

[redacted] can be reached at the following address or telephone numbers:

name:
home telephone:
cellular telephone:
work telephone:
home address:

[redacted]
Westhampton, NY

265A-NY-259028
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FBI

Investigation on 7/18/96 at New York, NY (telephone)

File # 265A-NY-259028

by SA STEVEN N. GARFINKEL:sng Date dictated 7/18/96

1908

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/1996

On Friday, July 19, 1996, at approximately 1:35pm EDT, [REDACTED], Westhampton, New York, telephone [REDACTED], called the Operations Center of the New York Office of the Federal Bureau of Investigation to report her account of the events leading up to the mysterious explosion of Trans World Airlines ("TWA") Flight 800 on July 17, 1996. After being advised of the identity of the interviewing Agent, [REDACTED] provided the following information:

[REDACTED] was on a 24' Aqua Sport boat bearing Hull Identification Number AQABLA39I45 in Moriches Bay at the time of the TWA crash. Other passengers on the boat included her husband [REDACTED], her brother, [REDACTED] and his wife, [REDACTED]. The BROWNS are residents of Babylon, New York, and can be reached at telephone 516/587-5497.

[REDACTED] boat was situated due north of the crash site near buoy RED 36. For the five or six seconds preceding the blast, [REDACTED] observed a "wavering orange-yellow glowing ball" possibly trailed by white smoke travelling in a northerly direction. This object, which had the characteristics of a flare, rose and fell (like an arc) before hitting the plane. A huge explosion ensued. The plane crashed to the water beyond the barrier islands. Two (2) C-130 aircraft were east of [REDACTED] boat as this occurred.

[REDACTED] husband, [REDACTED] immediately reported what was observed to the United States Coast Guard via marine band channel 16. The radio was subsequently switched to marine channel 06 over which the Coast Guard reported that routine military exercises involving pyrotechnics were being performed and that a response was not necessary.

Upon return to their residence at approximately 8:55pm, it seemed that the Coast Guard was not yet dispatched to the crash site.

Investigation on 7/19/1996 at New York, New York (telephonically)

File # 265A-NY-259028 CC3-8

by SA EDMUND H. ROM

Date dictated 7/19/1996

0961

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted], married name [redacted] was contacted at her residence, [redacted] Westhampton, New York. Dr. [redacted] was advised of the identity of the interviewing agents and the nature of the interview and, thereafter, provided the following information:

[redacted] advised she and her husband, [redacted] her brother, [redacted] his wife and three children were on their boat coming back from dinner. [redacted] advised they were in Moriches Bay positioned at Buoy 36, just south and slightly west of Beaverdam Creek, and approximately one mile east of the East Moriches Coast Guard Station. [redacted] also advised the boat was approximately 1/4 mile north of a strip of land, which is south of Westhampton. [redacted] stated that at approximately 8:30 PM, she was facing south, her back to the north, looking into the sky. [redacted] observed a large ball of light. [redacted] watched this light travel up into the sky and then arching slightly and descending. During this time, [redacted] stated "what's that...Somebody's in trouble." As soon as she made that statement, she heard a pop and then heard and saw a huge explosion. The explosion caused a second, distinctly different ball of light, red flames, and black smoke. This explosion formed a "Y" shape and fell down, with approximately 2-4 additional explosions. [redacted] described these as "muffled."

[redacted] advised that the first ball of light was "quivering" while traveling upward and then it arched and descended. The time it took to arch slightly and descend was approximately 5-6 seconds. Immediately following was the huge explosion. [redacted] did not observe any plane or lights from a plane prior to the explosion. [redacted] further advised that at first, she thought a small plane was on fire or a flare had been shot; however, she reiterated that this ball of light was coming towards her or moving away from her. [redacted] advised there was a split second between the first "tick" or "pop" and the explosion. [redacted] also stated there was a spark or flash of light with the first ball of light just before the explosion. [redacted] thought at first that the first ball of light was traveling up and towards her, and later believes it may have come

265A-NY-259028-SUB 003

Investigation on 7/20/96 at Westhampton, New York

File # 265A-NY-259028

SA ROBERT M. LEWICKI
SA SHAWN M. WOLFF (SMW:mxh)

Date dictated 7/20/96

(Handwritten circled 'X' and 'R')

46

265A-NY-259028

Continuation of FD-302 of [REDACTED] , On 7/20/96 , Page 2

from land very close by, moving up and away. [REDACTED] stated that the second ball of fire was at least 7-15 times greater than the first. [REDACTED] brother [REDACTED] saw everything she did approximately one second after she began to look. [REDACTED] also said "look at that," but he was unable to hear anything because he was standing too close to a stereo. [REDACTED] resides at [REDACTED] Babylon, New York, telephone [REDACTED]. [REDACTED] will be out of town until July 21, 1996, and will be available for interview.

[REDACTED] husband, [REDACTED] and her sister-in-law only saw the explosion, nothing before that.

[REDACTED] Date of Birth is [REDACTED] Social Security Account Num. [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/96

On July 29, 1996, [REDACTED] was re-interviewed by Special Agent (SA) DONALD W. McCORMICK regarding TWA Flight 800. [REDACTED] furnished the following information:

[REDACTED] advised on July 17, 1996, she along with her husband [REDACTED] (her brother); his wife, and three children were on their boat returning from dinner. [REDACTED] advised they were in Moriches Bay near Buoy 36, in a no wake zone. [REDACTED] advised the front boat was travelling at an approximate speed of five to six miles per hour in the no wake zone. They were heading in a westerly direction, and [REDACTED] was standing by the Captain and looking in a southerly direction. [REDACTED] advised that while looking south, at approximately 1:00 position, she observed a ball of fire, or a flare light over the ocean. [REDACTED] described the ball, as being a orange color with white and possibly yellow. The intensity was very consistent when she first spotted to decrease almost to the point, [REDACTED] though it was extinguished.

[REDACTED] advised she first noted the ball of fire, at approximately 60 degree angle above the horizon. [REDACTED] advised, she initially believed the ball of fire was very close in relationship to her position. The ball of fire did not appear to have to have a horizontal movement. She noted a vertical ascend; [REDACTED] advised the ascending movement was slight. Further, [REDACTED] stated the speed of the ball of fire did not appear to great.

[REDACTED] stated the ball of fire was quivering or vibrating, it was not steady in its vertical movement. The ball traveled for approximately six - eight seconds. The ball was large, it was larger than a star, but smaller than a full moon. [REDACTED] advised right from the finish this was a plane and the plane was in trouble, since it was inconsistent with the normal aircraft traffic.

[REDACTED] advised following the decrease in size and intensity of the ball, she noted a small spark projected from the ball. The spark was followed by a slight sound resembling a "pep." Following the spark, the ball erupted and exploded, and

Investigation on 7/29/96 at West Babylon, New York

File # 265A-NY-259028-CC3-514

by SA DONALD W. McCORMICK/dp

Date dictated 8/2/96

0159

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/29/96 , Page 2

an arc of fire developed raining downward. [REDACTED] stated within the arc, she noted a few broken pieces of the plane descending downward. She observed this debris was displacing the fire in areas. [REDACTED] advised she followed the descending fire and debris until her vision was blocked by the sand dunes.

[REDACTED] advised she believed the reason the light diminished was because the mass of the plane was concealing the light in its downward trajectory.

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265A-NY-259028
KEW:axh *T*

The following investigation was conducted by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH of the New York State Police Department, on July 24, 1996:

[REDACTED] was interviewed and stated he was standing in front of his next door neighbor's house on [REDACTED], which is about a one quarter (1/4) mile north of Sunrise Highway. He was facing west talking to his neighbor, at approximately 8:30 pm - 8:45 pm, when he turned to the east and saw an orange blob, which lit up the sky and disappeared behind the houses. He then heard a loud boom. He dismissed what he saw as fireworks until he saw the news accounts and read the papers the next day and realized what he had seen.

265A-NY-259028-SUB ¹⁷⁶ C

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FBI-NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[REDACTED]
[REDACTED] Bayshore, New York (NY).
[REDACTED], was advised

of the identity of the interviewing agent and the purpose of the interview. [REDACTED] then provided the following information:

Last Wednesday at dusk, he was outside his residence talking with his neighbor, [REDACTED] address: [REDACTED]

[REDACTED] Bayshore, NY, [REDACTED] was facing the west when he noticed a glow on his neighbor's house. [REDACTED] then faced in an east-southeast direction and noticed a fireball falling from the sky. The fireball was traveling in a west to east direction and losing altitude. He did not see the fireball impact but did hear a low boom a couple of seconds after he lost sight of the fireball.

[REDACTED] did not notice smoke and was unable to judge the distance of the fireball.

265A-NY-259028-SUB CC

Investigation on 7/24/96 at West Hampton Beach, New York (telephonic)

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR./axh Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/14/1996

To: New York

Attn: ASAC George Andrew

From: Herman Neil E
Lang Thomas F
I-46

Contact: SA Steven A. Bongardt, ext. 8277

Approved By: Herman Neil E
Lang Thomas F

Drafted By: Bongardt Steven A: sab

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S) ;
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Flare sightings plotting report of selected witnesses on the night of July 17, 1996.

Enclosures: One copy of FD-302 by SAs William F. Lynch and Peter C. Casazza and one report of Deputy Inspector Douglas S. Matulewich, Suffolk County Police Department, Marine Bureau, concerning witness flare sighting plots.

Details: Deputy Inspector Douglas Matulewich, along with Special Agents of the Federal Bureau of Investigation and, on certain occasions, analysts from the Defense Intelligence Agency, plotted left and right lines of sight bearings from eight different witness locations from which eleven witnesses reported seeing flare-like objects rising immediately before the crash of TWA Flight 800 on the night of July 17, 1996, on or about 8:30 p.m. local. Deputy Inspector Matulewich used a Global Positioning System (G.P.S.) device to ascertain the witnesses exact location and plotted his results on a U.S. Department of Commerce, National Oceanic and Atmospheric Administration Chart number 12353 in degrees magnetic.

Deputy Inspector Matulewich had been in contact with SAs Theodore Otto and Steven Bongardt prior to the release of his final report and had provided the same following locations as the result of his plotting work for possible MANPAD (Man Portable Air Defense/ shoulder launched missile) shooter locations:

1. LAT 40 degrees 40.68 minutes North
LONG 072 degrees 40.66 minutes West
2. LAT 40 degrees 39.19 minutes North
LONG 072 degrees 37.29 minutes West

265 NY 259028-CC1

256

2282

000109

To: New York From: Herman Neil E
Re: 265A-NY-259028, 10/14/1996

These locations have been used in providing possible locations of a MANPAD launch tube or "Stinger" eject motor for acoustic side-scan sonar and possible recovery. Deputy Inspector Matulewich strongly recommended that these locations and an area within a minimum of one nautical mile of these locations be searched.

These locations are within the preliminary envelope of foreign MANPADs obtained from the Defense Intelligence Agency which might have been used against TWA Flight 800. These locations are just outside of the preliminary envelope obtained from the U.S. Army for the U.S. "Stinger" missile system. The Army will provide a more accurate envelope after careful modeling.

♦♦

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

On October 7, 1996, Special Agents (SAs) WILLIAM F. LYNCH and PETER C. CASAZZA, of the Federal Bureau of Investigation (FBI), obtained from Deputy Inspector DOUGLAS S. MATULEWICH, of the Suffolk County Police Department (SCPD)-Marine Bureau, the below listed items all connected to a compass/marine chart rendering Inspector MATULEWICH had done regarding TRANS WORLD AIRWAYS (TWA) flight # 800.

This rendering was based upon FBI interviews done between July 20-30, 1996 of eleven (11) witnesses who had observed a "flare-like" object rising up toward flight # 800, just before it exploded and crashed into the sea off the coast of Long Island, New York (N.Y.), approximately 8:31 PM, on the evening of July 17, 1996. These various sightings had raised the possibility that a missile might have been fired at, and caused the destruction of flight # 800.

Deputy Inspector MATULEWICH had either been present during those initial FBI interviews, or was brought back to interview those witnesses, in order to obtain compass readings from the spots from which those witnesses had made their sightings at the time of the flight # 800 explosion.

Eight (8) of those witnesses had been in the company of an accompanying witness, while three (3) of the witnesses had made sightings while alone.

The purpose of taking those compass readings was to obtain intersections of witness flare sightings of which might allow for the description of a possible sea-borne launch area from which a missile might have been launched toward flight # 800, if, in fact one was.

Deputy Inspector MATULEWICH's rendering did allow for the description of an area from which a missile could have been launched, and which area might be logically searched for either aircraft/missile debris, or an abandoned missile launcher. Obtained from Deputy Inspector MATULEWICH this date, were:

Investigation on 10/7/96 at Great River, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

Continuation of FD-302 of DEP. INSP. DOUGLAS MATULEWICH . On 10/7/96 . Page 2

1. A two page letter in which he sets forth his findings, and suggests an area that should logically be searched.
 2. A one page summary listing the eleven (11) witnesses which sets forth in latitude and longitude readings, their positions at the time of their sightings of a "flare-like" object rising up toward flight # 800.
 3. Seven (7), more detailed pages, setting forth the names of the paired or individual witnesses; the names of the FBI agents who interviewed them; Deputy Inspector MATULEWICH's actions upon meeting with those witnesses, and the latitude and longitude readings MATULEWICH obtained as a result of meeting with those witnesses.
 4. A marine bureau map on which the witness sightings were plotted by Deputy Inspector MATULEWICH showing the resultant intersection of those sightings.
 5. Also included is a hand drawn transparency generated by ROBERT DOHERTY, of the Defense Intelligence Agency (DIA) which he (DOHERTY) had previously given to Deputy Inspector MATULEWICH, and which MATULEWICH also gave to SAS LYNCH and CASAZZA, on this date.
3. Seven (7) pages setting forth the names of all seven

000112

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY
COUNTY EXECUTIVE

PETER F. COSGROVE
POLICE COMMISSIONER

POLICE DEPARTMENT

September 18, 1996

SA Peter Casazza
SA William F. Lynch
SA Paul Shea
Federal Bureau of Investigation
135 Pinelawn Rd. - Suite 350 South
Melville, NY 11747

Gentlemen:

On Saturday, July 20, 1996, I became involved in a joint effort to determine the possibility of a missile shooting down TWA flight 800. The objective was to determine if the observations of eye witnesses could be plotted on a chart to determine a location from which a missile was shot.

Enclosed are the recordings of witness observation locations, of witnesses who on the evening of 7/17/96 saw a "flare-like" object rising immediately before the crash of TWA flight 800. These locations are indicated in Latitude (LAT) and Longitude (LONG). In addition are the results of the magnetic bearings taken with a hand held magnetic compass of these observations.

The results of these observations have been plotted on chart number 12353 (17th Ed., June 13/92) Shinnecock Light to Fire Island Light, published at Washington, D.C. by U.S. Department of Commerce, National Oceanic and Atmospheric Administration.

The course of TWA flight 800 on 7/17/96 at approximately 2030 hrs. has been plotted on chart number 12353. The results of the various lines of positions of the witnesses observations have been plotted on chart 12353. The flight path of TWA flight 800 may be overlaid with tracing paper which has missile information (to scale) provided by Robert Doherty of the Defense Intelligence Agency (DIA). All of this information taken together indicate to me the very real possibility that if a rocket was used to shoot down TWA flight 800 the "shooter" would have had to been at one of the following locations:

1. LAT 40'40.68'N LONG 072'40.66'W

2286

30 YAPHANK AVENUE, YAPHANK, NEW YORK 11980 - (516) 852-6000

To: SA Peter Casazza
SA William F. Lynch
SA Paul Shea

September 18, 1996
page 2

2. LAT 40°39.19'N LONG 072°37.29'W

The above Latitude and Longitude locations INDICATES THE CENTER OF AN AREA THAT IS STRONGLY RECOMMENDED TO BE SEARCHED AND AT A MINIMUM A ONE (1) nautical mile area should be searched for the remains of equipment that would launch a portable missile. The possibility exists that the equipment was discarded and now remains on the ocean floor.

Sincerely,

Douglas S. Matulewicz
Douglas S. Matulewicz
Deputy Inspector
Commanding Officer
Marine Bureau

DSM:bm

Enclosures 8

[REDACTED] 636
637

LAT 40°37.613'N
LONG 073°15.742'W
Hand held magnetic compass was 098°.

[REDACTED] 521

LAT 40°40.961'N
LONG 073°00.221'W
Hand held magnetic compass was 110°.

[REDACTED] 364

LAT 40°45.104'N
LONG 072°55.968'W
Hand held magnetic compass was 124°.

[REDACTED] 641
642

LAT 40°45.745'N
LONG 072°46.573'W
Hand held magnetic compass was 150°
Hand held magnetic compass was 155°.

[REDACTED] 496
534

LAT 40°48.172'N
LONG 072°45.321'W
Hand held magnetic compass was 152°.
Hand held magnetic compass was 160°.

[REDACTED] 649

LAT 40°49.187'N
LONG 072°39.003'W
Hand held magnetic compass was 185°.
Hand held magnetic compass was 187°.

[REDACTED] 527
694

LAT 40°50.295'N
LONG 072°28.526'W
Hand held magnetic compass was 225°.
Hand held magnetic compass was 223°.

[REDACTED] 626
[REDACTED] 637

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at the Fire Island Coast Guard Station, Babylon, New York.

[REDACTED] and [REDACTED] had previously indicated that they had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. The [REDACTED] were taken out on the water in the U.S. Coast Guard Motor Life Boat #44341. The [REDACTED] directed the boat coxswain, Petty Officer RANDY RYAN to the location of their observations on 7/17/96.

When the [REDACTED] indicated that CG 44341 was in the exact location as their 7/17/96 observations of TWA flight 800, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°37.613'N, LONG 073°15.742'W. From this location also indicated to D/I Matulewich by the [REDACTED] was the location of the observations in relationship to the Fire Island Light House and the magnetic bearing indicated on D/I Matulewich's hand held magnetic compass was 098°.

496
534

On 7/29/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at Davis Park Marina, Fire Island, New York.

[REDACTED] had previously indicated that she had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. [REDACTED] took D/I MATULEWICH to the location on the beach where she made her observations on 7/17/96.

When [REDACTED] indicated that she was in the exact location she had occupied on 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°40.964'N, LONG 073°00.221'W. From this location [REDACTED] also indicated to D/I MATULEWICH by [REDACTED] was the location of her observations in relationship to the beach and water, and the magnetic bearing indicated on D/I MATULEWICH'S hand held magnetic compass was 110°.

[REDACTED] 364

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at the Bellport Yacht, Bellport, New York.

[REDACTED] had previously indicated that he had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight #800.

[REDACTED] returned to the exact seat and location that he occupied on the night of 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.104'N, LONG 072°55.968'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of his observations, starting with an object with a red glow, which rose from east to west. The position of the object with the red glow, in relationship to the Smith Point Pavilion was indicated to D/I MATULEWICH and the magnetic bearing of the indicated bearing on D/I MATULEWICH'S hand held magnetic compass was 124°.

[REDACTED] 641
[REDACTED] 642

On 7/20/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Great Gun Beach Marina, Fire Island, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat approximately forty feet from the dock area as indicated to Deputy Inspector DOUGLAS MATULEWICH. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.745'N, LONG 072°46.573'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship to the rest room building and a flag pole.

The magnetic bearing to the right side of the rest room building indicated on D/I MATULEWICH'S hand held magnetic compass was 150°. The magnetic bearing to the flag pole indicated on D/I MATULEWICH'S hand held magnetic compass was 155°.

[REDACTED] 496
[REDACTED] 534

On 7/21/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Abbott's Hart's Cove Marina, East Moriches, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from the dock behind their boat's slip. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin, GPS 45: LAT 40°48.172'N, LONG 072°45.321'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship the end of the dock, a Coast Guard Auxiliary boat also docked on the dock, and to numerous poles on the shore, which were used as a reference point.


The magnetic bearing to the right side of the end of the dock indicated on D/I MATULEWICH'S hand held magnetic compass was 152°.

The magnetic bearing to the flag pole indicated on the hand held magnetic compass was 160°.



649

On 7/20/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with ROBERT DOHERETY of the Defense Intelligence Agency (DIA) at the Westhampton Beach High School, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by  were made from the parking lot of the Westhampton Beach High School. From the indicated area in the school's parking lot, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°49.187'N, LONG 072°39.003'W. From this location also indicated to D/I Matulewich by ROBERT DOHERETY was the location of the observations in relationship the several telephone poles which were used as a reference points.

The magnetic bearing to the left side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 185°. The magnetic bearing to the right side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 187°.

527
694

[REDACTED]

On 7/22/96, at the request of SA Paul Shea of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at [REDACTED] Hampton Bays, New York.

We responded to Spellmans Marine and were taken out on [REDACTED] boat to the area of the Shinnecock Inlet. Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat as the boat entered the area just west of the east jetty of the Shinnecock inlet.

From the indicated area in the Shinnecock Inlet, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°50.295'N, LONG 072°28.526'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of the observations in relationship to the stern of his own boat and a Coast Guard 44 foot Motor Life Boat which was operating in the area.

Two observations were taken from [REDACTED] on 7/22/96, observation #1 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 225°. Observation #2 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 223°.

[REDACTED] indicated to D/I MATULEWICH from this location the direction of his observations of TWA flight 800 on 7/17/96 in relationship to the stern of the boat and a Coast Guard 44 foot Boat which was operating in the area.

The magnetic bearing to the observations indicated on the hand held magnetic compass was 223°.

527

000122

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

On July 20, 1996, [redacted] Watermill, New York 11970 [redacted] was interviewed at Westhampton Ambulance Center, Westhampton, New York. He was advised of the nature of the interview and the identity of the interviewing agents. He then provided the following information:

On July 17, 1996, [redacted] was out fishing for about an hour or two and was returning with three other individuals, [redacted] and [redacted] in his boat sometime after 8:00pm. [redacted] was turned around watching some birds about five hundred to six hundred feet away in a direction of south when he saw a white line tracing up into the sky. [redacted] does not remember seeing the line come all the way from the horizon. The line went straight vertical the entire time for a total of 2 seconds. He remembered thinking it was a flare as he had just purchased some flares sometime earlier. The highest point of the "flare" white line was about one foot above the horizon and the line was consistent. At the top of the white line appeared little red light or orangish-red circle which hovered or floated for a second, after which, a big dark red explosion appeared about an inch below the little red light. This bigger explosion was about a quarter inch in length. It hovered for a second, appeared to break apart from its round shape, and fell to the horizon in approximately two seconds. As the bigger explosion came down it became less red and more smokey - grayer about half of the way down. The big explosion came down along pretty much the same line as the white line had gone up. The entire incident from the time the white line first appeared until the explosion met the horizon took approximately 10 to 15 seconds.

[redacted] earlier had been at the 1 mile marker South of Shinnecock Inlet and had proceeded on a heading of 360 degrees magnetic to return to the inlet. The white line was approximately in a one o'clock position relative to the one mile marker from [redacted]

CC4-2

Investigation on July 20, 1996 at Watermill, N.Y.

File # 265A-NY-259028

by SA STEVEN BONGARDT SA CHARLES J. RUSSELL:mSP Date dictated 7/20/96

2344

265A-NY-259028

Continuation of FD-302 of [REDACTED]

July 20, 1996

Page 2

While at the one mile marker forty five minutes earlier, [REDACTED] said he saw a fishing trawler west of him as far as he could see.

Three other boats were recalled as having been in the area. The first was a 30 to 40 foot long speed boat, "cigarette type", white, with "crazy" orange and blue graphics. It looked like a boat named [REDACTED] that [REDACTED] had seen earlier in the week. The second boat was a dark blue boat approximately 20 to 25 feet in length. The third was a small sailboat seen in a westerly direction.

[REDACTED] was running his boat at idle at the time of the incident and heard nothing. He estimated the explosion as being five miles away.

The sun was in a north westerly direction.

Sometime before the incident, a military plane, possibly a C-130, was seen heading West, not too high.

[REDACTED]

Watermill [REDACTED]

ON HIS BOAT WITH OTHERS BEFORE SUNSET 100' SOUTH OF SHINNECOCK
INLET

SAW WHITE SMOKE LINE FROM WATER ABOUT 5 MILES OFF SHORE (FLARE)
SAW SMALL EXPLOSION HIGH IN THE SKY. IT HOVERED IN SKY FOR A SECOND
OR SO, THEN NOTICED A SECOND LARGE EXPLOSION UNDER SMALL EXPLOSION,
EXPLOSION WAS RED ORANGE IN COLOR
SAW SOMETHING FALL INTO WATER (SAW STEAM OR SMOKE)

PRIOR TO EXPLOSION SAW WHITE SPEED BOAT w/ GRAPHICS APPROX 40'
WEST OF INLET APPROX 8000 FT SOUTH OF INLET BOAT POSSIBLY [REDACTED]
[REDACTED] FROM SHINNECOCK CANAL

SMALL BLUE FISHING BOAT

w/ 3-4 other people

[REDACTED]

River Head → 201

$\Rightarrow 72 \ 38.43$
 $- 46 \ 39.34 \text{ N}$



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] Date of birth, [redacted], residence, [redacted], Watermill, New York, 11970, telephone number [redacted] 02, work telephone number [redacted] was recontacted for the purpose of obtaining azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) Flight 800 and/or "a rocket" which was reported in previous July 20, 1996 interview by Federal Bureau of Investigation (FBI) Special Agent (SA) STEVEN A. BONGARDT. [redacted] traveled in his boat to the spot at Shinnecock Inlet where he was located when he made his previously reported observations on July 17, 1996. From that information, Suffolk County Marine Bureau (SCMB) Deputy Inspector [redacted] took readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals:

FBI SAs PAUL SHEA and PETER C. CASAZZA, Defense Intelligence Agency (DIA) Senior Intelligence Officer ROBERT A. DOHERTY and DIA Surface to Air Missile Armaments Analyst THOMAS F. LEBLANC. In addition, [redacted] brother LUKE [redacted] and family friend [redacted] were also on the boat, but were interviewed separately regarding their observations on July 17, 1996.

The purpose of recording this and similar information was to allow for future interpretations of this data.

-374

Investigation on 7/22/96 at Shinnecock Inlet, New York CC3

File # 265A-NY-25902B-540 CC3

SAs PAUL SHEA/
PETER C. CASAZZA/PS/rdo Date dictated 7/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

[redacted]
interviewed at his place of business. [redacted] provided the following information:

On Wednesday evening, July 17, 1996, [redacted] was attending a meeting at the BELLPORT CHAMBER OF COMMERCE which was being held at the BELLPORT YACHT CLUB. The meeting was held on the deck of the YACHT CLUB which overlooked the water.

During the speech by the main speaker, [redacted] was looking out over the water in a southeastern direction. [redacted] was watching the lights of an aircraft that was flying low to the horizon in a westward direction. [redacted] could not tell if this aircraft was an airplane or a helicopter. This aircraft only had a front headlight.

While watching the lights of this aircraft, [redacted] observed two brilliant columns of orange flame that fell downward. These columns of flame were at a much higher altitude and much farther from land than the aircraft he was initially watching. [redacted] brought this to the attention of the other people at the meeting and noted that the time was 8:32 PM. [redacted] further noted that both columns of flame were very distinct and a considerable distance apart.

[redacted] does not recall saying the plane was in trouble prior to the explosion. He may have made this statement after.

[redacted]
Bellport, New York, [redacted]

265A-NY-259028-SUB

Investigation on 07/20/96 at Bellport, New York

File # 265A-NY-259028
SA KEVIN P. MORRISEY/FBI
INV. JOEL S. DOWNING/NYSP (KPM:hrg)

Date dictated

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 19 1996	
07/20/96	

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265A-NY-259028

JPH:mxh

JPH

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[redacted] and [redacted] were interviewed by Detective JAMES LOMBARDI and Detective JAMES P. HAYES of the Suffolk County Police Department. The interview was conducted on July 23, 1996.

Interview at [redacted], Bellport, on July 23, 1996 between the hours of 1710 and 1850. Interviewed [redacted] and [redacted] Bellport.

All of the subjects' description of the incident were consistent in that they were all seated on a bench located south of Bellport Yacht Club on Bellport Dock at the south end of Bellport Lane, Bellport, at dusk on the evening of July 17, 1996, when they observed two bright orange flames fall from the sky south to southeast of their location. None of the subjects observed anything ascend from the ground or water.

Also interviewed this date was [redacted] Bellport, who stated that he was seated on the porch of the Bellport Yacht Club facing south overlooking the bay. Subject stated that he observed a bright light moving east to west along the coast of Fire Island southeast of his location. He believed that this light may have been a helicopter light. As he looked towards the light, he observed two large, bright, orange flames fall to the ground approximately 10 miles southeast of his location towards the Smith Point Bridge.

538

265A-NY-259028-SUB-66

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 27 1997	
FBI - NEW YORK	

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529

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted], Belmar, New Jersey (NJ), telephone number [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] thereafter provided the following information:

[redacted] a deck hand, on the [redacted] Pt. Pleasant, NJ, advised he was standing on center deck, July 24, 1996, when a thin red line in the sky caught his attention. [redacted] believed this to be a flare observed at 2:00 p.m. in the sky and yelled flare, where [redacted] observed the red line an explosion occurred in the sky. [redacted] described this explosion as a reddish, round image that seemed to appear smaller, then got bigger in size. At this time, [redacted] also observed a hook-like arc come off this explosion image. [redacted] stated this reddish explosion fell straight down, possibly with a twisting action into the water over the horizon. When questioned further about seeing this thin red line [redacted] stated it seemed to go where the explosion occurred and that point is his last observation of this red line. This is the extent of information [redacted] could provide.

265A-NY-259028-SUB

Investigation on 7/24/96 at PT. PLEASANT, NJ

File # 265A-NY-259028

Date dictated 7/25/96

by SA DANIEL J. MC KENNA/ewc

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 20 1996	
FBI - NEW YORK	

CC2
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0959

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION**Precedence:** ROUTINE**Date:** 04/28/1997**To:** New York**Attn:** ASAC Charles Domro
SSA Neil E. Herman
SSA Thomas F. Lang**From:** New York

I-46

Contact: SA Richard S. Karniewicz, X-8280**Approved By:** *NEH* Herman Neil E**Drafted By:** Karniewicz Richard S:pg**Case ID #:** 265A-NY-259028 (Pending)**Title:** UNSUB(S);
EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996;
AOT-IT-EID**Synopsis:** NTSB/FBI Witness Interview Group interviews of Capt. [REDACTED] and deck hand [REDACTED] of the [REDACTED]**Enclosures:** One (1) FD-340 containing an NTSB questionnaire which was filled out by Capt. [REDACTED] and one (1) FD-340 containing the NTSB questionnaire filled out by deck hand [REDACTED]**Details:** On 04/21/1997, Special Agents (SAs) Richard S. Karniewicz and M. L. Lieber of the Federal Bureau of Investigation (FBI) and Alex Lemishko of the National Transportation Safety Board (NTSB) conducted interviews of Capt. [REDACTED] and deck hand [REDACTED] of the fishing troller identified as the [REDACTED]. The [REDACTED] was trolling in the vicinity of the Moriches Inlet on the evening of 07/17/1996, about the time of the crash of TWA Flight 800.The interviews were conducted on-board the [REDACTED] which was docked at the Inlet Diesel marina located in Point Pleasant, New Jersey (NJ).

Prior to commencing with the interviews of Capt. [REDACTED] and [REDACTED], an NTSB questionnaire prepared by Alex Lemishko was provided to both individuals. The questionnaire contained questions raised by the NTSB, based on information provided by the individuals in their initial interviews.

During the interview of Capt. [REDACTED] he (the Captain) was asked to provide the bearings for the [REDACTED] at the time of the explosion of TWA 800. Capt. [REDACTED] advised that the [REDACTED] position was 40°29.15N 72°44.03. Additionally, the [REDACTED] was also

To: New York From: New York
Re: 265A-NY-259028, 04/28/1997

into a slow turn at this time with the bow directed to the north and in the process of setting the fishing gear. Capt. [REDACTED] also provided the names of additional trollers that were in the vicinity of the Moriches Inlet on the evening of 07/17/1996. Capt. [REDACTED] identified the [REDACTED] as a troller that was approximately two (2) miles northeast of the [REDACTED] and the [REDACTED] which was positioned approximately one-half (1/2) mile south of the [REDACTED]. According to Capt. [REDACTED], of the three (3) vessels [REDACTED] the [REDACTED] was closest to the crash site.

In addition, Capt. [REDACTED] advised that the [REDACTED] was monitoring radio traffic at the time of the incident and recalled a transmission over the radio (which was set on Channel 16) that reported a flare sighting and then an explosion over the Great Bay, Long Island. Capt. [REDACTED] was unaware of who was responsible for the transmission.

On this day, deck hand [REDACTED] filled out the questionnaire but was unavailable for the interview. [REDACTED] will be interviewed in the immediate future.

♦♦

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FD-340 (Rev. 7-29-92)

Universal Case File Number 265A-NY-259028-LL-37

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 4/21/97

From _____
(Name of Contributor)

(Address of Contributor)

(City and State)

By SA RICHARD S. KARNIEWICZ
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

Title: UNSUB(S)
EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996;
AOT - IT - ETO

265A-NY-259028-SUB LL

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
APR 28 1997	
FBI - NEW YORK	
<u>KARNIEWICZ</u>	<u>RCV</u>

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of

THE ORIGINAL AND ONE (1) COPY OF THE NATIONAL
TRANSPORTATION SAFETY BOARD (NTSB) QUESTIONNAIRE
FILLED OUT BY CAPTAIN [REDACTED] OF THE
[REDACTED]

1980

Questions for [REDACTED] [REDACTED]

Q: Where was [REDACTED] How fast was she going? Direction? What were her activities at the time?

THE POSITION OF [REDACTED] WAS $40^{\circ}29.15N$ $72^{\circ}44.03$
 [REDACTED] WAS IN A SLOW TURN, BOW SWINGING
 TO THE NORTH.
 [REDACTED] WAS IN THE PROCESS OF SETTING THE FISHING GEAR

Q: Did [REDACTED] see any other vessels in the vicinity? Port or starboard? How far? Know of any other trawlers nearby? Was the boat equipped with radar? If so, were any vessels observed nearby? Range/bearing?

THERE WERE OTHER FISHING VESSELS IN THE AREA
 BOATS WERE ON BOTH PORT AND STARBOARD.
 ONE BOAT WAS ABOUT TWO MILES TO NORTH EAST
 BOAT NAME WAS [REDACTED]
 ONE BOAT WAS SOUTH ABOUT ONE HALF MILE
 [REDACTED]
 BOAT HAD RADAR -
 THE SAME VESSELS ABOVE WERE ON RADAR

Q: Is [REDACTED] aware of any other fishing vessels who were probably in the vicinity, even though not observed at the time?

A GROUP OF VESSELS WERE KNOWN
 TO BE SOUTH OF CRASH SITE, ABOUT TEN MILES

Q: Did [redacted] pass another fishing boat nearby, just off of starboard?

~~YES~~ [redacted] PASSED THE [redacted]
ON STARBOARD STERN

Q: Did [redacted] observe any aircraft flying directly overhead prior to the flare or explosion? How long prior to the flare? How long prior to the explosion?

THERE WERE PLUMES OBSERVED PRIOR ~~TO~~
THE EXPLOSION.

Q: In what direction was the explosion seen, either compass direction, or relative to the direction

of the boat?

EXPLOSION WAS SEEN IN A NORTH EAST
 DIRECTION.
 ON THE STARBOARD SIDE

Q: In what direction was the flare seen, either compass direction, or relative to the direction of the boat, i.e., off the bow, port, starboard, etc.?

DID NOT SEE FLARE

Q: Did [redacted] pause in her course and turn bow towards the explosion? How many times? For how long?

[redacted] PAUSED ONCE AFTER THE EXPLOSION
 FOR ~~2~~ A SHORT TIME, NO LONGER THAN
 FIVE OR TEN MINUTES

Q: Did [REDACTED] observe any surface flames? From which direction (compass or relative to ship course)?

NO

Q: Were any boat running lights observed in the distance off the bow? How far away? In what direction moving? How long after the explosion?

Lights from the [REDACTED] WERE SEEN IN a ~~NORTHERLY~~ NORTHERLY direction as stated BEFORE

Q: Was [REDACTED] monitoring radio traffic at the time? What conversations were had or overheard with other vessels?

CH 16 WAS ON. ONE VESSEL REPORTED A FLARE AND THEN AN EXPLOSION OVER GREAT BAY LONG ISLAND. OVER →

WE SPOKE WITH [REDACTED]
A BOAT WHAT WE SAW

Q: Did [REDACTED] observe any flares launched or hear any distress calls made by other vessels responding to the explosion?

~~NO~~ SAME AS ABOVE

Q: Did [REDACTED] launch a flare or make a distress call in response to the explosion?

NO

FD-340 (Rev. 7-29-92)

Universal Case File Number 265A-NY-259028-LL-37

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 4/21/97

From _____
(Name of Contributor)

(Address of Contributor)

(City and State)

By SA RICHARD S. KARNIEWICZ
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

Title: UNSUB(S)
EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996;
MOT-IT-EID

265A-NY-258029-SUBLL

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
APR 28 1997	
FBI - NEW YORK	
KARNIEWICZ	ASN

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of

THE ORIGINAL AND ONE (1) COPY OF THE NATIONAL TRANSPORTATION
SAFETY BOARD (NTSB) QUESTIONNAIRE FILLED OUT BY DECKHAND



4/21/97 Point Pleasant

Questions for [redacted]

Q: Where was [redacted] How fast was she going? Direction? What were her activities at the time?

about 10 miles off Long Island South of
Mariches inlet edding maybe 1 or 2 knots.
Bow Facing ~~west~~ North-NW Hauling Back the gear.

Q: Did [redacted] see any other vessels in the vicinity? Port or starboard? How far? Know of any other trawlers nearby? Was the boat equipped with radar? If so, were any vessels observed nearby?

Range/bearing?

we have radar. I can't remember
any other vessels

Q: Is [redacted] aware of any other fishing vessels who were probably in the vicinity, even though not observed at the time?

Being on Deck I wasn't aware
of any other vessels in the area
maybe [redacted]

Q: Did [redacted] pass another fishing boat nearby, just off of starboard?

maybe [redacted]

Q: Did [redacted] observe any aircraft flying directly overhead prior to the flare or explosion? How long prior to the flare? How long prior to the explosion?

NO
But I saw an aircraft heading west after the explosion.

Q: In what direction was the explosion seen, either compass direction, or relative to the direction

of the boat?

East

Q: In what direction was the flare seen, either compass direction, or relative to the direction of the boat, i.e., off the bow, port, starboard, etc.?

South east of US

off port side

Q: Did [redacted] pause in her course and turn bow towards the explosion? How many times? For how long?

Dont remember

Q: Did [redacted] observe any surface flames? From which direction (compass or relative to ship course)?

NO

Q: Were any boat running lights observed in the distance off the bow? How far away? In what direction moving? How long after the explosion?

NO

Q: Was [redacted] monitoring radio traffic at the time? What conversations were had or overheard with other vessels?

You would have to ask the captain

Q: Did [redacted] observe any flares launched or hear any distress calls made by other vessels responding to the explosion?

Yes. We heard the [redacted] talking. I think he was on the scene

Q: Did C/A launch a flare or make a distress call in response to the explosion?

NO

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000146

FD-302 (Rev. 3-3-59)

- 1 -

MEMORANDUM OF INVESTIGATION

Investigation

04/29/97

On April 28, 1997, [redacted] Belmar, New Jersey, [redacted] was interviewed in New York City about his observations on the evening of July 17, 1996. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

[redacted] stated that on July 17, 1996, he was employed as a deck hand on the [redacted] a fishing vessel that operates out of the Diesel Inlet Marina in Point Pleasant, New Jersey. [redacted] and the other crew members were commercially fishing off the coast of Long Island, New York.

At approximately 8:30 pm on the evening of July 17, 1996, [redacted] was standing on the starboard side of the boat near the bow facing northwest. As the [redacted] was turning, [redacted] observed a flare in the sky traveling southwest at a fast speed. [redacted] described the flare as reddish in color and it appeared to slightly arc. Approximately two to three seconds after observing the flare, an enormous explosion occurred in the sky. Shortly following the explosion, [redacted] observed an aircraft heading west toward the site of the explosion. [redacted] stated that the [redacted] was approximately ten miles from the explosion.

[redacted] advised that the [redacted] another commercial fishing vessel that operates out of the Diesel Inlet Marina, was near the [redacted] on the evening of July 17, 1996. [redacted] further stated that he believes that two other fishing vessels were in the area, the [redacted] and the [redacted] which may be registered in Hampton Roads, Virginia. [redacted] stated that he believes that the [redacted] may have assisted in the recovery effort at the crash site of the TWA air disaster.

Investigation 04/28/97 at New York, New York

by SA M. L. Lieber
SA Richard S. Karniewicz Dated 04/29/97

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FD-203 (Rev. 1-25-60)

265A-NY-259028

Continuation of FD-203 of

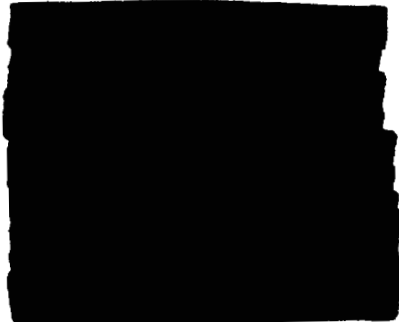
04/28/97

2

The following represents background data for [REDACTED]

NAME:
DOB:
SS#:
SEX:
RACE:
ADDRESS:

Residence
Telephone:
Marital Status:



530

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

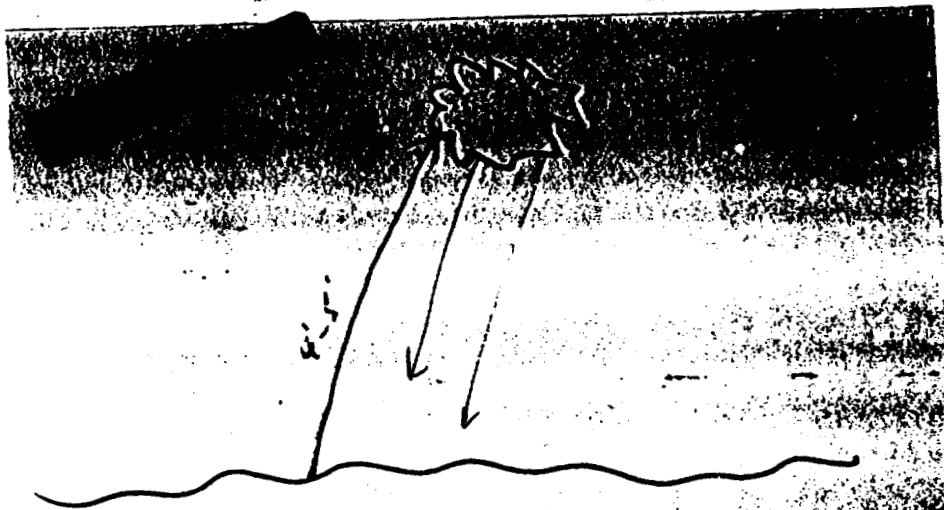
07/26/96

[REDACTED] Mastic, New York

[REDACTED] was interviewed on [REDACTED] 1996 during a road block check point at the entrance to Point Park, Shirley, New York. After being advised of the identity of the interviewing agent and the nature of the interview, [REDACTED] provided the following information:

At approximately 8:00 PM on July 17, 1996, [REDACTED] arrived at the Forge River Marina in Mastic Beach to go [REDACTED]. At approximately 8:30-8:40 PM, while looking east over the water, she observed a "thing" rise up through the air that looked like a red ball of fire. There was no stream of smoke or fire following the ball of fire. She does not know whether the ball of fire rose straight up in the sky or whether it rose at an angle. She said that whatever it was, was more than just a flare.

The ball of fire rose through the sky for 4-5 seconds until suddenly [REDACTED] saw a big explosion, which she did not hear. Thereafter, from the spot of the explosion, a big black line of smoke descended from the sky over the Atlantic Ocean. In a few seconds, [REDACTED] could no longer see the black smoke.



265A-NY-259028

File # 265A-NY-259028

Tw 7241

Date dictated

07/26/96
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SEARCHED
SERIALIZED

by WILLIAM INZERILLO *WI*

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265A-NY-259028

AB:dxa *Ab 8-14-66*

531

On July 21, 1996, at approximately 4:17 p.m., Detective ARTHUR BUKOWSKI and STEPHEN JENSEN of the Suffolk County Police Department interviewed [REDACTED], Date of Birth: [REDACTED] of [REDACTED] Southampton, New York *147* 11968, telephone number [REDACTED] and [REDACTED], Date of Birth: [REDACTED], [REDACTED], Southampton, New York 11968, telephone number [REDACTED]. The witnesses advised as follows:

On July 17, 1996 at approximately 8:30 p.m., the above witnesses were in a boat along with five other persons on the Peconk Bay at the end of the bulkhead of the Harbor Cove Inn.

Facing westbound, [REDACTED] *531* states that she observed a flare shoot upward from the water, ascend with a bright orange-red glow skyward and at its apex, burst into numerous orange red flames. The flare had a very large orange red tail. *531* [REDACTED] advised that her boyfriend, [REDACTED] also watched the flares ascend. *147*

[REDACTED] advised that the flare descended into numerous red flames. Neither heard any noise. *531* [REDACTED] believes she was approximately thirty miles away, while [REDACTED] believes he was five or six miles away. *147*

265A-NY-259028-SUB *CC3-355*

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/30/97

On June 25, 1997, [REDACTED] was interviewed at Towd Point Beach, Long Island, New York, by Special Agents' M. L. LIEBER and RICHARD S. KARNIEWICZ of the FEDERAL BUREAU OF INVESTIGATION (FBI). After being advised of the nature of the interview and the identity of the interviewing agents, [REDACTED] provided the following information:

[REDACTED] stated that she was previously interviewed by Suffolk County Police officers a few days following the explosion of TWA flight 800 on July 17, 1996. Since her interview of July, 1996, [REDACTED] has not been contacted by any other law enforcement agency about what she saw on the night of July 17, 1996. However, [REDACTED] stated that attempts have been made by Channel 12 News on Long Island to contact her. Further, she has received in the mail several requests to draw a picture depicting what she saw in the sky on the evening of July 17th. [REDACTED] stated that she does not remember who attempted to contact her via U.S. mail about what she observed. She is very upset that someone from the media was able to obtain her address.

On the evening of July 17, 1996, at approximately 8:15 pm, [REDACTED], her boyfriend and six other individuals left the PECONIC MARINA in a boat owned by [REDACTED]. According to [REDACTED], the group in the boat proceeded in a northwesterly direction toward Robins Island to have dinner at the GALLEY HO Restaurant. [REDACTED] estimated that the boat ride from the PECONIC MARINA to the GALLEY HO is approximately three minutes. [REDACTED] stated that the restaurant was full and had a waiting list for tables. The group stayed in the boat until a table became available.

[REDACTED] stated that at approximately 8:30 or 8:35 pm, she was facing north on the boat looking east toward the coastline of the Shinnecock Inlet just beyond Hampton Bays. Over her left shoulder, [REDACTED] saw what appeared to be the top of a flare going off approximately 35 degrees above the horizon. The flare-like object (hereinafter referred to as the "object") was pink, orange and red in color and was moving in a arcing direction with a trail of smoke. The smoke trail appeared to be

Investigation on 06/25/97 at Towd Beach Point, Long Island, New York

File # 265A-NY-259028 - CC1-617

by SA M. L. LIEBER
SA RICHARD S. KARNIEWICZ

Date dictated 06/30/97

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 06/25/97 . Page 2

a thin line behind the object which was a gray/yellow color. [REDACTED] stated that she never saw an explosion and she never saw the object hit anything or make contact with anything. While the object was ascending in the sky, it appeared to self destruct. [REDACTED] estimated that the object appeared to be approximately twenty miles away from where she was located. She estimated that from the time she looked over her left shoulder and initially observed the object, the entire event took approximately ten to fifteen seconds. [REDACTED] stated that she did not observe the object ascend from the ground or sea level. The object was already in the sky, approximately 35 degrees above the horizon, when she witnessed the top of the flare-like object explode. [REDACTED] described this explosion as a small fireworks display. She further stated that she did not hear any sounds in connection with what she witnessed in the sky. She never observed an airplane in the sky.

[REDACTED] stated that her recollection of what occurred on the evening of July 17th is minimal since one year has already gone by. She stated that her boyfriend, [REDACTED] a SUFFOLK COUNTY POLICE officer, witnessed a part of what she observed. However, her other friends on the boat did not see anything.

[REDACTED] provided the names of the other individuals on the boat:

[REDACTED] (last name unknown - LNU), [REDACTED] LNU, and [REDACTED] LNU.

[REDACTED] stated that she has telephone numbers for the following individuals who were on the boat on 07/17/96:

[REDACTED] and resides at [REDACTED] Southampton, New York, [REDACTED] resides with her boyfriend, [REDACTED] and his parents at the above address. [REDACTED] stated that [REDACTED] is also a SUFFOLK COUNTY POLICE officer. However, [REDACTED] emphasized that her boyfriend, [REDACTED], does not want to talk to the FBI about what he witnessed on July 17, 1996. [REDACTED] stated that her boyfriend is annoyed that the media has also attempted to contact him at his residence in order to illicit statements from him about what he observed.

[REDACTED] works for her brother who owns the store.

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 06/25/97, Page 2

a thin line behind the object which was a gray/yellow color. [REDACTED] stated that she never saw an explosion and she never saw the object hit anything or make contact with anything. While the object was ascending in the sky, it appeared to self destruct. [REDACTED] estimated that the object appeared to be approximately twenty miles away from where she was located. She estimated that from the time she looked over her left shoulder and initially observed the object, the entire event took approximately ten to fifteen seconds. [REDACTED] stated that she did not observe the object ascend from the ground or sea level. The object was already in the sky, approximately 35 degrees above the horizon, when she witnessed the top of the flare-like object explode. [REDACTED] described this explosion as a small fireworks display. She further stated that she did not hear any sounds in connection with what she witnessed in the sky. She never observed an airplane in the sky.

[REDACTED] stated that her recollection of what occurred on the evening of July 17th is minimal since one year has already gone by. She stated that her boyfriend, [REDACTED] a SUFFOLK COUNTY POLICE officer, witnessed a part of what she observed. However, her other friends on the boat did not see anything. [REDACTED] provided the names of the other individuals on the boat: [REDACTED] (last name unknown - LNU), [REDACTED] LNU, and [REDACTED] LNU. [REDACTED] stated that she has telephone numbers for the following individuals who were on the boat on 07/17/96:

[REDACTED] and resides at [REDACTED] Southampton, New York, [REDACTED] and his parents at the above address. [REDACTED] stated that [REDACTED] is also a SUFFOLK COUNTY POLICE officer. However, [REDACTED] emphasized that her boyfriend, [REDACTED], does not want to talk to the FBI about what he witnessed on July 17, 1996. [REDACTED] stated that her boyfriend is annoyed that the media has also attempted to contact him at his residence in order to illicit statements from him about what he observed.

[REDACTED] works for her brother who owns the store.

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] telephone number [redacted] was interviewed at [redacted] Center Moriches, New York. After being advised of the identity of the interviewing agent and the nature of the interview, GALIETTA provided the following information:

On July 17, 1996, at approximately 8:45 PM to 9:00 PM, [redacted] was standing on a building's deck, located on Dune Road in West Hampton, Long Island, New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a red-yellowish flare-type object arcing upward in the sky, followed by a larger reddish explosion. [redacted] then observed a flaming object fall out of the explosion area downward toward the ocean. The object separated into two burning sections shortly before he lost sight of them near the horizon.

265A-NY-259028-SUB

Investigation on <u>07/19/96</u> at <u>Center Moriches, New York</u>	SEARCHED _____ INDEXED _____
File # <u>265A-NY-259028</u>	7/25 1996
by <u>SA SAMUEL G. KRAMER/hrg TW 422</u> Date dictated <u>7/23/96</u>	FBI - [redacted]

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] was interviewed at his residence, [redacted], Westhampton Beach, New York, [redacted]. Also participating in the interview was Detective GARY MILLER, Suffolk County Police Department. After being apprised of the identity of the interviewing Agent and Detective, as well as the nature of the interview, [redacted] provided the following:

[redacted], accompanied by his wife and two daughters, were out on their 35 foot boat, the [redacted] in Moriches Bay approximately one and one-half miles southeast of the Coast Guard station. Between 8:30 and 8:45 PM on the evening of July 17, he first observed something pop up over the dunes that, at first, made him believe that there were fireworks over the bay. He described this event as a rising trail of white or silvery gray smoke which ended in a black puff of smoke before quickly turning into a brilliant orange flash and ultimately a fireball.

The fireball quickly separated into two distinct fireballs. The larger fireball or plume of flames began tumbling toward the water, and [redacted] recognized an object that might have been either an airplane fuselage or wing. The falling plume and objects were spinning quickly.

With respect to the origin of the trail of smoke, [redacted] believed that it originated south of his position either on the dunes or beyond the dunes in the ocean. He stated that the fireball was moving in an easterly direction and that prior to the manifestation of the fireball the trail of smoke rose up in a west to east direction from behind the fireball.

With respect to the path and characteristics of the smoke trail, [redacted] advised that it rose up in a consistent direction but wavered along the way. [redacted] heard no sound associated with the smoke trail and stated that the smoke trail created an ambient brightness. [redacted] described the trajectory of the smoke trail initially as verticle (approximately 11:00 direction) and then changing to an arc before becoming a fireball.

Investigation on 7/19/96 at Westhampton, New York

File # 265A-NY-259028

by SA PAUL T. PALUMBO/dp

Date dictated 7/23/96

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FD-302a (Rev. 11-15-83)

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/19/96, Page 2

At the time of the incident, the sun was in a westerly location north of the Coast Guard Station.

[REDACTED] was operating his vessel approximately one quarter to one half a mile from the dunes. [REDACTED] could not provide a precise estimate of the origin of the smoke trail.

At the time of the incident, [REDACTED] was located in the lower helm of the boat with an unobstructed view of the sky. [REDACTED] radioed into the Coast Guard from the [REDACTED] immediately after the incident.

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/14/1996

To: New York

Attn: ASAC George Andrew

From: Herman Neil E
Lang Thomas F
I-46

Contact: SA Steven A. Bongardt, ext. 8277

Approved By: Herman Neil E
Lang Thomas F

Drafted By: Bongardt Steven A: sab

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S) ;
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Flare sightings plotting report of selected witnesses on the night of July 17, 1996.

Enclosures: One copy of FD-302 by SAs William F. Lynch and Peter C. Casazza and one report of Deputy Inspector Douglas S. Matulewich, Suffolk County Police Department, Marine Bureau, concerning witness flare sighting plots.

Details: Deputy Inspector Douglas Matulewich, along with Special Agents of the Federal Bureau of Investigation and, on certain occasions, analysts from the Defense Intelligence Agency, plotted left and right lines of sight bearings from eight different witness locations from which eleven witnesses reported seeing flare-like objects rising immediately before the crash of TWA Flight 800 on the night of July 17, 1996, on or about 8:30 p.m. local. Deputy Inspector Matulewich used a Global Positioning System (G.P.S.) device to ascertain the witnesses exact location and plotted his results on a U.S. Department of Commerce, National Oceanic and Atmospheric Administration Cart number 12353 in degrees magnetic.

Deputy Inspector Matulewich had been in contact with SAs Theodore Otto and Steven Bongardt prior to the release of his final report and had provided the same following locations as the result of his plotting work for possible MANPAD (Man Portable Air Defense/ shoulder launched missile) shooter locations:

1. LAT 40 degrees 40.68 minutes North
LONG 072 degrees 40.66 minutes West
2. LAT 40 degrees 39.19 minutes North
LONG 072 degrees 37.29 minutes West

265 NY 259028-CC1
256

2282

To: New York From: Herman Neil E
Re: 265A-NY-259028, 10/14/1996

00162

These locations have been used in providing possible locations of a MANPAD launch tube or "Stinger" eject motor for acoustic side-scan sonar and possible recovery. Deputy Inspector Matulewich strongly recommended that these locations and an area within a minimum of one nautical mile of these locations be searched.

These locations are within the preliminary envelope of foreign MANPADs obtained from the Defense Intelligence Agency which might have been used against TWA Flight 800. These locations are just outside of the preliminary envelope obtained from the U.S. Army for the U.S. "Stinger" missile system. The Army will provide a more accurate envelope after careful modeling.

♦♦

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/7/96

On October 7, 1996, Special Agents (SAs) WILLIAM F. LYNCH and PETER C. CASAZZA, of the Federal Bureau of Investigation (FBI), obtained from Deputy Inspector DOUGLAS S. MATULEWICH, of the Suffolk County Police Department (SCPD)-Marine Bureau, the below listed items all connected to a compass/marine chart rendering Inspector MATULEWICH had done regarding TRANS WORLD AIRWAYS (TWA) flight # 800.

This rendering was based upon FBI interviews done between July 20-30, 1996 of eleven (11) witnesses who had observed a "flare-like" object rising up toward flight # 800, just before it exploded and crashed into the sea off the coast of Long Island, New York (N.Y.), approximately 8:31 PM, on the evening of July 17, 1996. These various sightings had raised the possibility that a missile might have been fired at, and caused the destruction of flight # 800.

Deputy Inspector MATULEWICH had either been present during those initial FBI interviews, or was brought back to interview those witnesses, in order to obtain compass readings from the spots from which those witnesses had made their sightings at the time of the flight # 800 explosion.

Eight (8) of those witnesses had been in the company of an accompanying witness, while three (3) of the witnesses had made sightings while alone.

The purpose of taking those compass readings was to obtain intersections of witness flare sightings of which might allow for the description of a possible sea-borne launch area from which a missile might have been launched toward flight # 800, if, in fact one was.

Deputy Inspector MATULEWICH's rendering did allow for the description of an area from which a missile could have been launched, and which area might be logically searched for either aircraft/missile debris, or an abandoned missile launcher. Obtained from Deputy Inspector MATULEWICH this date, were:

Investigation on 10/7/96 at Great River, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH

SA PETER C. CASAZZA

Date dictated 10/7/96

2284

265 A NY 259028

Continuation of FD-302 of DEP. INSP. DOUGLAS MATULEWICH . On 10/7/96 . Page 2

1. A two page letter in which he sets forth his findings, and suggests an area that should logically be searched.
2. A one page summary listing the eleven (11) witnesses which sets forth in latitude and longitude readings, their positions at the time of their sightings of a "flare-like" object rising up toward flight # 800.
3. Seven (7), more detailed pages, setting forth the names of the paired or individual witnesses; the names of the FBI agents who interviewed them; Deputy Inspector MATULEWICH's actions upon meeting with those witnesses, and the latitude and longitude readings MATULEWICH obtained as a result of meeting with those witnesses.
4. A marine bureau map on which the witness sightings were plotted by Deputy Inspector MATULEWICH showing the resultant intersection of those sightings.
5. Also included is a hand drawn transparency generated by ROBERT DOHERTY, of the Defense Intelligence Agency (DIA) which he (DOHERTY) had previously given to Deputy Inspector MATULEWICH, and which MATULEWICH also gave to SAS LYNCH and CASAZZA, on this date.
3. Seven (7) pages setting forth the names of all seven

000165

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY
COUNTY EXECUTIVE

PETER F. COSGROVE
POLICE COMMISSIONER

POLICE DEPARTMENT

September 18, 1996

SA Peter Casazza
SA William F. Lynch
SA Paul Shea
Federal Bureau of Investigation
135 Pinelawn Rd. - Suite 350 South
Melville, NY 11747

Gentlemen:

On Saturday, July 20, 1996, I became involved in a joint effort to determine the possibility of a missile shooting down TWA flight 800. The objective was to determine if the observations of eye witnesses could be plotted on a chart to determine a location from which a missile was shot.

Enclosed are the recordings of witness observation locations, of witnesses who on the evening of 7/17/96 saw a "flare-like" object rising immediately before the crash of TWA flight 800. These locations are indicated in Latitude (LAT) and Longitude (LONG). In addition are the results of the magnetic bearings taken with a hand held magnetic compass of these observations.

The results of these observations have been plotted on chart number 12353 (17th Ed., June 13/92) Shinnecock Light to Fire Island Light, published at Washington, D.C. by U.S. Department of Commerce, National Oceanic and Atmospheric Administration.

The course of TWA flight 800 on 7/17/96 at approximately 2030 hrs. has been plotted on chart number 12353. The results of the various lines of positions of the witnesses observations have been plotted on chart 12353. The flight path of TWA flight 800 may be overlaid with tracing paper which has missile information (to scale) provided by Robert Doherty of the Defense Intelligence Agency (DIA). All of this information taken together indicate to me the very real possibility that if a rocket was used to shoot down TWA flight 800 the "shooter" would have had to been at one of the following locations:

1. LAT 40°40.68'N LONG 072°40.66'W

2286

30 YAPHANK AVENUE, YAPHANK, NEW YORK 11980 - (516) 852-6000

To: SA Peter Casazza
SA William F. Lynch
SA Paul Shea

September 18, 1996
page 2

2. LAT 40°39.19'N LONG 072°37.29'W

The above Latitude and Longitude locations INDICATES THE CENTER OF AN AREA THAT IS STRONGLY RECOMMENDED TO BE SEARCHED AND AT A MINIMUM A ONE (1) nautical mile area should be searched for the remains of equipment that would launch a portable missile. The possibility exists that the equipment was discarded and now remains on the ocean floor.

Sincerely,

Douglas S. Matulewicz
Douglas S. Matulewicz
Deputy Inspector
Commanding Officer
Marine Bureau

DSM:bm

Enclosures 8

2287

[REDACTED] 636
637

LAT 40°37.613'N
LONG 073°15.742'W
Hand held magnetic compass was 098°.

[REDACTED] 521

LAT 40°40.961'N
LONG 073°00.221'W
Hand held magnetic compass was 110°.

[REDACTED] 364

LAT 40°45.104'N
LONG 072°55.968'W
Hand held magnetic compass was 124°.

[REDACTED] 641
642

LAT 40°45.745'N
LONG 072°46.573'W
Hand held magnetic compass was 150°
Hand held magnetic compass was 155°.

[REDACTED] 496
534

LAT 40°48.172'N
LONG 072°45.321'W
Hand held magnetic compass was 152°.
Hand held magnetic compass was 160°.

[REDACTED] 649

LAT 40°49.187'N
LONG 072°39.003'W
Hand held magnetic compass was 185°.
Hand held magnetic compass was 187°.

[REDACTED] 527
694

LAT 40°50.295'N
LONG 072°28.526'W
Hand held magnetic compass was 225°.
Hand held magnetic compass was 223°.

[REDACTED] 626
[REDACTED] 637

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at the Fire Island Coast Guard Station, Babylon, New York.

[REDACTED] and [REDACTED] had previously indicated that they had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. The [REDACTED] were taken out on the water in the U.S. Coast Guard Motor Life Boat #44341. The [REDACTED] directed the boat coxswain, Petty Officer RANDY RYAN to the location of their observations on 7/17/96.

When the [REDACTED] indicated that CG 44341 was in the exact location as their 7/17/96 observations of TWA flight 800, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°37.613'N, LONG 073°15.742'W. From this location also indicated to D/I Matulewich by the [REDACTED] was the location of the observations in relationship to the Fire Island Light House and the magnetic bearing indicated on D/I Matulewich's hand held magnetic compass was 098°.

496
534

On 7/29/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at Davis Park Marina, Fire Island, New York.

[REDACTED] had previously indicated that she had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight 800. [REDACTED] took D/I MATULEWICH to the location on the beach where she made her observations on 7/17/96.

When [REDACTED] indicated that she was in the exact location she had occupied on 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°40.964'N, LONG 073°00.221'W. From this location [REDACTED] also indicated to D/I MATULEWICH by [REDACTED] was the location of her observations in relationship to the beach and water, and the magnetic bearing indicated on D/I MATULEWICH'S hand held magnetic compass was 110°.

[REDACTED] 364

On 7/30/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] at the Bellport Yacht, Bellport, New York.

[REDACTED] had previously indicated that he had observed a "flare-like" object rising over the ocean, on the evening of 7/17/96, immediately before the crash of TWA flight #800.

[REDACTED] returned to the exact seat and location that he occupied on the night of 7/17/96, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.104'N, LONG 072°55.968'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of his observations, starting with an object with a red glow, which rose from east to west. The position of the object with the red glow, in relationship to the Smith Point Pavilion was indicated to D/I MATULEWICH and the magnetic bearing of the indicated bearing on D/I MATULEWICH'S hand held magnetic compass was 124°.

[REDACTED]

641
642

On 7/20/96, at the request of SA PAUL SHEA of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Great Gun Beach Marina, Fire Island, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat approximately forty feet from the dock area as indicated to Deputy Inspector DOUGLAS MATULEWICH. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°45.745'N; LONG 072°46.573'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship to the rest room building and a flag pole.

The magnetic bearing to the right side of the rest room building indicated on D/I MATULEWICH'S hand held magnetic compass was 150°. The magnetic bearing to the flag pole indicated on D/I MATULEWICH'S hand held magnetic compass was 155°.

496
534

On 7/21/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at Abbott's Hart's Cove Marina, East Moriches, New York.


Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from the dock behind their boat's slip. From the indicated area on the dock, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin, GPS 45: LAT 40°48.172'N, LONG 072°45.321'W. From this location also indicated to D/I MATULEWICH by [REDACTED] and [REDACTED] was the location of the observations in relationship the end of the dock, a Coast Guard Auxiliary boat also docked on the dock, and to numerous poles on the shore, which were used as a reference point.

The magnetic bearing to the right side of the end of the dock indicated on D/I MATULEWICH'S hand held magnetic compass was 152°.

The magnetic bearing to the flag pole indicated on the hand held magnetic compass was 160°.

 649

On 7/20/96, at the request of SA WILLIAM F. LYNCH of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with ROBERT DOHERETY of the Defense Intelligence Agency (DIA) at the Westhampton Beach High School, New York.

Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by  were made from the parking lot of the Westhampton Beach High School. From the indicated area in the school's parking lot, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°49.187'N, LONG 072°39.003'W. From this location also indicated to D/I Matulewich by ROBERT DOHERETY was the location of the observations in relationship the several telephone poles which were used as a reference points.

The magnetic bearing to the left side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 185°. The magnetic bearing to the right side of the observations indicated on D/I MATULEWICH'S hand held magnetic compass was 187°.

527
694

[REDACTED]

On 7/22/96, at the request of SA Paul Shea of the FBI, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department Marine Bureau, met with [REDACTED] and [REDACTED] at [REDACTED] Hampton Bays, New York.

We responded to Spellmans Marine and were taken out on [REDACTED] boat to the area of the Shinnecock Inlet. Indicated to Deputy Inspector DOUGLAS MATULEWICH was that the observations on 7/17/96 of TWA FLIGHT 800 by [REDACTED] and [REDACTED] were made from a boat as the boat entered the area just west of the east jetty of the Shinnecock inlet.

From the indicated area in the Shinnecock Inlet, Deputy Inspector DOUGLAS MATULEWICH took the following readings as indicated on his Garmin GPS 45: LAT 40°50.295'N, LONG 072°28.526'W. From this location also indicated to D/I MATULEWICH by [REDACTED] was the location of the observations in relationship to the stern of his own boat and a Coast Guard 44 foot Motor Life Boat which was operating in the area.

Two observations were taken from [REDACTED] on 7/22/96, observation #1 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 225°. Observation #2 the magnetic bearing indicated on D/I MATULEWICH'S hand bearing compass was 223°.

[REDACTED] indicated to D/I MATULEWICH from this location the direction of his observations of TWA flight 800 on 7/17/96 in relationship to the stern of the boat and a Coast Guard 44 foot Boat which was operating in the area.

The magnetic bearing to the observations indicated on the hand held magnetic compass was 223°.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[redacted] East Moriches, New York, [redacted] was interviewed on July 21, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

Approximately 8:20 PM on July 17, 1996, [redacted] returned to his slip at ABBOTTS HARTS COVE MARINA after boating with his wife, [redacted], in Moriches Bay. Soon thereafter, while standing on the dock next to his boat, and looking south of his position, he saw what appeared to be a flare. He could not determine whether the "flare" was rising up or dropping down. The "flare" was already in mid-air when he first saw it; he did not see it leave the ground. He does not know whether the flare had a "tail," and he is not sure in what direction the "flare" was traveling. However, he said the flare ended in a "big ball of flames." [redacted] did not see a plane before he saw the explosion. [redacted] did not know how long he saw the flare before he saw the explosion. [redacted] is able to describe where the "flair" was located in the sky when he first saw it, and where in the sky he saw the "big ball of flames." [redacted] had no further information.

Investigation on 07/19/96 at East Moriches, NY

File # 265A-NY-259028

Date dictated 07/21/96

265A-NY-259028-SUB-

by William Inzerillo *wl*

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted], Water Mill, New York (NY), [redacted], was interviewed at the Southhampton Club, Southhampton, NY. After being advised of the identity of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] was on the beach in Bridgehampton directly overlooking the ocean. [redacted] did not know the name of the beach, but with the use of the Hagstrom map, [redacted] nearest to where the beach was located.

While looking southwest, at a time just before dark, [redacted] saw the end part of something going up into the air. [redacted] explained that she did not actually see any defined object, but she saw a smokey orange streak. [redacted] could not see where the streak originated from, but it seemed to move from east to west.

The streak lasted only for about one or two seconds, when it then burst into a very large bright orange-red round fire. The fire descended and became uneven in shape. It descended into the horizon, and was no longer visible. [redacted] did not hear anything at any time.

[redacted] advised that she would be able to revisit the beach, and determine exactly where she was standing and looking at the time.

Investigation on 7/26/96 at Water Mill, New York

File # 265A-NY-259028

UPLOADED

SAs JAMES J. ROTHE

by GREGORY J. O'NEILL/JJR/dap

WITH TEXT

WITHOUT TEXT

Date dictated 7/26/96

265A-NY-259028
SERIALIZED

1507

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/17/97

[REDACTED] was interviewed on the beach in Bridgehampton, New York. After being advised of the official identities of the interviewing Agents and the purpose of the interview, [REDACTED] then provided the following information:

On July 17, 1996, [REDACTED] a woman by the name of [REDACTED] and [REDACTED] two children, [REDACTED] were on the beach in Bridgehampton, New York. The time was just prior to dusk, the color of the sky was "hazy blue", and it was a "clear day".

While playing with the children, [REDACTED] was facing the ocean when she noticed a reddish/orange "scattered" light approximately forty-five degrees to her right (West). There was a small trail arching upward to the light. Although the trail was the same reddish/orange color as the "scattered" light, the trail was not as bright as the light. [REDACTED] could not recall which direction the trail arched, however, she motioned several times with her hand from left to right when referring to the trail. She further stated that the trail was small.

Part of the trail was already visible in the sky when [REDACTED] first saw it. It began at one inch above the horizon and [REDACTED] saw it start to grow at one and three-quarter inches above the horizon. (During the interview, [REDACTED] utilized a standard ruler to determine measurements in inches.) As she watched it, the trail continued to grow upward. The trail arched almost vertically upward at a seventy to an eighty-degree angle, and it lasted for one to two seconds. The width of the trail appeared to be the same as the width of a cellular telephone antenna.

When the trail stopped growing, [REDACTED] instantaneously saw an explosion at the upper end of the trail. [REDACTED] had described the explosion as the reddish/orange "scattered" light. The explosion occurred at two inches above the horizon line. The light was originally the size of a dime and it grew to be slightly larger than a quarter. [REDACTED] did not hear any sound from the explosion.

Investigation on 6/13/97 at Bridgehampton, New YorkFile # 265A-NY-259028 P.D. - CC-1-614 Date dictated 6/17/97by SA CHRISTINA GUST and SA STEVEN A. BONGARDT (CG:cg)

307 11 28 208

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 6/13/97

Page 2

The light then started to "trickle down" toward the ocean. It appeared as if pieces of light, or "glow", were coming down. Some of the pieces were larger and fell faster than other pieces. The light "trickled down" for a few seconds and then faded away.

[REDACTED] advised that the entire event, from the time she first noticed the trail to when she saw the light fade away, lasted approximately twenty to thirty seconds.

When [REDACTED] first saw the trail going up into the air, she thought that it was a flare. She did not view the event as being an object or a plane. She had never actually seen a flare prior to July 17, 1996, therefore, she could not verify that it was not a flare. Because she believed it was a flare and that someone may have needed help, when the event ended, [REDACTED] departed from the beach and went to telephone the Coast Guard. Later, [REDACTED] also left the beach.

When [REDACTED] later heard about the TRANS WORLD AIRLINES Flight 800 crash, she did not make the correlation between the crash and what she had witnessed at the beach on July 17. [REDACTED] told [REDACTED] that [REDACTED] heard something on the news indicating that possible witnesses should contact the Federal Bureau of Investigation (FBI). [REDACTED] then called the FBI a few days after the crash.

[REDACTED] is not color blind, and she does not wear glasses. She did not speak to the media regarding what she had seen at the beach. [REDACTED] only spoke about the event to the initial FBI interviewers after the crash.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] Avon, Connecticut 06001, [redacted] was contacted. After being advised of the identity of the interviewing agent and the nature of the interview, she furnished the following information:

On Wednesday, July 17, 1996, at 8:35 pm, [redacted] and her friend, [redacted] were on Ponquogue Beach with their children. It was still light out, dusk, with a grey sky. They were standing near the water, near the main lifeguard chair, past the concession stand. The area is reached by going from the parking lot to a "walkway" to the main concession stand to the lifeguard stand.

[redacted] looked to her right, to the southwest, and saw huge flare that came from the water, went up and exploded, and flames came down. They heard a deep, boom-boom-boom-boom-boom sound and then the ground shook. She saw fire on the water and black smoke, and she thought a ship was on fire.

[redacted] recounted the events as follows: she thought the "flare" rose from the water, and at first thought it was a distress signal. It was "way too big", and it seemed miles away. She guessed it was in flight for "seconds". She saw grey smoke and white smoke behind the "flare". It was grey at first, then the smoke changed to white. There was a bright orange glow at the leading edge of the smoke.

She could not say there was an initial puff of smoke. She did not see an object, just an orange-red-yellow flame, mostly orange, followed by smoke. She did not remember an object falling away, but only remembered two flames coming down afterward.

She did not hear the "flare" go up, but only heard the "sound of thunder" afterward. She recalled the outside light was still pretty good, at dusk, with a grey sky that night.

Indexed on 302

265A-NY-259028-SU

Investigation on 7/23/96 at West Hampton Beach, New York (telephonic)

File # 265A-NY-259028

by SA STEPHEN J. SHINER/axh

Date dictated 7/23/96

SEP 24 1996

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FD-302a (Rev. 11-15-83)

265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 07/23/96 . Page 2

The trail of the "flare" was curved as the "flare" flew up vertically. There was an explosion and two pieces of flame were coming down, like a plume. The first piece was bigger, and the one in the back peeled away and was not as big.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/97

On 7/15/97, [redacted] was interviewed by Special agents CHRISTOPHER J. MUNGER and SCOTT G. METCALF, of the Federal Bureau of Investigation (FBI), at a park in Avon, Connecticut. She was advised of the identity of the interviewing agents and the purpose of the interview.

[redacted] then provided the following information:

On Wednesday, July 17, 1996 at approximately 8:30 pm, [redacted] was on Ponquogue Beach, in Hampton Bays, (near a Coast Guard Station) with two (2) children, her friend [redacted] of Lake Placid, NY, and [redacted] three (3) children. This was the first night of their vacation, and since the [redacted] and the [redacted] had both just driven in from their respective residences, she and [redacted] took the five (5) children to the beach for a night swim, so they could unwind after the long car rides.

[redacted] was talking to [redacted] on the beach, and facing the water, looking due south. At an azimuth of about 190 degrees, [redacted] saw an object that looked like a flare ascend into the sky. The object began at about (3) inches off the horizon, and ascended left to right, although it was almost completely vertical. At the apex of the ascent, the object hesitated, then exploded. As the object fell, it broke into two pieces, and "showered down" to the horizon. She did not see the object hit the water, because it was over the horizon. As the object fell below the horizon, she heard, and felt, a "boom-boom-boom-boom" sound ripple across the water. [redacted] stated that she was unsure of the time it took for the incident to occur.

[redacted] turned to [redacted] and commented that what they saw must have been a flare from a distressed boat over the horizon. There were about (15) other people on the beach. One man (identity unknown) walked up to [redacted] and [redacted] and stated that it must have an aircraft crashing.

[redacted] stated the object had a smoke trail, which was white in color. She saw no other objects in the sky, and noticed no aircraft before or after the incident.

[redacted] does not wear eye glasses or contact lenses, and at the time of the incident was under the influence of alcohol or drugs.

[redacted] further supplied the following information:

[redacted]

Investigation on 7/15/97 at Avon, Connecticut

File # 265A-NY-259028-CC1-645 Date dictated 8/5/97
by SA Christopher J. Munger
SA Scott G. Metcalf

0994

099184

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

265A-NY-259028

Continuation of FD-302 of

[REDACTED]

, On 7/15/97

, Page

2

[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, at approximately 11:05 am, [redacted]
 [redacted] Date of Birth [redacted], of [redacted] 611
 [redacted] Speonk, New York, was interviewed. [redacted] stated
 that on July 17, 1996, she, her brother [redacted] and
 [redacted] were riding horses in a field located north of Sunrise
 Highway (Route 27) and west at Speonk River Head Road, Town of
 Speonk. [redacted] stated that she observed in a southerly
 direction, a small red ball of light. The small red ball of
 light, after a about two seconds, got bigger and started to fall
 toward the ground. [redacted] stated that she lost sight of these
 lights or balls behind the tree line. Also interviewed at this
 time was [redacted] Date of Birth [redacted], of the same 538
 address. [redacted] stated that he observed a small ball of light in
 a southerly direction which turned larger as the disappeared
 behind the tree line. Also interviewed at this time was [redacted] 565
 [redacted] Date of Birth [redacted], of [redacted]
 Center Moriches, who stated that she also saw a large ball of
 light or fire heading toward the ground.

JM

265A-NY-259028-SUB-CC1-

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FBI - NEW YORK	

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Investigation on 7/22/96 at Speonk, New York

File # 265A-NY-259028

Investigator DARNLEY O. SCOON
by SA JOSEPH P. FANNING:cam *ypt*

Date dictated 7/24/96

0692

539

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 02/04/97

On 01/30/97, [redacted] was interviewed at her residence, [redacted], Middle Island, New York, [redacted] was advised of the identities of the interviewing agents and the purpose of the interview, [redacted] then provided the following information:

[redacted] advised that on the evening of 07/17/96 she was boating with [redacted] (spouse) in the Great South Bay near the inlet. [redacted] further advised that she was in the process of photographing her father's boat, facing the inlet, when she witnessed something explode over the Atlantic Ocean, south of the inlet. She further described the event as a flash followed by a fireball. After returning home, she heard about the explosion of TWA flight 800 on the news.

[redacted] stated that she had the photographs developed within a day or two of 07/17/96. In one of the photos, [redacted] advised that she noticed a small white streak. [redacted] advised that she then contacted the FBI's toll free number to report that she witnessed the explosion and had a "strange" photograph. [redacted] stated that she talked to an FBI agent named JOE KUHNS who advised her to send the negative/negatives to the FBI's New York office. [redacted] advised that she sent negatives via overnight express to the FBI. [redacted] stated that KUHNS contacted her three (3) days later to inform her that the negative was clear and there was "nothing wrong with her camera."

[redacted] advised that her photo has aired on Channel 2 and Channel 12, and on the television program "Extra." [redacted] stated that two journalists, [redacted] and [redacted], have recently contacted her telephonically regarding her photograph. She advised that [redacted] told her that he is trying to do something with NBC regarding the crash of TWA Flight 800. [redacted] stated that [redacted] wanted her to meet him at JFK International Airport before his flight back to Germany, the week before the interview, so he could view her photograph. [redacted] advised that she decided not to meet him prior to his departure, because she did not want to travel to JFK International Airport.

[redacted] advised that she contacted [redacted] (LNU) at the

Investigation on 01/30/96 at Middle Island, NY

File # 265A-NY-259028-CC-357 Date dictated 02/04/97

by SA Scott G. Metcalf
SA Jennifer A. Leonard

265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 01/30/96 . Page 2

television show "Hardcopy", regarding selling her photograph. "Hardcopy" offered to pay [REDACTED] \$500 for the photograph, and [REDACTED] turned down the offer as per her attorney's advice.

[REDACTED] stated that she utilizes the Internet on a regular basis. [REDACTED] mentioned that she has been in contact with [REDACTED] and [REDACTED] via the Internet. She advised that [REDACTED] wants her to prepare a written summary of what she witnessed on the evening of 07/17/96, along with information regarding her photograph. [REDACTED] stated that [REDACTED] wants to post this summary on his home web-page which discusses the TWA Flight 800 explosion. [REDACTED] advised that she has not prepared a summary for [REDACTED]

The following background information was obtained through interview and observation:

NAME:	[REDACTED]
DOB:	[REDACTED]
POB:	Hunington, New York
SOCIAL SECURITY #:	[REDACTED]
SEX:	Female
ADDRESS:	[REDACTED] Middle Island, New York
TELEPHONE:	[REDACTED]
EMPLOYMENT:	Realtor [REDACTED]

000192

540

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED]
[REDACTED] Hampton Bay, New York, 11946, [REDACTED] was interviewed after being advised of the identity of the interviewing Agents and the nature of the interview.

[REDACTED] provided the following information:

On July 17, 1996, at or about 8:35 pm [REDACTED] stated that she and her girlfriend, [REDACTED], had just finished walking around the running track at Hampton Bays High School. Hampton Bays High School is located at the corner of Argonne Street and Wakemann Road in Hampton Bays, New York. Upon completing her walking, she started to cross through the middle of the track heading to her car in the school parking lot.

As [REDACTED] was walking towards the parking lot she turned around to call her children over to the car. When she turned she looked up in the sky and observed what she termed as a "dud roman candle or flare".

[REDACTED] further stated that this flare was white in color with a gray smoke trail. She stated that from her perspective the flare seemed to move from a southwest direction to a more westerly direction. As it was moving in this direction it appeared to ascend on a diagonal. She stated that the speed of the flare was fast. She stated that the flare went only "so high" but it seemed to be still moving west. Since she thought this was a roman candle that did not function correctly, she turned back and headed for the parking lot. [REDACTED] did not hear any sounds associated with this flare.

[REDACTED] stated that her friend [REDACTED] continued to watch the flare, and that she may be able to provide additional information.

Investigation on 7/26/96 at Long Island, New York

File # 265A-NY-259028

SAs KEVIN KELLEHER/JOHN HUI/

by PETER BRADY/KK/dap

Date dictated 7/26/96

540

000194

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/18/97

[redacted] Hampton Bay, New York, 11946, [redacted] was advised of the official identities of the interviewing agents and the nature of the interview. She then provided the following information:

On July 17, 1996, [redacted] was waiting at the Hampton Bays high school track with her friend, [redacted] for her son to finish his walk. As she faced south, something arising from behind the tree line caught her attention.

A streak of grey smoke arising from behind the tree line on an approximate 212 magnetic bearing from her, ascended on a slight arc over the tree line to an approximate 230 magnetic bearing from her before disappearing. Once the smoke disappeared, [redacted] turned away thinking it was a dud firework. This arcing took approximately 5 seconds. [redacted] did not hear any sounds associated with the smoke.

[redacted] noticed there were some houses behind the tree line in the vicinity where the smoke started from and thought the smoke was a firework that did not operate correctly. She thought it was strange to see fireworks from that direction because she had never seen any activity near those residences before.

[redacted] did not notice any clouds but stated it was a generally hazy day.

[redacted] did not notice any airplanes in the sky.

265A-NY-259028-SUB CC, -

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SERIALIZED	FILED
FBI - NEW YORK	
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Investigation on 09/10/97 at New York, NY

File # 265A-NY-259028 Date dictated N/A

by SA ROBERT V. DESANTIS, FBI SA JOANNA M. LOONIE, FBI

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265A-NY-259028
Detective GARY MILLER
Detective MICHAEL CALVIN (MC:dp) *mc*

[REDACTED] was interviewed by Detective GARY MILLER and Detective MICHAEL CALVIN of the Suffolk County Police Department. The interview was conducted on July 17, 1996.

[REDACTED]

On July 17, 1996, at approximately 8:30 PM - Residence is 2 miles east of Cupsogue Beach on the south side of Dune Road. She was sitting on her couch facing the ocean. While sitting she can only see the dune and while talking on the phone with **[REDACTED]** (husband works for CNN). She observed a red dot emanate from the dunes and assumed it was kids with fireworks. It traveled upward very fast and after several seconds saw a large bright yellow/bright orange mass fall to the ground. She did not note any smoke trail but red dot traveled upward, slightly arching left to right. The sky was a lightish blue, just prior to dusk. She did not hear any sounds. It should be noted that because she could not see the water, she assumed the red dot came from the beach and the subsequent debris fell on the beach.

265A-NY-259028-SUB *cc1*

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FBI - NEW YORK	
<i>LEONARD</i>	<i>yc</i>

JN-1219

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/25/97

On August 19, 1997

[REDACTED] Westhampton Beach, New York

[REDACTED] was re interviewed at her residence. She was advised of the identity of the interviewing agents and the nature of the interview. She then provided the following information:

On July 17, 1996, [REDACTED] was sitting on her couch speaking to a friend, [REDACTED] on the telephone when she saw a small "red point of light" travel up into the sky from left to right. Immediately the dot turned into an explosion and thick streams of fire came down as she walked over to the large windows through which she had witnessed the event. At the time she felt as though kids on the beach had shot a flare into the sky and she recalled initially being worried that the streams of fire coming down would ignite the beach grass just behind her beach home.

(The windows through which [REDACTED] witnessed the incident consisted of three long rectangular floor length windows with matching smaller square shaped windows above a small partition (amount of wall). There also existed a small amount of wall (partition) between each of the three windows. The height of the floor length windows were approximately five (5) inches above the horizon measured at an arm's length and the center of each respective square window was approximately 8.25 inches above the horizon measured at an arm's length.)

[REDACTED] recalled the color of the explosion as yellow. It was thick and fell vertically downward - it "started big and fell". [REDACTED] further recalled seeing other shapes coming down.

The red light she saw traveling upward was traveling about the same speed as bottle rockets she had witnessed kids shoot in the past. [REDACTED] could see the red light go all the way up to the point of the explosion. It had traveled left to right just angled slightly to the right of vertical but arced slightly at the end. She could not recall exactly, but felt as though she had first seen the red light in one of floor length windows and that it had traveled a window width in a horizontal direction from left to right and ended up in one of the square windows above the floor length windows - most likely the center one. It took approximately five (5) seconds for the red light to ascend. The flames descended a lot slower than the red light had ascended. [REDACTED] recalled walking over to the window while still talking on the phone with [REDACTED] as the flames came down and the incident ended.

Investigation on 8/19/97 at Westhampton Beach, NYFile # 265A-NY-259028 CC1-651 Date dictated N/A

by SA Jennifer Safir

by SA Steven A. Bongardt (sab)

0985-

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 8/19/97

Page 2

Upon further reflection, [REDACTED] more clearly defined the color of the little dot of red light as "orange red" with a little bit of a "glow". She had stated the sun was setting at the time and the color of the sky was purple.

[REDACTED] recalled feeling shocked during the entire event - she did not know exactly what she was witnessing but had an uncomfortable feeling about it. She found out about the accident from the television coverage and could not believe that she had actually seen it. [REDACTED] stated that [REDACTED] husband worked for CNN and that was how she first came to be interviewed by CNN shortly after the explosion. [REDACTED] stated that the law enforcement personnel who had interviewed her had received her name from CNN. [REDACTED] stated she had drawn a picture of what she had seen for the two law enforcement people who had interviewed her before. Portions of her interview for CNN had been on television several times.

[REDACTED] wore glasses primarily for reading but could not recall if she had been wearing them at the time.

[REDACTED] possessed a law degree from Southwestern Law School in Los Angeles, California, but did not currently practice law. Her residence in Manhattan was [REDACTED]

[REDACTED] could not recall enough information to make specific measurements (with a standard ruler at an arm's length) about the location of her observations above the horizon.

[REDACTED] added that the initial search that night had been, as she recalled, significantly to the right (west) of where she had seen the red light, explosion, and flames occur, and that it wasn't until sometime in the end of August that she had seen a recovery vessel around the location where she had seen the flames make contact with the horizon.

542

265A-NY-259038
TMO:hrq

[redacted] was interviewed by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN WALSH of the New York State Police Department. The interview was conducted on July 21, 1996.

[redacted] Lindenhurst, New York, who is employed as a mate on [redacted]

This interview was conducted on July 21, 1996. At 8:35 PM, he was mating on [redacted] whose position he estimated to be four to five (4 to 5) miles off Fire Island, east of the point known as the Pines, in the ocean. He was looking east when he observed a reddish orange flash from the surface of the water, which he estimates to have occurred 4 or 5 miles east of the Scamp V's position. The flash appeared to be ascending from the water and he believed that it was possibly a distress flare. [redacted] states that the reddish/orange flash appeared to be too large to be a flare and was moving south and east until it disappeared from his view. He then saw a whitish flash and then an orange light, which he believed might be a roman candle, coming down. [redacted] heard no explosion. Additionally, [redacted] describes the second flash that he observed as appearing to resemble lightening or a flash from a flash bulb.

265A-NY

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 06/26/97

Page

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and in civilian life. He has personally fired half a dozen flares.

[REDACTED] did not see any air traffic that day and was wearing his glasses which give him 20/20 vision.

[REDACTED] stated that he did not have any alcohol that day.

000203

543

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [REDACTED], Date of Birth (DOB) [REDACTED], Center Moriches, New York, telephone number [REDACTED], was interviewed in the presence of Special Agent (SA) BARTHOLOMEW AVERSANO, Alcohol, Tobacco, and Firearms (ATF), and Detective MICK McDONOUGH, Suffolk County Police, at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. After being advised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [REDACTED] was on her husband's boat with her husband, docked at the SENIX MARINA. She stated that while looking to the south towards the Atlantic Ocean, she saw what looked like a flare with a white trail going in a curve, and then she saw red flames falling. [REDACTED] further stated that the falling flames grew larger, into a "wall or waterfall" of flames, before she lost sight of it near the horizon. [REDACTED] thought the flare-type object came from a boat in the ocean.

265A-NY-259028-SUB CC3

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Investigation on 07/19/96 at Center Moriches, New York
 File # 265A-NY-259028
 by SA SAMUEL G. KRAMER/hrg Date dictated 07/23/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

[redacted] Center Moriches, New York (NY) [redacted], was re-contacted regarding information her husband, [redacted] had provided on July 20, 1996. After being advised of the identity of the agent and the purpose of the interview, [redacted] provided the following information:

[redacted] and her husband were in the vicinity of Great Gun Beach the evening of July 17, 1996 and observed a flare in the sky.

[redacted] stated that she used a compass to measure the point where she and her husband observed the flare. She advised that she observed the flare at approximately 150 degrees from Great Gun Beach. [redacted] also stated that she had previously been employed as an air traffic controller.

265A-NY-259028-SUB - CCL - 281

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Investigation on 7/24/96 at West Hampton, New York (telephonically)

File # 265A-NY-259028

by *AMP* SA CINDY A. PEIL/axh Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[REDACTED]
[REDACTED] Center Moriches, New York, 11934, [REDACTED] was interviewed at his residence. After being advised of the identities of the interviewing agents and the purpose of the interview, [REDACTED] provided the following information:

[REDACTED] is a member of the HOLIDAY BEACH PROPERTY OWNERS ASSOCIATION (HBPOA), telephone number (516) 878-6373. Holiday Beach Marina is located at the end of Old Neck Road South in Center Moriches.

On Wednesday, July 17, 1996, [REDACTED] and other members of the HBPOA were at the marina checking on their boats.

Between 8:30 and 8:45pm, at dusk, while standing on the dock at the creek, facing south towards Fire Island, [REDACTED] observed a fireball in the air past Fire Island, at the three o'clock position in the vicinity. The fireball exploded, breaking into two pieces. The first piece descended down to the left with a bright, burning, deep-orange color. The second piece followed the descent down about two seconds later. [REDACTED] saw black smoke trailing the pieces, but lost sight of them over the sand dunes. [REDACTED] did not see any white streaks. This entire process took about twenty-five seconds.

[REDACTED] had observed fishing boats anchored near buoy 12.

After the fireball disappeared, [REDACTED] telephoned the Coast Guard about this incident. [REDACTED]

[REDACTED] and his wife, [REDACTED] witnessed this incident and were subsequently interviewed by Federal Bureau Investigation (FBI) agents at their place of business in the Monarch Shopping Center in Moriches, New York.

265A-NY-259028-SUB-664

Investigation on 7/21/96 at Center Moriches, New York

File # 265A-NY-259028

by Special Agent DAWN L. MARTIN and Special Agent GREGORY A. COLEMAN/tmr

Date dictated 7/21/96

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SEP 19 1996	
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265A-NY-259028

Continuation of FD-302 of [REDACTED] On 7/21/96 Page 2

[REDACTED] and [REDACTED] left the marina before the fireball appeared. [REDACTED] was not at the marina that evening.

545

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Quogue, New York, [redacted] was interviewed at his residence on July 24, 1996. After being advised of the identity of the interviewing agent and detective and the nature of the interview [redacted] provided the following information:

[redacted] was with [redacted] and [redacted] on July 17, 1996 at approximately 8:30 pm and on the beach at the Surf Club of Quogue, which is off of Dune Road and is located just opposite his residence. [redacted] "...saw something that looked like a distress flare" and it seemed to be "just over the water" which lasted for about ten seconds. This flare appeared to be orange and moved straight down. He then saw a big orange ball appear. [redacted] then saw a helicopter respond to the area and disappear into the fog.

265A-NY-259028

Investigation on 07/24/96 at Quogue, New York

File # 265A-NY-259028 LEAD 7177

by SA Benny Lamanna/MAM DET Brian R. McNeil Date dictated 07/25/96

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SERIALIZED	FILED
OCT 19 1996	
FBI - QUOGUE	

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265A-NY-259028 SUB CC3

TGB:axh

The following investigation was conducted by Special Agent (SA) THOMAS G. BARDEN:

At the direction of ADIC JAMES K. KALLSTROM, Special Agent (SA) THOMAS G. BARDEN provided to [REDACTED] of the National Transportation Safety Board (NTSB) a redacted copy of an interview of [REDACTED] (Protect Identity). Attached is the redacted version of the report.

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265A-NY-259028
Attachment/axh

He was born on [REDACTED] in [REDACTED] Wisconsin. [REDACTED] is employed as an airline pilot for [REDACTED]. His employment with [REDACTED] began on June 22, 1995, after employment as a pilot with DALLAS EXPRESS AIRLINES and a furlough from USAIR.

On July 17, 1996, [REDACTED] and his First Officer [REDACTED], were navigating [REDACTED] flight 507 from Boston, Massachusetts to Trenton, New Jersey. Flight 507 took off from Boston Logan Airport at 8:10 pm. After communication with the Air Traffic Controller (ATC), Boston, [REDACTED] was advised to take the normal route as opposed to a shorter route, due to air traffic. [REDACTED] advised he was getting close to Hampton, Long Island, and had cleared from 24,000 feet to 18,000 feet to 17,000 feet, and was leveling off at 16,000 feet, when he noticed a plane in the distance. The plane was to the left of and headed toward [REDACTED] plane.

[REDACTED] noticed that what appeared to be the other plane's landing light, was "brighter and little more off-color than normal". [REDACTED] estimated that the plane was at about 12,000-13,000 feet and he wondered why at this altitude the plane had on its landing lights. [REDACTED] advised that landing lights are usually off at 10,000 feet. This made [REDACTED] curious and he continued to keep his on the plane. The thought entered his mind that one of the plane's engines may be on fire, but he dismissed this notion because the plans continued normally on course. [REDACTED] then wondered if this particular type of plane (unknown at the time) may have two landing lights very close together. [REDACTED] advised he could not clearly see the other plane because of the distance and also because it was dusk.

During this time, [REDACTED] thought that the other plane must be an international flight because it appeared to be coming from JFK Airport. [REDACTED] advised that planes flying internationally tend to fly near the coast, and it appeared as if this plane may have begun to turn left a little. [REDACTED] continued to observe the plane to see if it was turning, as this would be abnormal. However, the plane did not turn left and maintained its course. [REDACTED] observed the plane for approximately two to three minutes. He estimates that when he first saw the plane, it was 25 to 30 miles away. [REDACTED] not quite at 16,000 feet, estimate the other plane at 12,000-13,000 feet. The two planes were traveling toward each other and [REDACTED] was a couple of miles to the right of the other plane. [REDACTED] flicked his left landing light, a normal procedure to signal one plane of another plane's presence. At this time he was approximately 15 to 19 miles from the other plane and 1,000 to 3,000 feet above it. He said that almost simultaneously to

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265-NY-259028-CC3-485

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265A-NY-259028

flashing the land light, the other plane exploded. The explosion took place between 8:30 pm and 8:40 pm.

[REDACTED] advised the explosion was one large fireball with two parts falling from the bottom of the plane into the water. [REDACTED] believed these two parts to be the wings containing fuel. [REDACTED] described the explosion as fuel exploding due to the orange, yellow and black fire. He indicated the flames were trailing 4,000 feet behind the plane. For a moment the fireball appeared to burn, hanging in the air, as the two parts, possibly wings, fell burning to the water.

[REDACTED] using Airway Hampton 236 and code name STINGER B-507, was the first to notify the ATC (on that frequency) that there was an explosion in the air. After no response, he repeated the transmission. Approximately 15 seconds later, another carrier, believed to be LUFTHANSA AIRLINES, also reported the explosion. A subsequent roll call identified all flights excluding TWA 800. At this time, First Officer [REDACTED] relayed a transmission offering assistance. [REDACTED] was looking at the fuel gauge at the time of explosion. [REDACTED] landed EWA 507 in Trenton at 9:07 pm. The three flight attendants were unaware of the explosion and indicated that the 39 passengers were also unaware of what had happened.

[REDACTED] advised that he and [REDACTED] were the only two people on EWA 507 who saw the explosion, yet they did not feel or hear anything. [REDACTED] notified dispatch of the explosion, when in landed in Trenton. He was patched through to [REDACTED] Director of Operations, EWA. [REDACTED] departed Trenton at 9:30 pm en route to EWA 507's final destination, Greensboro, North Carolina. EWA 507 arrived at Greensboro at 10:32 pm. [REDACTED] advised EWA's Flight Operations Centers are located in Greensboro and Winston-Salem, North Carolina. The Financial and Corporate Headquarters is located in Trenton.

(03/31/95)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 07/22/1996

To: NEW YORK

Attn: I-46 JTTF

From: CHARLOTTE
SQUAD 5

Contact: SA JOANNE WILFERT MORLEY

WRE/K
Approved By: Patton Kenneth C Jr

Drafted By: Morley Joanne Wilfert:jlm

File Number(s): 265A-NY-259028-SUB B (Pending)

Title: UNSUB;
EXPLOSION OF TWA FLIGHT 800, 7/17/96;
AOT - IT - EID;
OO: NEW YORK

Synopsis: Lead covered re interview of EAST WINDS AIRLINES,
pilot, Captain DAVID McCLAIN.

Administrative: NYO fax to Charlotte, 7/18/96.

Enclosures: Enclosed for New York are the original and three
copies of a FD-302 interview of Captain DAVID McCLAIN, EAST WIND
AIRLINES, and a 1A envelope with original notes.

Details: On 7/18/96, Captain DAVID McCLAIN, a pilot for EAST
WINDS AIRLINES, was interviewed regarding his knowledge of the
explosion of TWA Flight 800.

♦♦

265A-NY-259028-SUB

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JUL 29 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

Captain [REDACTED] [REDACTED]
 Huntersville, North Carolina (NC), telephone number [REDACTED]
 [REDACTED] was advised of the identity of the interviewing Agent and
 of the nature of the interview. [REDACTED] provided the following
 information:

He was born on [REDACTED], in Ashland, Wisconsin.
 [REDACTED] is employed as an airline pilot for [REDACTED]
 [REDACTED]. His employment with [REDACTED] began on June 22, 1995, after
 employment as a pilot with [REDACTED] and a [REDACTED]
 from [REDACTED]

On July 17, 1996, [REDACTED] and his first officer,
 [REDACTED] were navigating [REDACTED] from Boston,
 Massachusetts, to Trenton, New Jersey. Flight 507 took off from
 Boston-Logan Airport at 8:10 p.m. After communication with the
 Air Traffic Controller (ATC), Boston, [REDACTED] was advised to
 take the normal route as opposed to a shorter route, due to air
 traffic. [REDACTED] advised he was getting close to Hampton, Long
 Island, and had cleared from 24,000 feet to 18,000 feet, to
 17,000 feet, and was leveling off at 16,000 feet, when he noticed
 a plane in the distance. The plane was to the left of and headed
 toward [REDACTED]'s plane.

[REDACTED] noticed that what appeared to be the other
 plane's landing light was "brighter and a little more off-color
 than normal." [REDACTED] estimated that the plane was at about
 12,000-13,000 feet and he wondered why, at this altitude, the
 plane had on its landing lights. [REDACTED] advised that landing
 lights are usually off at 10,000 feet. This made [REDACTED]
 curious and he continued to keep his eye on the plane. The
 thought entered his mind that one of the plane's engines may be

Investigation on 7/18/96 at Huntersville, NC 265A-NY-259028-41
 File # 265A-NY-259028
 by SA JOANNE WILFERT MORLEY:jlm Date dictated 7/18/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/18/96, Page 2

on fire, but he dismissed this notion because the plane continued normally on course. [REDACTED] then wondered if this particular type of plane (unknown [REDACTED] time) may have two landing lights very close together. [REDACTED] advised he could not clearly see the other plane because of the distance and also because it was dusk.

During this time, [REDACTED] thought that the other plane must be an international flight because it appeared to be coming from JFK AIRPORT. [REDACTED] advised that planes flying internationally tend to fly near the coast, and it appeared as if this plane may have begun to turn left a little. [REDACTED] continued to observe the plane to see if it was turning, as this would be abnormal. However, the plane did not turn left and maintained its course. [REDACTED] observed the plane for approximately two-three minutes. He estimates that when he first saw the plane, it was 25-30 miles away. [REDACTED] not quite at 16,000 feet, estimated the other plane at 12,000 - 13,000 feet. The two planes were travelling toward each other and [REDACTED] was a couple of miles to the right of the other plane. [REDACTED] flicked his left landing light, a normal procedure to signal one plane of another plane's presence. At this time he was approximately 15-19 miles from the other plane and 1,000 - 3,000 feet above it. He said that almost simultaneously to flicking the landing light, the other plane exploded. The explosion took place between 8:30 and 8:40 p.m.

[REDACTED] advised the explosion was one large fireball with two parts falling from the bottom of the plane into the water. [REDACTED] believed these two parts to be the wings containing fuel. [REDACTED] described the explosion as fuel exploding due to the orange, yellow, and black fire. He indicated the flames were trailing 4,000 feet behind the plane. For a moment the fireball appeared to burn, hanging in the air, as the two parts, possibly wings, fell burning into the water.

[REDACTED] using Airway Hampton 236 and code name [REDACTED] was the first to notify the ATC (on that frequency) that there was an explosion in the air. After no response, he repeated the transmission. Approximately 15 seconds later, another carrier, believed to be LUFTHANSA AIRLINES, also reported the explosion. A subsequent roll call identified all flights excluding TWA 800. At this time, First Officer [REDACTED]

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/18/96 , Page 3

[REDACTED] relayed a transmission offering assistance. [REDACTED] was looking at the fuel gauge at the time of explosion. [REDACTED] landed [REDACTED] in Trenton at 9:07 p.m. The three flight attendants were unaware of the explosion and indicated that the 39 passengers were also unaware of what had happened.

[REDACTED] advised that he and [REDACTED] were the only two people on [REDACTED] who saw the explosion, yet they did not feel or hear anything. [REDACTED] notified dispatch of the explosion when he landed in Trenton. He was patched through to [REDACTED] Director of Operations. [REDACTED] departed Trenton at 9:30 p.m. en route to [REDACTED]'s final destination, Greensboro, NC. [REDACTED] arrived at Greensboro at 10:32 p.m. [REDACTED] advised [REDACTED] Flight Operations Centers are located in Greensboro and Winston-Salem, NC. The financial and corporate headquarters is located in Trenton.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/20/1996

On Friday, July 19, 1996, at approximately 11:30 pm, Detective Gary J. Fitzgerald, Federal Bureau of Investigation/New York City Police Department Joint Terrorist Task Force did conduct a telephone re-interview of [redacted] Original interview conducted by SA JoAnne Morley, Charlotte Division.

[redacted] was the pilot of [redacted] which was travelling in the area of TWA flight 800 when it exploded.

[redacted] was contacted at home telephone [redacted] and related the following information:

On July 17, 1996, he was the pilot of [redacted] which had departed Boston and was enroute to final destination of North Carolina. He was flying in a southerly direction passing over Hamptons, NY, and turning to a westerly direction and observed an approaching aircraft. What drew his attention to this aircraft was what he originally thought was the aircraft's nose light. The light was of an unusual intensity and was off color of the usual white light, being a brilliant yellow color.

He related it is unusual for aircraft to fly above 10,000 feet with the nose light on, and estimated this aircraft at 15,000 feet travelling in a easterly direction further than 20 miles away. He related his aircraft had descended from 24,000 feet to, approximately 18,000 feet and was travelling "almost nose to nose" with this oncoming aircraft. Because of the brilliance and off color of the light, he believed that the oncoming aircraft may have an engine fire. Where this brilliant light was would be consistent with the number two (2) engine of the oncoming aircraft, but no smoke trail was visible.

He continued to visually follow the aircraft and the brilliant light with no smoke trail, and as such, discounted the possibility of an engine fire to that aircraft.

Investigation on 07/19/1996 at New York, New York (telephone)

File # 265A-NY-259028

by Detective Gary J. Fitzgerald (I-48) Date dictated 07/20/1996

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/19/1996, Page 2

At this period of time, he was fifteen (15) to nineteen (19) miles from the approaching aircraft, and decided to blink his inboard wing light to signal to the oncoming aircraft. It was at this time he observed the oncoming aircraft "inflight explosion", observed fire, and then two (2) pieces of what he believes to be the oncoming aircraft going down, possibly the wings, parallel to the water.

He then reported his observations to air traffic control, confirmed location, inquired if he could provide any further assistance, and then continued his flight.

[REDACTED] provided the company dispatch telephone number as [REDACTED], and also advised that this week's flying schedule for him is Monday, 07/22/1996, through Wednesday, 07/24/1996 inclusive.

000221

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Patchogue, New York, [redacted] was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] provided the following information:

[redacted] was fishing with her children at the Blue Point Avenue fishing dock in Blue Point, New York, on the evening of July 17, 1996. The dock borders the Great South Bay and provides a good view of Fire Island. Some time after 8:00 p.m., [redacted] saw a red flare streak across the sky on the horizon past Fire Island. [redacted] indicated the position of the flare was southeast to the fishing pier. The flare was traveling from east to west in an upward manner.

Approximately five to ten seconds after seeing the red flare [redacted] saw an explosion in the sky resembling a fireworks display.

265A-NY-259028-9

Investigation on 7/25/96 at Coram, New York

File # 265A-NY-259028

by SAs DAVID P. MARZILIANO/TM
TIMOTHY LAUZON/DPM/cxk

tlw 24229.302

Date dictated 7/25/96

SEP 24 1996

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/27/97

On August 26, 1997, [REDACTED]

[REDACTED] Patchogue, New York 11772

[REDACTED] was re-interviewed at Blue Point Marina, Patchogue, New York.

[REDACTED] She was advised of the identity of the interviewing agents and the nature of the interview. [REDACTED] then provided the following information:

On July 17, 1996, [REDACTED] was on the eastern side of the Blue Point Marina facing towards the southeast in an approximate ten (10) o'clock position from a direction perpendicular to the beach. She was packing up to leave the marina with her son [REDACTED], because it was getting dark and the sun was setting. She recalled that it was still fairly light out, the sky was still blue, and the weather was beautiful as it was clear and there were no clouds. [REDACTED] stated that to the left of her was east and to the right of her was west.

While she was looking in that ten o'clock position at a clear sky, [REDACTED] saw a thin "orange red" streak of light materialize and grow in an upward direction. She recalled saying something similar to "Oh, look, firework." [REDACTED] son, [REDACTED] described the color of this streak as "hot pink". Initially, [REDACTED] gestured with her hands to indicate a left to right initial motion for the streak of light but, when queried further, [REDACTED] stated the streak of light had initially gone right to left and then straight vertical. [REDACTED] recollection was that the first part of the streak was coming towards her at an actual approximate angle of thirty (30) degrees with the ground, but that because of her relative position, it actually looked a lot steeper (from right to left). Approximately thirty (30) percent of the streak's travel was in this right to left phase. The next phase of movement, the straight vertical phase, seemed to take up a higher percentage, approximately seventy (70) percent, of the streak's full movement that [REDACTED] observed. At the top of this straight vertical phase of movement, [REDACTED] observed smoke. [REDACTED] was unable to describe the smoke with any more detail except to say that the top of the streak had just become "smokey" and that the color of the smoke was grey. The streak appeared to travel faster in the straight vertical phase than in the angled (right to left) phase. [REDACTED] did not observe any downward movement of the streak or smoke. The streak and smoke disappeared almost instantly.

[REDACTED] estimated the entire duration of her observations to be at eight (8) seconds from the time she first saw the streak until immediately after she saw the smoke when

Investigation on 8/26/1997 at Patchogue, New YorkFile # 265A-NY-259028cc-1-650Date dictated N/A

by SA Christina Gust

by SA Steven A. Bongardt (sab)

0987

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

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

265A-NY-259028

Continuation of FD-302 of [REDACTED] On 8/26/1997 Page 2

her observations ended. She was then asked to remember the events, either quietly or aloud, in the sequence and pace at which she recalled them as having occurred. This was done twice and the durations of her recollections both times were ten (10) seconds.

Using a standard twelve (12) inch ruler at an arm's length, [REDACTED] estimated the height at which she first saw the streak of light materialize to be at one (1) inch above the horizon and the peak of its movement to have been at two (2) inches above the horizon. She was unable to estimate the amount of streak's horizontal movement (from right to left).

[REDACTED] did not recall hearing any noises. When she returned home her mother told her that an airplane had crashed and [REDACTED] remembered feeling some degree of shock as she recalled what she had seen. She had waited at least a week to contact the Bureau because she felt everyone would have seen what she had seen and that her observations would not have been any different from anyone else who had spoken to investigators. When she called the F.B.I. she did so through a phone number (hotline) she had obtained from a girlfriend. The original interviewers had come to her work to conduct the interview.

[REDACTED] had not spoken to any members of the press regarding her observations. A friend of hers from California, [REDACTED] who worked for a company called AIRCRAFT SERVICE, had told her that what she had probably witnessed was a fuel system fire. [REDACTED] had been in New York approximately one month ago helping out the National Transportation Safety Board (NTSB) with fuel systems tests at JFK Airport.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/30/96

On July 24, 1996, [redacted]

[redacted] Coram, New York, 11727,

[redacted] was interviewed telephonically. He was advised of the identity of the interviewing agent and the nature of the interview. He then provided the following information:

On July 17, 1996, at about 8:30 p.m. local time, [redacted] was surfing with his brother, [redacted] and friend at Smith's Point, and was paddling south. [redacted] stated that he saw a "flare" in the sky to the south and said, "Holy shit, what is that? Is that a flare?". The "flare" was a consistent color of red, about three to four times the size of a star, went "more straight up" for about one second, and covered a distance about half of a finger length at arm's length, about one and a half inches. The "flare" then dropped straight down approximately three inches at an arm's length and [redacted] observed a flame off the back of the flare - a "tail" about three times the size of the "flare". It took two to three seconds from the time [redacted] first saw the "flare" until he noticed the "tail". The "tail" turned into a smokey, fiery trail and exploded into a burst a little less than the size of a quarter (at an arm's length). The burst broke into two pieces - a big fiery piece and a smaller piece. The big piece was almost the size of the moon and looked like it was spinning, while the smaller piece was about ten percent the size of the big piece and "tail fire" - still connected to the bigger piece but a separate section. The bigger piece was "fiery", flame orange and yellow at the bottom and trailing a long "tube of fire". It took approximately six to seven seconds for this large section to fall to the horizon. Approximately twenty seconds later, [redacted] heard a deep rumbling sound for three to four seconds.

Investigation on 7/24/1996 at New York, New York (telephonic)

File #265A-NY-259028 CCI-22 Date dictated 7/30/1996

by SA STEVEN A. BONGARDT (SAB:sab)

1257

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 26, 1996, [redacted] Date of Birth, [redacted] Coram, New York, telephone [redacted] was advised of the official identities of the interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was surfing with his brother, [redacted] and a friend, [redacted] in the vicinity of Smith Point Park. At approximately 8:00 p.m., [redacted] was paddling his surfboard southbound, 75 feet from shore, and looking at the horizon when he observed a red flare-like object [redacted] in the southeast, ascending straight up for one second. [redacted] stated that the [redacted] reached the peak of his ascent, descended for three to four seconds, and then exploded. [redacted] advised that as the [redacted] reached its peak, it appeared to arc over prior to its descent, and left a gray smoke trail. [redacted] estimated the distance to the [redacted] explosion was four miles.

[redacted] advised that the explosion continued its descent and he lost sight of it as it neared the ocean. Fifteen seconds after losing sight of the explosion, [redacted] heard a loud roar that continued for a couple of seconds in duration.

265A-NY-259028-SUB (C1)

Handwritten initials 'AS' and a rectangular stamp containing the date 'MAR 03 1997' and 'NEW YORK'. There is a handwritten '15' in the bottom right corner of the stamp.

Handwritten number '435'

Handwritten 'X' mark

Investigation on 7/26/96 at Corham, N.Y.

File # 265A-NY-259028

by SA DAVID SEBASTIANI/ SA JOHN D. FETHIERE/DS/nac

Date dictated 7/26/96

Handwritten number '0770'

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth [redacted] was advised of the nature of this investigation and the identities of the investigating agent and detective. She provided the following information:

On July 17, 1996, she was at the beach near the campgrounds at Smith Point Park on Fire Island, New York, with her husband [redacted]. At about 8:25 PM, she and her husband had walked to the waters edge in front of camp site number 29. At about 8:40 PM, she noticed something like fireworks or a flare going up from the water. It first appeared to be a fiery orange color. She also noticed white smoke. She then observed a bright orange explosion in the sky about half way up in the sky. She then observed this fireball fall into the sea beyond the horizon. This all occurred to the south and east of her location. It was almost directly south of the Moriches inlet. She recalls thinking to herself "how stupid it is to shoot fireworks from a boat."

[redacted] resides at [redacted] North Shirley, New York. Her home telephone is [redacted]. She is employed by [redacted] at [redacted]. Her work number is [redacted].

120

Investigation on 7/20/96 at North Shirley, New York 265A-NY-259028-51

File # 265A-NY-259028

by Det. SCOTT BLANSFIELD (SCPD) 58 [initials]
SA JAMES MCCARTHY (FBI) [initials] (JM:mx) Date dictated 7/20/96

SEARCHED	INDEXED
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/97

On July 15, 1997 [redacted] North Shirley, New York, [redacted] was interviewed by the below listed Special Agents at Smith Point State Park, Fire Island, New York. After [redacted] was advised of the identities of the interviewing agents and the nature of the interview, she then provided the following information:

On the evening of July 17, 1996 [redacted] was standing on the shoreline of Smith Point Park Beach with her Husband, [redacted] in front of camp site number 29. She was looking in an easterly direction when she drew her husband's attention to what she saw as a bright orange streak in the sky moving very fast which changed quickly (approximately 2 seconds) into a ball on the horizon line. She heard no sound. Initially, she thought it was a firework curving and arcing slightly west to east. [redacted] saw a small flash occurring to the right of the bigger flash then it dropped straight down to the horizon. [redacted] noted that the sky was clear and the surf was rough that evening. A few minutes afterwards she saw a Park Ranger race toward the direction of the event.

Holding a ruler on the horizon [redacted] estimated that the orange streak started at the 2 and half inch mark, the small flash was approximately 4 inches and the big flash measured 5 inches tall. [redacted] arm length is 23 inches.

[redacted] husband [redacted] saw the very last stages of the event and thought it was a mid-air collision.

265A-NY-259028-SUB C01

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Investigation on 7/14/97 at Smith Point Park, New York
File # 265A-NY-259028 Date dictated 7/20/97
by SAs Pamela A. Culos and Theodore Otto

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] East Moriches, New York.

[redacted] was interviewed on July 19, 1996 at his place of business, [redacted] by Special Agent WILLIAM INZERILLO of the Federal Bureau of Investigation, who was assisted by Detective BILL LEWIS and Alcohol, Tobacco and Firearms Special Agent JIM DiMARIA. After being advised of the identity of the interviewing Agent and the nature of the interview, [redacted] provided the following information:

[redacted] was on his boat in Moriches Bay near the Moriches Inlet by a line of four buoys in the water. He was putting his anchor down when he heard a "whoosh" sound. He turned, looked up and saw a fireball high up in the sky. He said the sound was like the sound of a "mortar round" or a "heat seeking missile." He was asked how he knows what a heat seeking missile sounds like, and he said that he knows of the sound from television.

There were two boats in the area of interviewee's boat. One was a 18' Proline with four males fishing, and the other was a boat "that had a front that looked like the back." From his boat, [redacted] heard a boater in the 18' Proline call the crash in to the Coast Guard right after it happened.

TOM LeBLANC, Surface to Air Missile Armaments Analyst, ROBERT DOUGHERTY, Senior Intelligence Officer and Special Agent PAUL SHEA reinterviewed [redacted] on July 20, 1996.

Investigation on 7/19/96 at East Moriches, New York

File # 265A-NY-259028 - CC 1-625 Date dictated 7/19/96

by Det. Bill Lewis, SCPD/ SA JAMES DiMARIA, ATF/ SA WILLIAM INZERILLO, FBI/WI:mx

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/1996

[redacted] Date/Place of Birth (D/POB) [redacted]
 [redacted] NY, Social Security Number (SSN) [redacted]
 [redacted] residence [redacted] East Moriches, NY,
 phone [redacted] was
 interviewed at the Coast Guard Command Center, East Moriches, NY.
 Present during the interview was Federal Bureau of Investigation
 (FBI) Special Agent (SA) Paul Shea; Defense Intelligence Agency
 (DIA) Senior Intelligence Officer Robert A. Doherty and DIA
 Surface to Air Missile Armaments Analyst Thomas F. LeBlanc; and
 Suffolk County Police Department (SCPD) Detective Jim Fanning.

[redacted] was cooperative, but was difficult to follow,
 as his speech was at times tangential. He provided the following
 information:

On Wednesday, July 17, 1996, [redacted] went fishing
 about 8:10 PM in the bay about one mile due south of the United
 States Coast Guard Station at East Moriches, NY. Sometime later
 (time unspecified), he saw a plane coming from west to east and
 then what looked like a "smaller" plane coming from the northeast
 on a dead course heading toward the nose of the larger plane.
 There was no smoke tail on the "smaller plane." [redacted] saw the
 smaller plane for about 3 or 4 seconds before hearing a crackling
 sound and saw what looked like aerial bomb fireworks. The larger
 plane blew up and became a big fireball which then broke into
 four pieces. [redacted] heard a sound like paper crackling when
 the "two planes" crunched up, then a noise like "poof," then a
 whooshing sound. The sun was to the west of the Coast Guard
 station. [redacted] did see a green light, but this might have
 been one of the lights from the big plane.

Investigation on 7/20/1996 at East Moriches, New York

265A-NY-259028-SUB (C)

File # 265A-NY-259028

by SA PAUL SHEA:iaw

Date dictated

7/22/1996

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7/22/1996	
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[REDACTED] date of birth: [REDACTED] home address: [REDACTED] Providence, Rhode Island, home telephone [REDACTED] was advised of the identities of the interviewing Agents and of the nature of the interview. [REDACTED] provided the following information:

He was aboard USAIR FLIGHT 217 en route from Charlotte, North Carolina to Providence, Rhode Island, the evening of July 17, 1996. Seated in the coach section on the right side of the airplane, in window seat 6F, he spent the majority of the voyage looking out the window.

As he stared out the window he saw an aircraft moving off to the east, and a short time later, at approximately 8:31 p.m., he observed another airplane proceeding in an easterly direction to the right and below the aircraft he was aboard. He noticed this large aircraft had what he took to be its landing lights on, and could observe cabin lights on the vessel. He estimates that USAIR FLIGHT 217 was flying at approximately 22,000 feet at this time, traveling in a northeasterly direction, and the aircraft he was observing was approximately 10,000 feet below.

He watched the aircraft for approximately thirty to forty seconds. It banked to the left, then proceeded straight in a path that would take it underneath the USAIR airplane. As he observed it, the aircraft exploded and a large round orange fireball appeared which seemed to emanate from the front area of the plane. The fireball was approximately twice the size of the aircraft. The plane seemed to stop in mid air "like a bus running into a stone wall - no forward motion".

Approximately one second after the first explosion it exploded again and an orange and yellow fireball appeared, the size of which was about fifty to seventy five percent larger than the first explosion. This second explosion occurred almost in the same location as the first explosion and flame from this second explosion seemed to shoot towards the front of the aircraft ahead of the path of the vessel.

Investigation on 7/30/96 at PROVIDENCE, RHODE ISLAND

265A-NY-259028-SUB

File # 265A-NY-259028 SUB 302by SA WALLACE D. SALISBURY/dmi
SA THOMAS J. CARSON JR.Date dictated 7/30/96

SEP 5 1996

265A-NY-259028 SUB 302

Continuation of FD-302 of [REDACTED], On 7/30/96, Page 2

He was able to observe the aircraft for another second after the second explosion and then it disappeared beneath the starboard engine of the USAIR airplane.

When the plane exploded he had glanced at his watch and noticed it was 8:32 p.m.

A white male, seated in seat #5F directly in front of him, turned to him and asked, "Did you see that?". He responded that he did and the white male commented that it would be in the paper in the morning. [REDACTED] replied, "I'll bet it'll be on the news tonight".

[REDACTED] believes that the individual sitting in front of him was in the service, possibly in the Navy since he had mentioned Newport, Rhode Island, in conversation prior to the incident. [REDACTED] described the white male as follows: white male, forties, height: 6', 170 pounds.

A couple of small children, aged six or seven, sat near the white male, but [REDACTED] is not sure if these children were with the white male or just happened to be sitting near him.

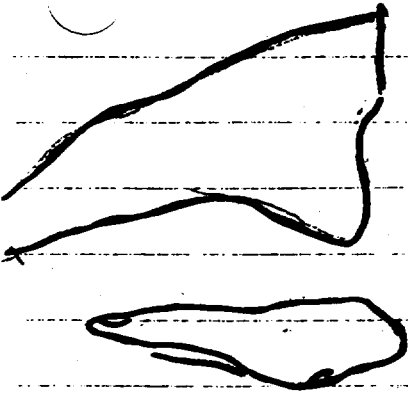
The white male called a stewardess over and [REDACTED] overheard him say "A plane just blew up down there".

He is unaware whether the stewardess passed on this information to anyone else.

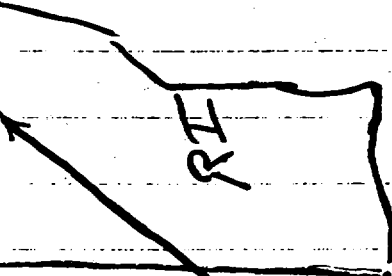
[REDACTED] is retired from a career in the electrical field, and travels by air on occasion. When flying, he habitually gets a window seat and spends the voyage staring out the window.

[REDACTED] provided a hand drawn diagram, in pencil, that illustrates what he believes to be the approximate location of USAIR FLIGHT 217 relative to the explosion of TWA FLIGHT 800, a copy of which is attached to this document and made a part hereto.

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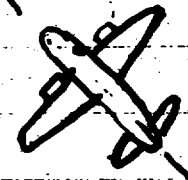


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US AIR
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted] of birth: [redacted] home address: [redacted] Providence, Rhode Island, home telephone [redacted] was advised of the identity of the interviewing Agent and that he was being reinterviewed regarding his sighting of an aircraft just prior to his observation of TWA FLIGHT 800 while aboard USAIR FLIGHT 217 bound for Providence, Rhode Island from Charlotte, North Carolina on the evening of July 17, 1996. [redacted] provided the following information:

At approximately 8:30 p.m., while seated in window seat 6F aboard USAIR FLIGHT 217, he observed an aircraft heading southeast at about ten thousand feet below the USAIR vessel, which he estimates to have been flying at an altitude of 22,000 feet.

He is unsure of the size and shape of the aircraft, but he did observe the airplane's lights.

Approximately thirty to sixty seconds later, he observed what later turned out to be TWA FLIGHT 800 flying in an easterly direction.

265A-NY-259028-SU ^{CC3}

Investigation on 8/6/96 at PROVIDENCE, RHODE ISLAND

File # 265A-NY-259028 SUB 302

by SA WALLACE D. SALISBURY/dmi

Date dictated 8/6/96

SEP 5 1996 ²⁶³

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted] Spring Lake, New Jersey (NJ), telephone [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] thereafter provided the following information:

[redacted] stated he is the captain and owner of the [redacted] and [redacted] that left Point Pleasant, NJ on July 14, 1996. [redacted] advised he and his crew of six were working the waters south of East Moriches on July 17, 1996. [redacted] stated it was around 8:30 p.m. and they were positioned approximately eight miles south - southwest of where the explosion took place.

[redacted] vessel was facing northeast about 40 degrees and in a turning process when he observed the explosion from the pilot house. [redacted] described the explosion as a roundish light orange shape that seemed to fall inward on itself as it descended from the sky. The color became a deeper orange as it fell straight down in a skinny vertical pattern that seemed to flow into the water on the horizon. No additional burning or any sounds were heard. [redacted] stated he immediately monitored the radio on Channel 16 and heard two unknown voices talking of seeing a flare and then an explosion over Great Bay. [redacted] kept his position but knows the Sandy Hook Coast Guard and many other ships went to the explosion area. [redacted] stated one of his mates also witnessed this event, [redacted]

[redacted] advised that the [redacted] Cape May, NJ, owned by [redacted] and Captain [redacted] Seaford, Virginia (VA), owned by [redacted] were both close to the explosion area and probably can provide information if not already interviewed.

[redacted] stated he has been fishing this area for the past five or six months. There has been a lot of flare activity observed in this area. [redacted] reported no unusual ships or boats in the area or sightings in the sky out of the ordinary prior to the explosion.

Investigation on 7/24/96 at PT. PLEASANT, NJ

File # 265A-NY-259028

Date dictated 7/26/96

by SA DANIEL J. MC KENNA/ewc

265A-NY-259028-SUB

SEARCHED	INDEXED
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FBI - NEW YORK	

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M FBI NEWARK (265A-NY-259028) (P)

O FBI NEW YORK/PRIORITY/

BT RICHMOND/PRIORITY/

UNCLAS

REF- //3510:3484//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800 TWENTY MILES
SOUTHEAST OF HAMPTON, NY, JULY 17, 1996; AOT-IT-EOD; OO: NEW
YORK.

(X)
TC

RE: NEW YORK TELETYPE TO BOSTON, DATED 7/22/96, RE TW
064.

FOR INFORMATION OF NEW YORK, NEWARK LEAD TO CONDUCT
INVESTIGATION OF SCALLOP FISHING BOATS OUT OF PT. PLEASANT,
NJ, HAS DEVELOPED POSITIVE RESULTS. SEVERAL FISHING VESSELS
RE BELIEVED TO HAVE BEEN IN THE EAST BAYS AREA 265A-NY-259028-SUB CC3

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 28 1996	
FBI - NEW YORK	
	TC

577

Handwritten notes: DIV 1C, 2453, 7/24/96

Handwritten note: 2999

PAGE TWO DE FBINK 0001 UNCLAS
VENING OF JULY 17, 1996. OF THESE SHIPS THE MURDS,
DISCOVERY, MCGINTY, AND TINA ARE PRESENTLY IN THE EAST
MORICHES AREA UNTIL VARYING DAYS THE WEEK OF 7/29/96.

ON JULY 24, 1996, SA DANIEL J. MCKLNNA, RED BANK RESIDENT
AGENCY INTERVIEWED [REDACTED] OWNER/CAPTAIN OF THE
[REDACTED] SCALLOP FISHING VESSEL OUT OF PT.
PLEASANT, NJ. [REDACTED] ADVISED HE AND HIS CREW OF SIX WERE
WORKING THE WATERS SOUTH OF EAST MORICHES 7/17/96. [REDACTED]
STATED IT WAS AROUND 8:30 P.M. AND THEY WERE POSITIONED
APPROXIMATELY EIGHT MILES SOUTH - SOUTHWEST OF WHERE THE
X [REDACTED] ION TOOK PLACE. [REDACTED] VESSEL WAS FACING NORTHEAST ABOUT
0 DEGREE AND IN A TURNING PROCESS WHEN HE OBSERVED THE
XPLOSION FROM THE PILOT HOUSE. [REDACTED] DESCRIBED THE EXPLOSION
AS A ROUNDISH LIGHT ORANGE SHAPE THAT SEEMED TO FALL INWARD ON
ITSELF AS IT DESCENDED FROM THE SKY. THE COLOR BECAME A
DEEPER [REDACTED] IT FELL STRAIGHT DOWN IN A DIRTY VERTICAL
PATTERN [REDACTED] SEEMED TO FLOW INTO THE WATER ON THE HORIZON. NO
ADDITIONAL BURNING OR ANY SOUNDS WERE HEARD. [REDACTED] STATED HE
IMMEDIATELY [REDACTED] ON CHANNEL [REDACTED] AND HEARD TWO
UNKN [REDACTED] AN EXPLO [REDACTED]
EVER GREAT [REDACTED] POSITION BUT KNOWS THE SANDY

(+)
708

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2454

PAGE FOUR DE FBINK 0001 UNCLAS

SMALLER, THEN GOT BIGGER IN SIZE. AT THIS TIME, [REDACTED] ALSO OBSERVED A HOOK-LIKE ARC COME OFF THIS EXPLOSION IMAGE.

[REDACTED] STATED THIS REDISH EXPLOSION FELL STRAIGHT DOWN, POSSIBLY WITH A TWISTING ACTION INTO THE WATER OVER THE HORIZON. WHEN QUESTIONED FURTHER ABOUT SEEING THIS THIN RED LINE, [REDACTED] STATED IT SEEMED TO GO WHERE THE EXPLOSION OCCURRED AND THAT POINT IS HIS LAST OBSERVATION OF THIS RED LINE. THIS IS THE EXTENT OF INFORMATION [REDACTED] COULD PROVIDE.

FOR INFORMATION OF NY FBI, CONTACT AT THE PT. PLEASANT COAST GUARD STATION REVEALED THERE IS NO HARBOR MASTER TITLES IN NEW JERSEY REGION. IN ADDITION, THEY CITED THE FOLLOWING AGENCIES THAT MIGHT BE ABLE TO PROVIDE INFORMATION ON SHIP TRAFFIC AND LOG INFORMATION THAT COULD BE USED IN INSTANT CASE. MARITIME EXCHANGE (212) 425-5704, NATIONAL ARMYNE FISHER (202) 3315, AND NEW YORK HARBOR 1-800-PILOT INFORMATION CENTER.

IT SHOULD BE NOTED THAT THE NEW JERSEY FISHERMAN OFFERED TO HIS AGENT THEIR SERVICES TO HELP WITH THIS INVESTIGATION. THEY OFFERED THEIR EXPERIENCE AND KNOWLEDGE OF THE WATERS AND SEA BOTTOMS. IN ADDITION, THEY ADVISED THAT A MESH TYPE DRIFT NET WOULD BE IDEAL FOR COLLECTION OF ITEMS

2456
~~2456~~

(X)

570

PAGE FIVE DE FBINK 0001 UNCLAS

OFF THE SEA FLOOR AFTER THE MAJOR RECOVERY EFFORT HAS BEEN EXHAUSTED.

LEADS:

RICHMOND DIVISION
AT SEAFORD, VA

- 1. LOCATE AND CONDUCT LOGICAL INTERVIEWS OF THE SCALLOP VESSEL, [REDACTED] OWNED BY [REDACTED]

NEWARK DIVISION
AT CAPE MAY, NJ

- 1. LOCATE AND CONDUCT LOGICAL INTERVIEWS OF THE SCALLOP VESSEL, [REDACTED] OWNED BY [REDACTED]

AT PT. PLEASANT, NJ

- 1. UNLESS ADVISED TO THE CONTRARY BY NYO, WILL CONDUCT INTERVIEWS OF SCALLOP SHIPS PREVIOUSLY LISTED IN THIS COMMUNICATION RETURNING FROM THE EAST MORICHER AREA THE WEEK OF 7/30/196.
- 2. WILL FORWARD ALL APPROPRIATE PAPER WORK WHEN INTERVIEWS ARE COMPLETED AT PT. PLEASANT, NJ. CONTACT SA [REDACTED] RED BANK RA [REDACTED] NJ [REDACTED]

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~~2228~~

517

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ALL SIX DE FBINK 0001 UNCLAS

(908) 741-0006.

0001

NNN

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~~2221~~

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 04/28/1997

To: New York

Attn: ASAC Charles Domro
SSA Neil E. Herman
SSA Thomas F. Lang

From: New York
I-46

Contact: SA Richard S. Karniewicz, X-8280

Approved By: *Neil E. Herman* Herman Neil E

Drafted By: Karniewicz Richard S:pg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996;
AOT-IT-EID

Synopsis: NTSB/FBI Witness Interview Group interviews of Capt. [redacted] and deck hand [redacted] of the [redacted]

Enclosures: One (1) FD-340 containing an NTSB questionnaire which was filled out by Capt. [redacted] and one (1) FD-340 containing the NTSB questionnaire filled out by deck hand [redacted]

Details: On 04/21/1997, Special Agents (SAs) Richard S. Karniewicz and M. L. Lieber of the Federal Bureau of Investigation (FBI) and Alex Lemishko of the National Transportation Safety Board (NTSB) conducted interviews of Capt. [redacted] and deck hand [redacted] of the fishing troller identified as the [redacted]. The [redacted] was trolling in the vicinity of the Moriches Inlet on the evening of 07/17/1996, about the time of the crash of TWA Flight 800.

The interviews were conducted on-board the [redacted] which was docked at the Inlet Diesel marina located in Point Pleasant, New Jersey (NJ).

Prior to commencing with the interviews of Capt. [redacted] and [redacted] an NTSB questionnaire prepared by Alex Lemishko was provided to both individuals. The questionnaire contained questions raised by the NTSB, based on information provided by the individuals in their initial interviews.

During the interview of Cap.: [redacted] he (the Captain) was asked to provide the bearings for the [redacted] at the time of the explosion of TWA 800. Capt. [redacted] advised that the [redacted] position was 40°29.15N 72°44.03. Additionally, the [redacted] was also

To: New York From: New York
Re: 265A-NY-259028, 04/28/1997

into a slow turn at this time with the bow directed to the north and in the process of setting the fishing gear. Capt. [redacted] also provided the names of additional trollers that were in the vicinity of the Moriches Inlet on the evening of 07/17/1996. Capt. [redacted] identified the [redacted] as a troller that was approximately two (2) miles northeast of the [redacted] and the [redacted] which was positioned approximately one-half (1/2) mile south of the [redacted]. According to Capt. [redacted] of the three (3) vessels [redacted] the [redacted] was closest to the crash site.

In addition, Capt. [redacted] advised that the [redacted] was monitoring radio traffic at the time of the incident and recalled a transmission over the radio (which was set on Channel 16) that reported a flare sighting and then an explosion over the Great Bay, Long Island. Capt. [redacted] was unaware of who was responsible for the transmission.

On this day, deck hand [redacted] filled out the questionnaire but was unavailable for the interview. [redacted] will be interviewed in the immediate future.

♦♦

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FD-340 (Rev. 7-29-92)

Universal Case File Number 265A-NY-259028-LL-37

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 4/21/97

From _____
(Name of Contributor)

(Address of Contributor)

(City and State)

By SA RICHARD S. KARNIEWICZ
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

Title: UNSUB(S)
EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996,
AOT - IT - ETO

265A-NY-259028-SUB LL

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
APR 28 1997	
FBI - NEW YORK	
KARNIEWICZ	RK

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of

THE ORIGINAL AND ONE (1) COPY OF THE NATIONAL
TRANSPORTATION SAFETY BOARD (NTSB) QUESTIONNAIRE
FILLED OUT BY CAPTAIN [REDACTED] OF THE
[REDACTED]

Questions for [REDACTED]

Q: Where was [REDACTED] How fast was she going? Direction? What were her activities at the time?

THE POSITION OF [REDACTED] WAS 40°29.15N 72°44.03
[REDACTED] WAS IN A SLOW TURN, BOW SWINGING
TO THE NORTH.
[REDACTED] WAS IN THE PROCESS OF SETTING THE FISHING GEAR

Q: Did [REDACTED] see any other vessels in the vicinity? Port or starboard? How far? Know of any other trawlers nearby? Was the boat equipped with radar? If so, were any vessels observed nearby? Range/bearing?

THERE WERE OTHER FISHING VESSELS IN THE AREA
BOATS WERE ON BOTH PORT AND STARBOARD.
ONE BOAT WAS ABOUT TWO MILES TO NORTH EAST
BOAT NAME WAS [REDACTED]
ONE BOAT WAS SOUTH ABOUT ONE HALF MILE
[REDACTED]
BOAT HAD RADAR -
THE SAME VESSELS ABOVE WERE ON RADAR.

Q: Is [REDACTED] aware of any other fishing vessels who were probably in the vicinity, even though not observed at the time?

A GROUP OF VESSELS WERE KNOWN
TO BE SOUTH OF CRASH SITE, ABOUT TEN MILES

Q: Did [redacted] pass another fishing boat nearby, just off of starboard?

~~Yes~~ [redacted] PASSED THE [redacted]
ON STARBOARD STERN

Q: Did [redacted] observe any aircraft flying directly overhead prior to the flare or explosion? How long prior to the flare? How long prior to the explosion?

THERE WERE PLUMES OBSERVED PRIOR ~~TO~~
THE EXPLOSION.

Q: In what direction was the explosion seen, either compass direction, or relative to the direction

of the boat?

EXPLOSION WAS SEEN IN A NORTHEAST
 DIRECTION.
 ON THE STARBOARD SIDE

Q: In what direction was the flare seen, either compass direction, or relative to the direction of the boat, i.e., off the bow, port, starboard, etc.?

DID NOT SEE FLARE

Q: Did [redacted] pause in her course and turn bow towards the explosion? How many times? For how long?

[redacted] PAUSED ONCE AFTER THE EXPLOSION
 FOR A SHORT TIME, NO LONGER THAN
 FIVE OR TEN MINUTES

Q: Did [REDACTED] observe any surface flames? From which direction (compass or relative to ship course)?

NO

Q: Were any boat running lights observed in the distance off the bow? How far away? In what direction moving? How long after the explosion?

Lights from the [REDACTED] WERE SEEN IN A ~~NORTHERLY~~ NORTHERLY direction AS STATED BEFORE

Q: Was [REDACTED] monitoring radio traffic at the time? What conversations were had or overheard with other vessels?

Ch 16 was on. ONE VESSEL REPORTED A FLAME AND THEN AN EXPLOSION OVER GREAT BAY LONG ISLAND. OVER →

WE SPOKE WITH [REDACTED]
@ BOAT WHAT WE SAW

Q: Did [REDACTED] observe any flares launched or hear any distress calls made by other vessels responding to the explosion?

~~YES~~ SAMP AS @ BOAT

Q: Did [REDACTED] launch a flare or make a distress call in-response to the explosion?

NO

FD-340 (Rev. 7-29-92)

Universal Case File Number 265A-NY-259028-LL-37

Field Office Acquiring Evidence NYD

Serial # of Originating Document _____

Date Received 4/21/97

From _____
(Name of Contributor)

(Address of Contributor)

(City and State)

By SA RICHARD S. KARNIEWICZ
(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

265A-NY-258029-SUBC

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
APR 28 1997	
FBI - NEW YORK	
KARNIEWICZ	LSM

Title: UNSUB(S)

EXPLOSION OF TWA FLIGHT 800,
JULY 17, 1996;

AOT-IT-EID

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of

THE ORIGINAL AND ONE (1) COPY OF THE NATIONAL TRANSPORTATION

SAFETY BOARD (NTSB) QUESTIONNAIRE FILLED OUT BY DECKHANA



[Redacted]

4/21/97 Point Pleasant

Questions for [Redacted]

Q: Where was [Redacted] How fast was she going? Direction? What were her activities at the time?

about 10 miles off Long Island South of
Maciches inlet telling maybe 10 or 2 knots.
Bow Facing ~~west~~ Hauling Back the gear.
North-NW

Q: Did [Redacted] see any other vessels in the vicinity? Port or starboard? How far? Know of any other trawlers nearby? Was the boat equipped with radar? If so, were any vessels observed nearby? Range/bearing?

We have radar. I can't remember
any other vessels

Q: Is [Redacted] aware of any other fishing vessels who were probably in the vicinity, even though not observed at the time?

Being on Deck I wasn't aware
of any other vessels in the area
maybe [Redacted]

Q: Did [redacted] pass another fishing boat nearby just off of starboard?

maybe [redacted]

Q: Did [redacted] observe any aircraft flying directly overhead prior to the flare or explosion? How long prior to the flare? How long prior to the explosion?

NO

But I saw an aircraft heading west after the explosion.

Q: In what direction was the explosion seen, either compass direction, or relative to the direction

of the boat?

East

Q: In what direction was the flare seen, either compass direction, or relative to the direction of the boat, i.e., off the bow, port, starboard, etc.?

South east of US

off port side

Q: Did [redacted] pause in her course and turn bow towards the explosion? How many times? For how long?

Don't remember

Q: Did [redacted] observe any surface flames? From which direction (compass or relative to ship course)?

NO

Q: Were any boat running lights observed in the distance off the bow? How far away? In what direction moving? How long after the explosion?

NO

Q: Was [redacted] monitoring radio traffic at the time? What conversations were had or overheard with other vessels?

You would have to ask the captain

Blank lined area for notes.

Q: Did [redacted] observe any flares launched or hear any distress calls made by other vessels responding to the explosion?

yes. we heard the [redacted] talking. I think he was on the scene

Blank lined area for notes.

Q: Did C/A launch a flare or make a distress call in response to the explosion?

NO

Blank lined area for notes.

553

AGE TO DE [REDACTED] OFFICES, ON 7/31/96

BASED AT [REDACTED] CALLOP BOAT WAS [REDACTED] IN THE EVENING OF JULY 17, 1996. [REDACTED] ON DECK AT THE TIME WAS [REDACTED] A MEXICAN [REDACTED] WHO SPEAKS VERY LITTLE ENGLISH. [REDACTED] NOTICED A FLASH [REDACTED] HEARD AN EXPLOSION, HOWEVER, DID NOT WITNESS THE ACTUAL [REDACTED] ACCIDENT. CAPTAIN [REDACTED] DID NOT RESPOND TO THE SITE BELIEVING [REDACTED] MAY "GET IN THE WAY". NO CREW MEMBER OF THE [REDACTED] [REDACTED] ANY DEBRS AS THE UNITED STATES COAST GUARD (USCG) [REDACTED] [REDACTED] THE [REDACTED] TO LEAVE THE AREA.

CAPTAIN [REDACTED] HAS NEITHER [REDACTED] ADDRESS OR TELEPHONE [REDACTED] NUMBER. WHEN [REDACTED] LEAVES THE VESSEL, CAPTAIN [REDACTED] [REDACTED] [REDACTED] WHEN HE WILL BE NEEDED NEXT AND [REDACTED] [REDACTED] RETURNS TO THE VESSEL AT THAT TIME. AS OF 7/31/96, [REDACTED] [REDACTED] [REDACTED] NEXT SCHEDULED TO BE ON BOARD THE [REDACTED] AT 9 AM ON [REDACTED] 1996 TO HELP WITH ENGINE REPAIRS.

ON 8/5/96, CAPTAIN [REDACTED] ADVISED [REDACTED] WAS NOT [REDACTED] SCHEDULED TO BE ABOARD THE [REDACTED] UNTIL 9 AM ON TUESDAY, [REDACTED] 1996.

2216

AT THREE DE [REDACTED]

ON 8/5/96, [REDACTED] FISHING BOAT
LITTLEMENTS, 113 [REDACTED] TELEPHONE
508)776-0524, ADVISED [REDACTED]
AGENT FOR THE SCALLOP BOAT, [REDACTED] WHICH IS OWNED BY
FISHING, [REDACTED]

[REDACTED] WITH CAPTAIN [REDACTED] IN COMMAND WAS
FISHING FROM JULY 16, 1996, UNTIL JULY 29, 1996. THE [REDACTED]
WICKED AT NORLANTIC PIER IN FAIRHAVEN.

ON THE SAME DATE, [REDACTED]
[REDACTED] ADVISED HE WAS IN COMMAND OF THE [REDACTED] THE EVENING OF
JULY 17, 1996. AT 19:15 HOURS, THE [REDACTED] WAS BOARDED BY
[REDACTED] FOR INSPECTION. THE OFFICER IN CHARGE WAS [REDACTED]
[REDACTED] THE USCG WAS ON BOARD THE [REDACTED] WHEN CAPTIONED
MATTER OCCURRED. [REDACTED] ADVISED THE USCG LEFT IN GREAT
HASTE TO RESPOND TO CAPTIONED MATTER. NEITHER [REDACTED] NOR
ANY CREW MEMBERS, SAW CAPTIONED MATTER OR IT'S AFTERMATH.

[REDACTED] BELIEVES [REDACTED] PREVIOUSLY
INTERVIEWED 7/31/96), THE OWNER/CAPTAIN OF THE [REDACTED] WAS
IN THE AREA. THE [REDACTED] PUT TO SEA ON AUGUST 3, 1996, AND
WILL BE OUT FISHING FOR THE NEXT TWELVE (12) DAYS. [REDACTED]

AT FOUR DE
OTHER IS THE
AND MAY HAVE WITH
INVESTIGATION
ON AUGUST 9, 1978,
SERVICES INC., (MARINE), 114 HAZARD
TELEPHONE (508) 974-4264 ADVISED MARINE TO THE BOAT
AGENT FOR THE SCALLOP BOATS, OWNED BY
WHO'S CAPTAIN IS
MOORS AT HOMER'S PIER, NEW BEDFORD, MA, THE
OWNER/CAPTAIN AND THE
OWNER/CAPTAIN BOTH OF WHICH MOOR AT PIER
NEW BEDFORD, AND THE OWNER/CAPTAIN
PRESENT AT MARINE WAS CAPTAIN/OWNER
THE DID NOT ENTER THE AREA OFF THE
SOUTHERN COAST OF LONG ISLAND UNTIL THE MORNING OF JULY 18,
1976. DID SEE FLOATING DEBRIS WHICH HE DESCRIBED AS
FOAM INSULATION. THE USCG ORDERED THE TEN (10)
MILES SOUTH OF THE SITE. DID HEAR A "SOUTHERN BOAT
CAPTAIN" TALKING ABOUT THE INCIDENT OVER THE RADIO.
ADVISED BY "SOUTHERN BOAT", HE WAS REFERRING TO A VIRGINIA

2213

AGF VE DE

BASED BOAT WHICH [REDACTED] WITHIN [REDACTED]

OTHER BOATS [REDACTED] THE [REDACTED]
WHICH MOORS AT [REDACTED] [REDACTED]

[REDACTED] AND WHOSE [REDACTED]

[REDACTED] THE [REDACTED] WHO MOORS AT FAIRHAVEN
PIERYARD, IS SETTLED BY [REDACTED] AND WHOSE CAPTAIN IS [REDACTED]

[REDACTED] THE [REDACTED] WHICH MOORS AT KELLY'S PIER IN
FAIRHAVEN AND THE [REDACTED] WHICH MOORS AT UNION WHARF,
FAIRHAVEN.

IT WAS [REDACTED] UNDERSTANDING THAT [REDACTED]
[REDACTED] THE INCIDENT.

INVESTIGATION DETERMINED THAT THE [REDACTED] IS
[REDACTED] AT SEA.

ON AUGUST 5, 1996, [REDACTED]

[REDACTED] ADVISED THE [REDACTED] WAS DEPT MONTAGK, LONG
ISLAND WHEN CAPTIONED INCIDENT OCCURRED. ACCORDING TO

[REDACTED], THE EVENING OF JULY 17, 1996, WAS FOGGY. [REDACTED] WAS
ON WATCH AND SAW NOTHING. THE [REDACTED] MONITORS

VHF CHANNEL 16 AND HEARD TALK OF THE INCIDENT, HOWEVER, THAT
[REDACTED] SAW NO DEBRIS FROM THE INCIDENT. THE USCG

BOATS AWAY FROM THE AREA.

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IX DE PH...
ON 8/5/96, [REDACTED] CAPTAIN OF THE [REDACTED]
ADVISED HE WAS ALSO [REDACTED] AND WHEN CAPTIONED
INCIDENT TOOK PLACE AND [REDACTED] ACTUAL DEATH
[REDACTED] DID SEE FLOATING DEBRIS, [REDACTED] HE PICKED
ANOTHER SON OF GALLANT'S IS [REDACTED] THE CAPTAIN
[REDACTED] CURRENTLY AT SEA, WHO MAY HAVE
CAPTIONED INCIDENT. [REDACTED] WILL HAVE HIS SON CONTACT THE
[REDACTED] RESIDENT AGENCY UPON THE [REDACTED]
RETURN TO PORT.

OTHER VESSELS NEAR THE INCIDENT SITE WERE THE [REDACTED]
[REDACTED] IN POINT PLEASANT, NEW JERSEY, AND THE [REDACTED]
[REDACTED] ALSO MOORED AT PORT PLEASANT, NEW JERSEY, WHOSE CAPTAIN
[REDACTED] WERE, ACCORDING TO [REDACTED] EVIDENTLY
[REDACTED] HEARD [REDACTED] THOUGHT THE
INCIDENT WAS TWO (2) SMALL PLANES COLLIDING. THE [REDACTED]
[REDACTED] CAN BE CONTACTED THROUGH INLET DUESLI, POINT PLEASANT,
NEW JERSEY.

ON AUGUST 5, 1996, [REDACTED] OWNER/CAPTAIN,

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01 FBIDS 40011 210281

NR UUUUU

052243Z AUG 96

01 FBI BOSTON (265A-NY-259028) (SUB U) (LRA)

01 DIRECTOR FBI/IMMEDIATE/

03 NEW YORK/IMMEDIATE/

01 NEWARK/IMMEDIATE/

NR AS

SECTION TWO OF TWO SECTIONS

BT 77 307077

INFO: (BOSTON, 8500; FBI NEW YORK, RATED START, LEAD TW 3490.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,

1996; ADD IT LDD; OO:NEW YORK.

TEXT CONTINUES:

[REDACTED] ADVISED HE AND HIS BROTHER, CAPTAIN [REDACTED]

SERGEANT CAPTAIN OF THE [REDACTED] WERE BOTH PREVIOUSLY

INTERVIEWED BY THE FBI. NEITHER [REDACTED] HAD WITNESSED

22a1

TO: (W) DE F819

CAPTIONED INCIDENT

ON 8/5/96, [REDACTED] DOCKSIDE
REPAIRS INC., 14 HERVEY STREET, BEDFORD, MA
TELEPHONE (508)993-6730, ALSO [REDACTED] (EASTERN FISHING
(EASTERN) ADVISED EASTERN IS THE SETTLEMENT AGENT FOR
CALLON BOAT [REDACTED] WAS IN PORT FROM
[REDACTED], 1996, UNTIL JULY 29, 1996.

THE [REDACTED] OWNER/CAPTAIN [REDACTED]
[REDACTED] ALSO MOORS AT EASTERN. THE [REDACTED] IS
CURRENTLY IN PORT.

ON AUGUST 5, 1996, [REDACTED] OWNER/CAPTAIN,
[REDACTED] ADVISED HE WAS IN COMMAND OF THE [REDACTED] ON JULY
[REDACTED] 1996. [REDACTED] WAS FISHING APPROXIMATELY SEVENTY (70)
BOATS OR SO OFF SHEPPOCK, LONG ISLAND, AND WAS TOO FAR AWAY
TO HAVE WITNESSED CAPTIONED MATTER.

[REDACTED] WAS BOARDED BY THE USCG ON 7/17/96, WHO COULD
NOT DETERMINE [REDACTED] POSITION. THERE WERE APPROXIMATELY TEN
OTHER BOATS FISHING IN THE AREA AT THAT TIME. THE [REDACTED]
[REDACTED] FROM CONNECTICUT, THE [REDACTED] HOME PORT UNKNOWN, AND
BOATS FROM VIRGINIA AND NORTH CAROLINA. [REDACTED] DID HEAR OF
AN INCIDENT OVER USCG CHANNEL 16.

2222

PAGE THREE DE

TO RECAP RESEARCH CONDUCTED IN NEW BEDFORD/FAIRHAVEN HARBOR TO DATE, THE "DOLPHIN" WAS RECOVERED BY TELETYPE DATED 8/1/78. THE "DOLPHIN" WAS RECOVERED BY NEW BEDFORD/FAIRHAVEN BARRAGE AT NEW BEDFORD/FAIRHAVEN INCIDENT, AND NO ONE, INCLUDING THE "DOLPHIN" RECOVERED DEBRIS. ALL FISHERMEN INTERVIEWED WERE PROVIDED WITH BOARDS AND ASKED TO CONTACT THE LAKEVILLE RESIDENT AGENCY WITH ANY POSITIVE INFORMATION REGARDING CAPTIONED MATTER, TO INCLUDE ANY OTHER BOATS FISHING IN THE AREA.

LEADS: NEWARK AT POINT PLEASANT, NEW JERSEY:

LOCATE AND INTERVIEW CAPTAIN AND CREW OF [REDACTED]

[REDACTED] THROUGH INLET DOCK, PORT PLEASANT, NEW JERSEY.

LEAD: BOSTON AT NEW BEDFORD/FAIRHAVEN:

INVESTIGATION CONTINUING.

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C 2 FBINY CASE3

DE FBIBS #0015 2202146

ZNR UUUUU

O 072026Z AUG 96

FM FBI BOSTON (265A-NY-259028 SUB B) (LRA)
TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK/IMMEDIATE/

BT

UNCLAS

CITE: //3090//

PASS: HQ SIOC; NY ATTN RAPID START, LEAD TW 3490.

SUBJECT: UNSUB (S); EXPLOSION OF TWA FLIGHT 800; 7/17/96

A T-EID; OO: NY.

RE NY TELETYPE TO THE DIRECTOR DATED 8/3/96 AND BS
TELETYPE TO THE DIRECTOR DATED 8/5/91.

X
R

ON 8/6/96, CAPTAIN [REDACTED]
[REDACTED] ADVISED HE HAD BEEN MISTAKEN ABOUT WHICH CREW MEMBER HAD
BEEN ON DECK OF THE [REDACTED] WHEN CAPTIONED MATTER
OCCURRED. THE CREW MEMBER WAS NOT [REDACTED] (INCORRECTLY
SPELLED IN REFERENCED BOSTON TELETYPE) BUT WAS [REDACTED]

265A-NY-259028-SUB CC3-59

X
TC

P

OFFS

C N, [REDACTED] SPEAKS VERY LITTLE ENGLISH.
ON THE SAME DATE, [REDACTED] ADVISED HE WAS THE ONLY CREWMAN
ON DECK BETWEEN 8:45 P.M. AND 9:00 P.M., ON 7/17/96 WHEN HE
NOTICED A LARGE FIREBALL IN THE SKY, A LONG WAY FROM THE BOAT
(ROUGHLY 12 MILES). [REDACTED] BECAME FRIGHTENED AND WENT BELOW
DECK. APPROXIMATELY 5 MINUTES LATER HE CAME BACK ON DECK AND
THE FIREBALL WAS GONE.

[REDACTED] ONLY SAW ONE (1) FIREBALL. HE SAW NOTHING ELSE
NEAR THAT FIREBALL. [REDACTED] DID NOT WITNESS THE ACTUAL
EXPLOSION. [REDACTED] STATED HE DID NOT KNOW THE FIREBALL WAS A
PLANE. HE THOUGHT IT WAS A COMET.

THE U.S. COAST GUARD (U.S.C.G) HAD BOARDED THE [REDACTED]
[REDACTED] EARLIER IN THE DAY. THE U.S.C.G LATER RETURNED AND
DIRECTED ALL FISHING BOATS IN THE AREA TO MOVE AWAY FROM THE
SITE.

CAPTAIN [REDACTED] ESTIMATED HE WAS APPROXIMATELY THIRTEEN
(13) MILES FROM THE SITE OF THE CRASH, BASED ON A TWENTY (20)
MILE BUFFER ZONE SET UP BY THE U.S.C.G.

NO ONE ON THE [REDACTED] SAW ANY DEBRIS.

LEADS:

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BOSTON DIVISION:

AT LAKEVILLE RA:

302'S AND INSERTS TO FOLLOW.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] was contacted on board the [REDACTED] fishing vessel located at dock in Fairhaven, Massachusetts (MA). [REDACTED] who spoke little English, was interviewed in both Spanish and English. He was advised of the official identity of the interviewing Agents and after being advised of the nature of the inquiry, advised as follows:

[REDACTED] Hispanic male, stated that his date of birth is [REDACTED] and that he is from Puerto Cortez, Honduras. He stated he currently resides at [REDACTED], New Bedford, MA, with no residence telephone. He advised that he has been working on board the [REDACTED] scalloper fishing vessel for approximately two and one half years.

[REDACTED] advised that it was his recollection that the [REDACTED] left port in Fairhaven, MA on July 17, 1996 at approximately 11:00 a.m. He advised that he was on the rear of the deck in the evening of July 17, 1996, at which time he estimated to be approximately 8:45 p.m. to 9:00 p.m. on July 17, 1996, when he saw in the sky a large fireball. He estimated that this ball of flame in the sky was approximately 12 miles from where the [REDACTED] was located.

[REDACTED] continued that he saw this ball of flame in the sky for only a few seconds and then because he became frightened, he went down below the deck. He stated that he believed that the ball of flame in the sky was a comet. After approximately five minutes, he went back up on deck and did not observe anything else in the sky. He stated he also did not observe any debris on the surface of the ocean. He stated that he did not see any other lights other than this ball of flame which was previously described.

[REDACTED] stated that, to his knowledge, he was the only member of the crew of the [REDACTED] that was on board the vessel on July 17, 1996 that saw this flame in the sky. [REDACTED] stated that he did not know that the flame was possibly an aircraft and he repeated he thought it was a comet. He stated that he estimated that the [REDACTED] was located approximately

Investigation on 8/6/96 at Fairhaven, Massachusetts2005
File # 265A-NY-259028by SA THOMAS B. FINN, JR.
SA JOHN S. SULLIVAN/jebDate dictated 8/8/96-332
CC 3

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Continuation of FD-302 of



, On 8/6/96, Page 2

30 miles from New York at the time he saw this bright flame in the night sky. He stated that he was aware that personnel on his vessel were subsequently advised by the U.S. COAST GUARD to depart the area that they were in. He advised that they complied with this request.

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265A-NY-259028

RH:cam

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7/23

186
[redacted] was interviewed by Detective GENE GROSS and Detective RICHARD HIGGINS of the Suffolk County Police Department. The interview was conducted on July 23, 1996.

On July 23, 1996, at 1030 hours, 186
[redacted] Quogue, New York.

[redacted] and [redacted] Salthill, Galway, Ireland, 554

Both subjects stated that on Wednesday evening, July 17, 1996, sometime after 8:00 pm, they were sitting at the dining room table when [redacted] stated she looked out her window in a southerly direction over the ocean when she observed an object, which she first thought was a flare, ascending upward from the water into the sky. [redacted] stated that the object was approximately 12 miles offshore. The distance was determined by [redacted] because on prior occasions she had seen Russian fishing boats in the area during the cold war. When [redacted] first observed this object she told [redacted] to look out the window. At this point, [redacted] stated that she stopped looking and turned away. [redacted] stated that she got up from the table and moved to the center of the room and looked out over the ocean. [redacted] stated she saw a mushroom shaped cloud reddish/orange in color with black smoke in the sky. [redacted] was unable to determine the distance to the sight of the explosion. [redacted] described the object that was ascending as pinkish/red in color (smoke) leaving a wide trail. [redacted] stated this object was travelling at a high rate of speed. Both subjects agree that from the time this object was first spotted to the time of the explosion was approximately five seconds. Both subjects felt two large shock waves that shook the house.

186 [redacted] further stated that the object that was ascending was doing so in a straight line and did not zig-zag. 186 [redacted] estimated that the object was ascending directly behind the surf club on Dune road in Quogue, and approximately 12 miles offshore.

Interview was conducted by undersigned and Detective GENE GROSS, number 438 Command 3120. 300

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SERIALIZED [initials] FILED [initials]
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FBI - NEW YORK
[initials]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 19, 1996, [redacted] Date of Birth [redacted] Center Moriches, New York, telephone number [redacted] was interviewed at the [redacted] After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at approximately 8:30 p.m. to 8:45 p.m., [redacted] was in a boat moored on the bay side of Great Gun, Fire Island National Seashore, Long Island, New York, with her husband, her in-laws, and a family friend. She stated that she heard her husband, [redacted] say, "Hey look at that flare" and she then noticed a flare-type object climb and then curve downward in the southern sky towards the Atlantic Ocean. Approximately ten seconds later, she saw a large red-yellowish fireball in the same part of the sky which began to fall towards the ocean. [redacted] further stated that the falling fire split into two pieces shortly before she lost sight of them behind the dunes. She then ran to the ocean side of Great Gun and saw black smoke coming from the ocean in the area where she had last seen the two flaming pieces.

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Investigation on	<u>07/19/96</u>	at	<u>Center Moriches, New York</u>	265A-NY-259028-SUB C
File #	<u>265A-NY-259028</u>			
by	<u>SA SAMUEL G. KRAMER/hrg</u>	<u>TW428</u>	Date dictated	<u>07/23/96</u>
			FBI - NEW YORK	

1854

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [redacted] Date of Birth [redacted] [redacted] Center Moriches, New York, telephone number [redacted] was interviewed at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at approximately 8:30 p.m. to 8:45 p.m., [redacted] was in a boat moored on the bay side of Great Gun, Fire Island National Seashore, Long Island, New York, with her husband, her in-laws, and a family friend. She stated that she heard her husband, [redacted], say, "Hey look at that flare" and she then noticed a flare-type object climb and then curve downward in the southern sky towards the Atlantic Ocean. Approximately ten seconds later, she saw a large red-yellowish fireball in the same part of the sky which began to fall towards the ocean. [redacted] further stated that the falling fire split into two pieces shortly before she lost sight of them behind the dunes. She then ran to the ocean side of Great Gun and saw black smoke coming from the ocean in the area where she had last seen the two flaming pieces.

265A-NY-259028-SUB C3

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TC

Investigation on 07/19/96 at Center Moriches, New York
by 2184 SA SAMUEL G. KRAMER/hrg Date dictated 07/23/96
File # 265A-NY-259028

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [REDACTED] Center Moriches, New York, telephone number [REDACTED], was interviewed in the presence of Special Agent (SA) BARTHOLOMEW AVERSANO, Alcohol, Tobacco, and Firearms (ATF), and Detective MICK McDONOUGH, Suffolk County Police, at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. After being advised of the identities of the interviewing agents and the nature of the interview, PENNEY provided the following information:

On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [REDACTED] was in a boat moored on the bay side of Great Gun, Fire Island National Seashore, Long Island, New York, with his wife, his parents, and a family friend. While looking to the south towards the Atlantic Ocean, he saw what looked like a flare falling downward. He said to the group, "Hey look at the flare." [REDACTED] stated that where he saw the flare-type object, he then saw two big bright red balls of flame, approximately five seconds later, falling towards the water before he lost sight of them behind the dunes. [REDACTED] then ran to the ocean side of Great Gun and saw black smoke coming from the ocean in the area where he had last seen the falling balls of flame.

265A-NY-259028-SUB CC3

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Investigation on 2183 07/19/96 at Center Moriches, New YorkFile # 265A-NY-259028by SA SAMUEL G. KRAMER/hrg Date dictated 07/23/96

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265A-NY-259028
TMO/jxs *TMO*

The following investigation was conducted by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH, of the New York State Police:

On July 27, 1996, ⁵⁶⁶ [redacted] and [redacted] ⁵⁵⁷ were interviewed by the above mentioned Investigators at their residence at [redacted] Mastic, New York, [redacted]. This interview was conducted in the presence of their mother, [redacted], and after being apprised of the nature of the interview, the following information was provided:

⁵⁶⁶ [redacted], stated that he was standing on the dock at the Forge River Marina looking south towards the water, when he saw what he thought was a flare going up, with a reddish/orange line of fire trail. It exploded and came down as a column of reddish/orange fire, with a tiny bit of black. The flare and column of fire appeared to him, to be over land and to the east (left) of his location.

⁵⁵⁷ [redacted] stated he was looking the other way and his brother [redacted] pointed out the flare and by the time he turned around, the fire disappeared and he saw a big puff of smoke.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

On July 22, 1996

Hampton Bays, New York

[redacted] was interviewed by Agent (SA) KEVIN C. MATHIESON. [redacted] was first advised of the identity of the interviewing agent and that the nature of the interview was regarding the July 17, 1996 TWA flight 800 airplane crash. [redacted] provided the following information:

[redacted] stated that on July 17, 1996, at approximately 8:30 PM, he was working at Gabreski Airport, Westhampton Beach, New York, as a member of the Air National Guard - New York State Fireman 106th Civil Engineering Squad - Fire Department.

[redacted] advised that at approximately 8:30 PM, July 17, 1996, he was seated in a stationary crash truck on the first finger past the T-hanger facing south on the southern portion of the airfield.

[redacted] advised that upon looking at the sky, he observed what appeared to be a red flare similar to a roman candle about tree line bearing in a southeasterly direction. The flare had a consistent brightness and left no trail of smoke. He stated that the flare appeared for a period of at least 15 to 20 seconds, possibly as long as 30 seconds, and at a latter part appeared almost stationary in movement. Upon seeing the flare, he exited his truck to continue watching it.

[redacted] stated that he then observed the flare become a ball of fire which separated into two equally sized balls dropping from the sky with no audible sound. The two distinctive balls were in his vision from five to ten seconds.

265A-NY-259028

Investigation on 7/22/96 at Hampton Bays, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON:mam (Kcm)

Date dictated 7/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth: [redacted]
 Social Security Account Number: [redacted] address:
 Hampton Bays, New York, 11946, home telephone:
 [redacted] employment address: [redacted]
 [redacted] Westhampton
 Beach, New York, 11978, work telephone: [redacted] was advised
 of the identity of the interviewing agent and the nature of the
 interview. [redacted] then provided the following information:

On Wednesday, July 17, 1996, [redacted] and [redacted]
 [redacted] were preparing to initiate a fire drill off the south
 [redacted]. At approximately 8:30 PM,
 [redacted] was driving the crash truck and was turning off the south
 taxiway onto the first finger east of the "T" hanger. As he was
 halfway through his turn he noticed a red flare or roman candle
 ascending above the tree line. [redacted] parked the truck
 approximately 30 yards from the edge of the taxiway and
 dismounted from the truck. He was facing in a southerly
 direction and reacquired the flare/roman candle at approximately
 a two o'clock position. He was surprised that the flare/roman
 candle was still in the air. He advised that the flare/roman
 candle was traveling roughly from his right to his left,
 northwest to southeast, in a straight line. He is certain the
 flare/roman candle was gaining altitude.

After he reacquired the flare/roman candle he followed
 it with his eyes, lost it for a split second and then observed a
 large fireball erupt in the sky at approximately a twelve o'clock
 position. Within seconds the fireball split into two roughly,
 equal size fireballs, which fell in a downward angle from his
 right to his left, west to east. The eastern most fireball fell
 a little faster then the western fireball. He lost the two
 fireballs as they fell below the tree line at approximately an
 eleven o'clock position. At the point of the explosion [redacted]
 observed dense black smoke which followed the two fireballs down
 below the tree line.

[redacted] advised that it was hot and humid, the sun was
 to his right and visibility was good.

Investigation on 7/23/96 at Westhampton Beach, New York

File # 265A-NY-259028 *2/1/97*

by SA JOSEPH D. FOELSCH JR./MAM Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED], East Moriches, New York, Telephone [REDACTED], was interviewed in person at the East Moriches Coast Guard Station on this date. [REDACTED] is a New York City Fireman [REDACTED] and a volunteer Fireman for East Moriches. He was on duty at the Coast Guard Station at the time of the interview.

[REDACTED] advised that on the night of July 17, 1996, he and his son, [REDACTED], launched his boat from the Maple Avenue boat launch in East Moriches circa 8:20PM. He was just taking the boat out for a test run. Around 8:30PM, they were in Moriches Bay, not far from the Coast Guard Station, heading in the direction of Fire Island. [REDACTED] noticed a bright light in the sky. He looked up and noticed that a column of smoke went from the bright light down to the ground or water. PRIVITAR stopped his boat to watch, and a few seconds later, the bright light became more intense and broke into two fire balls as it fell. [REDACTED] drew his son's attention to this sight. He told his son it looked as if a propane tank had blown up.

[REDACTED] and his son headed toward Fire Island, expecting to see something burning on the ground. Based on the location of the column of smoke, [REDACTED] thought that the problem originated on Fire Island. When he saw no fire, he turned his boat around and went over to another, larger boat. He inquired there as to whether or not there had been any radio broadcasts explaining what he had seen. Someone in the other boat advised that a news report had just been issued about a plane going down.

[REDACTED] described the light that he first saw as being white-orange in color. It then grew more intense in brightness and broke up into two, red balls of fire.

[REDACTED] said that the column of smoke resembled a trail left by something being shot up into the sky. He did not see anything moving from the ground upward, but when he saw the light and the explosion, he concluded the smoke came from something being shot upward. He said the smoke on both sides of

Investigation on 7/22/96 at East Moriches, New York

2172
File # 265A-NY-259025

by SA MICHAEL S. MAIER

Date dictated 7/22/96

265A-NY-259020

Continuation of FD-302 of [REDACTED]

On 7/22/96 Page 2

the column was dark-grey, almost blackish in color and seemed to spiral or twist upward on both sides. In the middle of the column was a lighter-colored, grayish smoke. Because of his experience as a Fire Fighter, he thought this might have been caused by a propane tank exploding.

[REDACTED] did not hear any sounds associated with his sighting. He advised that his boat's motor drowned out other noises.

After [REDACTED] learned about the plane explosion from people on the other boat, he took his boat to Abbott Marina in East Moriches where he moored it for the night.

[REDACTED] had nothing further to report. He is agreeable to further contact if such is necessary.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

On July 21, 1996, [REDACTED]

[REDACTED] East Hampton
Island, New York.

[REDACTED] was interviewed at [REDACTED] Westhampton Volunteer Ambulance Corps. [REDACTED] was advised of the identities of the interviewing agents and the nature of the interview, which was to ascertain her knowledge and observations during the evening hours of July 17, 1996. Thereafter, [REDACTED] provided the following information:

At approximately 8:20 pm on July 17, 1996, [REDACTED] was parked in her Ford Aerostar automobile on Mile Hill Road, [REDACTED] the shore of the Northwest Bay, East Hampton, New York. [REDACTED] was looking out over the Bay in a general south, southwesterly direction. [REDACTED] had a vague recollection regarding the following observations which occurred approximately 30 - 40 miles away.

[REDACTED] observed a fine, pencil thin white light. This white light extended upward in the sky and was viewed as a fine white line. This white line had a more definitive head and a less definitive smokey line. This white line extended upward in an arc shape at approximately 70 degrees from approximately 2 - 3 vertical degrees over the horizon and extending to 20 degrees above the horizon. The line emanated wispy effects trailing off the east side. This fine white line travelled in a north, northwesterly direction. The fine white line was in the sky for approximately three (3) seconds. As the line extended upwards and began to arc, the tail began to dissipate.

[REDACTED] recollections regarding the next series of observations are more clear in her mind. The fine thin line at 20 degrees off the horizon became a brilliant, bright white light which quickly traveled into a star-shaped light radiating rays of white light. This transformation occurred in a split-second at which time it became a bright red/orange ball of fire. This red/orange light began to cascade in an arc-shape downward toward the horizon. The cascade of red/orange light arched slightly

Investigation on 7/21/96 at Westhampton, New York

File # 265A-NY-259028
by SA DOUGLAS B. MEREL
SA MICHAEL SAAR:cam

Date dictated 7/23/96

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Continuation of FD-302 of [REDACTED]

On 7/21/96

Page 2

upward before flowing straight down toward the horizon. The cascade of red/orange light was interrupted, seeming to dissipate at five (5) degrees above the horizon than quickly resumed as red/orange falling out of view on the horizon. The direction of this cascade was northwesterly.

The cascade of red/orange light was of considerable size and width, described as a puffy, thick, fireball. A second red/orange cascade of light emanating from that same 20 degree point arched in a similar manner to the north, northeast, falling toward the horizon after a slight upward movement similar to the larger, thicker cascade of light. The smaller cascade of red/orange light was approximately one-sixth (1/6) the thickness of the larger cascade of red/orange light. The pinnacle of both arches was the initial white, bright light.

[REDACTED] did not hear any noise associated with the events surrounding the observation of these lights. The initial fine white/greyish line was less than five (5) degrees off the horizon overlooking Barcelona Neck. The line travelled approximately three (3) seconds. The total time of these light observations from the initial sighting of the fine white/greyish line to the cascade of red/orange cascade vanishing into the horizon was approximately two (2) seconds. The initial fine white line curved slightly, leveling off with the horizon before transforming into the bright, burst of white light. The direction of the initial fine white line was from the west, northwest.

[REDACTED] saw no specific objects associated with her observations of the lights. The lights were more than 30 miles away. The entire series of events and observations encompassed approximately twenty (20) degrees vertical of [REDACTED] field of vision.

[REDACTED] was advised to attempt to retain these observations in her mind and possibly sketch her observation in case it becomes necessary to specifically recall these details and observations in the future. [REDACTED] indicated that she would recontact the Federal Bureau of Investigation (FBI) if she recalls any additional observations regarding the events surrounding the aforementioned observation.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/30/97

On June 26, 1997, [REDACTED] was interviewed at a beach area at the end of Mile Hill Road at the shore of the Northwest Bay, East Hampton, Long Island, New York, by Special Agents' M. L. LIEBER and RICHARD S. KARNIEWICZ of the FEDERAL BUREAU OF INVESTIGATION (FBI). After being advised of the nature of the interview and the identity of the interviewing agents, [REDACTED] voluntarily provided the following information:

On the evening of July 17, 1996, at approximately 8:20 pm, [REDACTED] drove her Ford Aerostar automobile on Mile Hill Road to a dead end street at the shore of the Northwest Bay, East Hampton, Long Island, New York. [REDACTED] drove to the beach and parked her car with her children in order to view the water and and listen to the waves. [REDACTED] described the evening as totally clear, still, calm waves, and virtually no sounds.

[REDACTED] and her children were sitting in the car facing northwest looking toward Barcelona Neck. At approximately 8:30 pm, [REDACTED] saw what appeared to be a very thin white light in the sky that extended upward just slightly bigger than a star. [REDACTED] described the white light as a match stick; the top of the white light turned into a bright red and orange color, and appeared to pummel in a circular, spiral motion. [REDACTED] described this pummeling motion as that of a water fountain. While spiraling in a downward direction, two lines appeared that were red and orange. One line moved in an easterly downward direction, while the other line moved in an arc shape downward toward the horizon.

[REDACTED] stated that what she observed on the evening of July 17, 1996, appeared in the sky just twenty degrees above the tree line facing toward Barcelona Neck, approximately twenty to thirty miles away from where she was located. The entire event took approximately two to four seconds. [REDACTED] stated that what she observed was already in the sky and appeared to be something traveling in a downward direction; she did not see anything traveling in an upward direction. [REDACTED] never heard any sounds associated with what she observed.

Investigation on 06/26/97 at East Hampton, Long Island, New York

File # 265A-NY-259028-CC-488

by SA M. L. LIEBER
SA RICHARD S. KARNIEWICZ

Date dictated 06/30/97

1350

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 06/26/97 . Page 2

While [REDACTED] was sitting in the car with her children, her initial conclusion was that what she observed was a fireworks display in the sky. In fact, [REDACTED] recalls telling her children to look toward Barcelona Neck at the fireworks display in the sky. [REDACTED] stated that she did not know that what she observed was an airplane that exploded in the sky until she arrived home and heard about the disaster on the evening news. [REDACTED] reiterated that she did not observe an airplane in the sky. [REDACTED] therefore decided to contact the FBI about what she had observed. [REDACTED] stated that she was initially interviewed by the FBI just a few days following the crash of TWA flight 800.

QUIGLEY provided the following background information:

NAME: [REDACTED]
DOB: [REDACTED]
SS#: [REDACTED]
ADDRESS: [REDACTED] East Hampton, Long
Island, New York
TELEPHONE: [REDACTED]
SEX: female
RACE: caucasian
OCCUPATION: Lawyer

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/25/96

BRIAN RINKER, DOB: 5/10/57; SSN: 049-54-0010, was interviewed by the undersigned at 1230 PM on 07/25/96. The interview was conducted at RINKER'S place of employment, LIMOUSINE SERVICE (BLS), located at 18-20 Steinway Street, Astoria (Queens), New York, 11105; 800-843-5752; 718-932-2221. RINKER currently resides at 30-26 21st Street, Astoria (Queens), New York, 11105; Res. Tel. No. 718-204-8583; pager no. 800-225-0256; PIN no. 76084. Having advised RINKER that this interview was a "follow-up" to his earlier telephone call to Special Agent (SA) Glenn Mia of the New York office of the Federal Bureau of Investigation 6:25PM on 07/23/96 (TWA flight 800 hotline no. 888-245-4636; TW 2201), RINKER furnished the following information:

RINKER has been employed by BLS as a chauffeur since approximately February of 1993. RINKER currently resides at 30-26 21st Street, Astoria (Queens), New York, 11105; Res. Tel. No. 718-204-8583; pager no. 800-225-0256; PIN no. 76084.

On July 17, 1996, RINKER was dispatched by BLS to 30 Rockefeller Plaza, New York, New York where he was to meet a client, JAMES PARATORE and thereafter chauffeur same to Bridgehampton, New York for a business meeting. At the conclusion of PARATORE'S meeting, RINKER was to chauffeur PARATORE to John F. Kennedy (JFK) International Airport from where PARATORE would fly back to his home in California.

It was RINKER'S understanding that PARATORE was conducting business in Bridgehampton with television producer ROBERT MERTON. RINKER furnished the following chronology in connection with his services to PARATORE on July 17, 1996:

2:15PM: RINKER reports (curbside) to 30 Rockefeller Plaza, New York, N.Y. (It is company policy for a chauffeur to arrive fifteen minutes in advance of a client's requested report time and so RINKER arrives promptly at 2:15PM).

2:30PM: PARATORE meets RINKER and thereafter they depart for PARRATORE'S local residence; to wit, 200 East 69th Street, New York, N.Y. (PARRATORE leaves the limousine for

Investigation on 7/25/96 at New York (Queens), N.Y.

File # 265A-NY-259208\TW2201

by SA GEORGE ANDRUSYSHYN/dno
SA ANDREW LUDLUM

Date dictated 7/25/96

265A-NY-259208\TW2201

Continuation of FD-302 of BRIAN RINKER, On 7/25/96

approximately fifteen minutes to retrieve some personal effects and the two depart then for Bridgehampton.

4:30PM: RINKER curbs his limousine in front of "KITCHEN," a confectionery retailer in Bridgehampton, where PARATORE meets ROBERT MERTON and the two walked to a nearby restaurant for dinner.

8:00PM: PARATORE greets MERTON farewell. Thereafter, RINKER and PARATORE then depart for John F. Kennedy International airport.

At approximately 8:40pm, RINKER and his passenger are enroute to John F. Kennedy airport. They are travelling in the northern most of the two west bound lanes of route 27. When in the vicinity of exits 63 and 64 (These are two closely situated exists; see map in attached 1A), RINKER witnesses over the ocean directly south of the highway, i.e his 9 o'clock, what he surmised was a "flare". RINKER observed the "flare" for approximately 5 seconds, whereafter his attention was redirected to the highway where a vehicle entering onto route 27 (from what RINKER thinks may have been the exit 63 on-ramp). RINKER then moved to the passing lane allowing this vehicle to enter the highway. He then returned his attention to the south shore where he now saw in the same vicinity where he just witnessed the "flare", a descending "vertical column of fire". RINKER indicated these flames trailed directly downward toward the horizon. He viewed this descending column of bright orange fire for approximately 15 to 20 seconds, whereafter it disappeared beneath the horizon (see attached 1A enclosing a map wherein RINKER denotes with an "X" and the annotation "first sighting" the position from where he observed a "flare". An asterisk and the annotation "second sighting" denotes the position from where RINKER observed the descending "vertical column of fire". RINKER notes the approximate position of the "flare/vertical column of fire" with a larger asterisk).

With respect to RINKER's first sighting: RINKER heard nothing in connection with his observation of the "flare". He noted that the car windows were up and the car radio was on and at a moderate volume. RINKER's vehicle windows were not tinted. RINKER further described the "flare" as a "pencil-thin" plume of "medium gray smoke" led by a small but bright "orange dot". RINKER indicated the "flare" was ascending at the time he observed it. RINKER indicated that at the time he observed the "flare" it was not quite night fall. RINKER did not see a red, green and white position lights of an aircraft.

000299

265A-NY-259208\TW2201

Continuation of FD-302 of BRIAN RINKER, On 7/25/96

With respect to RINKER's second sighting: RINKER indicated that he did not hear anything in connection with observation of the descending "vertical column of fire". RINKER indicated that the column of fire was uniform in color, specifically, it was bright orange. At the time of RINKER's second sighting, he directed his passenger's attention to the fire and so PARATORE too witnessed the event.

RINKER indicated that he could not recall any unusual activity during the course of his day in Bridgehampton. RINKER did not observe any erratic operation of motor vehicles either in Bridgehampton or along route 27. He did not observe any vehicles pulled up along the shoulder of route 27, nor could he recall observing any vehicle towing watercraft.

For information:

JAMES CONRAD PARATORE
President, TELEPICTURES PRODUCTIONS
WARNER BROTHERS, INC.
3500 West Olive Avenue
Suite 1000
Burbank, California 91505
Tele. No. 818-972-0888

000300

561

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

[redacted] Astoria, New York, [redacted] contacted the command post of the New York office of the FBI and requested to revise a statement he previously provided. He was advised of the identity of the interviewing agent and the provided the following information:

[redacted] was previously interviewed by Special Agents of the FBI regarding observations he made the night of 7/17/96 of a flare like object and an explosion. He originally told the agents that he was travelling westbound in his limousine in the vicinity of East Moriches and West Hampton. He was at a location on Highway 27 where two exits are close together. He showed this location to the original interviewing agents on a map of the area.

[redacted] revisited that location after the interview while working and realized that he had provided the wrong location. His observations from the originally reported location would have been obscured by trees. He made the error trying to point out the location on a map to the interviewing agents. The actual location where he made his sightings is approximately one mile west of the originally reported location, still on Highway 27. There is a break in the trees through which he sighted the flare like object.

He was travelling west bound at approximately 62 miles per hour. He sets his cruise control device in his vehicle to 62 when travelling, and that is how he can recall his speed. He observed the object out the left side of his vehicle. He remembers changing lanes or passing another car, which he could not further identify, immediately after he sighted the object.

The remainder of the information he provided to the original interviewing agents remains the same. He had nothing further to add.

73

Investigation on 8/1/96 at New York, NY

265A-NY-259028 (telephonic)

File # 265A-NY-259028 (TW2201)

by SA KEVIN B. CRUISE:kc *KBC*

Date dictated 8/1/96

FBI - NEW YORK

1889

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] was telephonically contacted at his place of employment, [redacted] telephone number [redacted]. After being advised of the official identity of the contacting Agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at between 8:30 PM and 8:40 PM, [redacted] was out in his boat, fishing with his wife, when he saw what he thought to be a flare fly into the air to his southeast side over the ocean. When the "flare" reached its highest point a bright orange fireball erupted. That fireball then fell, fluttering back and forth, into the ocean. When he made these observations, [redacted] was located approximately three (3) miles east of the Fire Island Inlet on the bay side of Fire Island in the vicinity of Ocean Beach. He launched his boat from a private dock in Bayshore, New York.

He described the "flare" as glowing red and stated that it rose "straight up" from the ocean and was in flight for approximately ten (10) seconds. It took the fireball approximately 30 seconds to fall into the ocean. [redacted] saw no smoke trail from the "flare" and saw nothing fall away from it as it rose. He did not see an airplane, nor did he hear any sound associated with the eruption of the fireball. He described himself as being "upwind" of the location where the fireball occurred. [redacted] stated that his wife had her back to the fireball and consequently did not see it occur.

[redacted] resides at [redacted] East Northport, NY. His date of birth is [redacted].

265A-NY-259028

Investigation on 7/22/96 at New York, New York (to be filled in by the office)

File # 265A-NY-259028

by SA STEPHEN RICHMOND, JR./maj Date dictated 7/22/96 for NEW YORK

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/27/97

[redacted] East Northport, NY, 11701, [redacted] was advised of the official identities of the interviewing agents and the nature of the interview. He then provided the following information:

On July 17, 1996, [redacted] was fishing with his wife on their personal boat in the bay behind Fire Island. No other passengers were aboard.

At approximately 7:45 P.M. [redacted] was facing East when an amber light to his right, over Fire Island, caught his attention. The light was approximately 15 to 20 degrees above the horizon when he acquired it. He thought it was a flare and told his wife that someone had fired a flare. He saw the amber light ascend into the sky and disappear into high clouds. This took approximately 10 seconds. A couple of seconds after the light disappeared into the clouds and in the same area, a second light, the color of a sunset, appeared and fell to the ocean. This light seemed to rock as it fell.

In twenty years of boating [redacted] has seen half a dozen flares fired and this amber light was a different color and thicker than any flare he has seen.

[redacted] far vision is 20/20 and he did not see the amber light hit anything or any other planes in the sky.

[redacted] stated that he was upwind of the light and did not hear any noise associated with it.

[redacted] stated that he did not have any alcohol that day.

265A-NY-259028-SUB

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - NEW YORK	

CC-1-657

TC

Investigation on 06/26/97 at New York, NY

File # 265A-NY-259028 Date dictated N/A

by SA SALVATORE A. EMILIO, ATF
SA ROBERT V. DESANTIS, FBI

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ROUTED FBI NY CASES

FBI BALTIMORE 2142101

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FM FBI BALTIMORE (265A-NY-259028 SUB D) (P)

TO DIRECTOR FBI/PRIORITY/

RE NEW YORK (265A-NY-259028 SUB D)/PRIORITY/

NCLOS

REF: //3050:2485:SU 1.1//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 17, 1988; AOT: IT; EID; OO: NEW YORK.

RE NEW YORK TEL TO DIRECTOR AND BALTIMORE, 7/30/96 AND BALTIMORE TEL TO DIRECTOR AND NEW YORK, 7/31/96.

REFER TO CONTROL NUMBER TW341/

[REDACTED]

[REDACTED]

[REDACTED] WAS INTERVIEWED BY BALTIMORE DIVISION ON 8/1/96 AND ADVISED AS FOLLOWS:

Handwritten notes:
7/10
7/10

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265A-NY-259028-SUB CC³-62

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	

... GUEST ON BOARD THE SAILBOAT OF [REDACTED] AND [REDACTED], OF ANNAPOLIS, MARYLAND, AND WAS SAILING OFF THE COAST HEADING TOWARD BLOCK ISLAND WITH COORDINATES OF NORTH 40-28-62 AND WEST 72-22-79. [REDACTED] WAS MANNING THE WHEEL OF THE VESSEL ON DECK. HE ALSO WAS ON DECK DOWN BELOW IN THE CABIN AS [REDACTED] HUSBAND [REDACTED] AND HER COUSIN, [REDACTED] OF SOUTH CAROLINA.

HE ADVISED THAT AT THAT TIME THE BOAT WAS HEADED IN A NORTHEAST DIRECTION AND HE WAS LOOKING NORTHWEST WHEN HE OBSERVED A LONG STREAK PROCEED FROM THE SURFACE OF THE HORIZON. HE COULD NOT TELL IF THIS STREAK INITIATED FROM LAND OR WATER BUT ADVISED THAT IT PROCEEDED FROM THE LOWER LEFT OF HIS VIEW TOWARD HIS UPPER RIGHT. IT APPEARED TO BE SIMILAR TO A ROMAN CANDLE WITH A PULSATING STREAK AS IT AROSE INTO THE SKY. SUDDENLY, AFTER A FEW SECONDS HE SAW A LARGE BURST IN THE SKY WHERE THE STREAK WAS HEADING. THIS BURST TURNED INTO A LARGE FIREBALL. HE THEN HEARD A SECOND BURST AND OBSERVED ~~THE~~ FIREBALLS FALLING FROM THE SKY. [REDACTED] ADVISED THAT THE FIREBALLS COLLIDED WITH EACH OTHER IN MID-AIR OR THAT ONE OF THEM MAY HAVE BURNED UP IN THE AIR AS HE ONLY NOTICED ONE

CC3-62

RETAIL STORE TO THE HOME AT THE TIME, HE SPECULATED THAT THESE BODIES WERE THREE TO FOUR MILES AWAY BUT LEARNED LATER THROUGH VARIOUS COMMUNICATIONS THAT IT WAS ABOUT 15 MILES AWAY.

SOMETIME SHORTLY AFTER THE EXPLOSION HE HEARD A HELICOPTER PILOT ON THE RADIO WHO SAID HE OBSERVED A LIFEBOAT IN THE WATER. THE HELICOPTER PILOT GAVE THE COORDINATES OF THE SIGHTING AS NORTH 40-59-03 AND WEST 72-38-43.

[REDACTED] AND THE REST OF THE SAILING PARTY THEN BEGAN TO HEAD TOWARD CHINNICOCK INLET WHICH WAS THE DIRECTION THEY FELT THE CRASH WAS IN, HOWEVER, WHEN THEY REALIZED HOW FAR AWAY IT WAS THAT IT WOULD TAKE THEIR VESSEL HOURS TO RESPOND, THEY COMMENCED MOVING ON TO BLACK ISLAND.

[REDACTED] HAD NOTHING FURTHER TO ADD. HE IS A WHITE MALE, RESIDING AT [REDACTED] EASTON, MARYLAND 21601. [REDACTED]

SUBSEQUENT TO INTERVIEW OF [REDACTED] SA DONALD C. BRIDGELL, BALTIMORE DIVISION, RECONTACTED [REDACTED] CONCERNING HER COUSIN, [REDACTED] BEING ON BOARD THEIR

CCa-62

... ANYTHING TO ... AND HE DID NOT
AVE THE ADDRESS OF [REDACTED] HOWEVER SIII ADVISED HE RESIDES IN
MYRTLE BEACH, SOUTH CAROLINA AND THAT HIS PHONE NUMBER IS

[REDACTED]

INTERVIEW OF [REDACTED] CONCERNING ANYTHING HE MAY
AVE HEARD DURING THE EXPLOSION IS BEING LEFT TO THE
JURISDICTION OF THE NEW YORK DIVISION.

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FM FBI BALTIMORE (248A-NY-1140)

TO DIRECTOR FBI/PRIORITY/

FBI NEW YORK (2850-NY-280074)

BT

UNCLAS

CALL: //305012485190 11//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 1976

AOT IT; EID; UD; NEW YORK.

RE NEW YORK TEL TO DIRECTOR AND BALTIMORE, 7/30/96 AND

BALTIMORE TEL TO DIRECTOR AND NEW YORK, 7/31/96.

REFER TO CONTROL NUMBER TW341Z.

[REDACTED]

[REDACTED]

[REDACTED], WAS INTERVIEWED BY BALTIMORE DIVISION ON 8/1/96.

HE ADVISED AS FOLLOWS:

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ON EVENING OF 7/17/76 AT APPROXIMATELY 18:00
A GUEST ON BOARD THE SAILBOAT OF [REDACTED] AND [REDACTED]
ANNAPOLIS, MARYLAND, AND WAS RAILING OFF THE COAST
TOWARD BLOCK ISLAND WITH COORDINATES OF NORTH 38-22-00
WEST 72-22-00. [REDACTED] WAS ON THE
VESSEL ON DECK. HE ALSO WAS ON [REDACTED]
WAS [REDACTED]'S HUSBAND [REDACTED], AND [REDACTED]
SOUTH CAROLINA.

HE ADVISED THAT AT THAT TIME THE BOAT WAS
NORTHEAST DIRECTION AND HE WAS LOOKING NORTHWEST
OBSERVED A LONG STREAK PROCEED FROM THE SURFACE OF
HORIZON. HE COULD NOT TELL IF THIS STREAK INITIATED
OR THE WATER BUT ADVISED THAT IT PROCEEDED FROM THE LOW
IN VIEW TOWARD HIS UPPER RIGHT. IT APPEARED TO BE SIMILAR
TO A ROMAN CANDLE WITH A PULSATING STRIPE AS IT AROSE INTO THE
SKY. SUDDENLY, AFTER A FEW SECONDS HE SAW A LARGE BURST IN
THE SKY WHERE THE STREAK WAS HEADING. THIS BURST TURNED INTO
A LARGE FIREBALL. HE THEN HEARD A SECOND BURST AND OBSERVED
TWO FIREBALLS FALLING FROM THE SKY. MR. [REDACTED] ADVISED THAT THE
FIREBALLS COLLIDED WITH EACH OTHER IN MID-AIR OR THAT
THEM MAY HAVE BURNED UP IN THE AIR AS HE ONLY HEARD

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...BALL FALLING INTO THE HORIZON. AT THE TIME [REDACTED] THAT THESE BURSTS WERE THREE TO FOUR MILES AWAY. [REDACTED] LATER THROUGH VARIOUS COMMUNICATIONS THAT IT WAS [REDACTED] MILES AWAY.

SOMETIME SHORTLY AFTER THE [REDACTED] HELICOPTER PILOT ON THE RADIO WHO SAID [REDACTED] IN THE WATER. THE HELICOPTER PILOT GAVE THE COORDINATES [REDACTED] HIS SIGHTING AS NORTH 40-39-03 AND WEST 74-38 [REDACTED]

[REDACTED] AND THE REST OF THE SAILING PARTY [REDACTED] HEAD TOWARD CHINNICOCK INLET WHICH WAS THE DIRECTION [REDACTED] THE CRASH WAS ON, HOWEVER, WHEN THEY REALIZED HOW FAR [REDACTED] WAS AND THAT IT WOULD TAKE THEIR VESSEL HOURS TO RESPOND, [REDACTED] ONCED MOVING ON TO BLOCK ISLAND.

[REDACTED] HAD NOTHING FURTHER TO ADD. HE IS A WHITE MALE, RESIDING AT [REDACTED], EASTON, MARYLAND 21601. [REDACTED]

SUBSEQUENT TO INTERVIEW OF [REDACTED], SA DONALD C. CARDELLI, BALTIMORE DIVISION, RECONTACTED [REDACTED] CONCERNING HER COUSIN, [REDACTED] BEING ON BOARD [REDACTED]

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PAGE 2

VESSEL IN THE AREA

NAME: [REDACTED] WOULD HAVE ANYTHING TO ADD

HAVE THE ADDRESS OF [REDACTED] HOWEVER BIT ADVICE

MYRTLE BEACH, SOUTH CAROLINA AND [REDACTED]

[REDACTED]

INTERVIEW OF [REDACTED]

HAVE HEARD DURING THE EXPLOSION [REDACTED]

DISSEMINATION OF THE NEW YORK DIVISION

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 24, 1996, SA WILLIAM F. LYNCH, Federal Bureau of Investigation, while doing random interviews between the hours of 5 PM to 10 PM at Smith Point Beach, Town of Brookhaven, New York, interviewed [redacted], DOB, [redacted] Social Security Number [redacted], residing at [redacted] Shirley, NY [redacted].

[redacted] was asked if he visits this park regularly; had done so on July 17, 1996, when TWA flight # 800 crashed, and whether he had noted anything unusual at the park, on the land, sea, or in the sky, either on the night of the crash, or at any time leading up to that date. [redacted] advised as follows:

OBSERVATIONS OF [redacted]

On July 17, 1996, [redacted] was at Smith Point Park, from 7:30 to 8:45 PM. He recalls seeing only a red fireball travelling on a flat line, from west to east. He could not discern this object as an airplane, but observed that within three to four seconds, it went down, separating into two (2) pieces. He did see it hit the water, and saw flames going straight up. Following this, he saw white/grey smoke.

265A-NY-259028-SUB C-1

AS 491
AUG 4 1996
[redacted]

Investigation on 7/24/96 at Smith Point Park, N.Y.
File # 265 A NY 259028
by SA WILLIAM F. LYNCH Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, at approximately 11:05 am, [redacted]
 [redacted] Date of Birth [redacted], of [redacted] 611
 [redacted] Speonk, New York, was interviewed. [redacted] stated
 that on July 17, 1996, she, her brother [redacted] and
 [redacted] were riding horses in a field located north of Sunrise
 Highway (Route 27) and west at Speonk River Head Road, Town of
 Speonk. [redacted] stated that she observed in a southerly
 direction, a small red ball of light. The small red ball of
 light, after a about two seconds, got bigger and started to fall
 toward the ground. [redacted] stated that she lost sight of these
 lights or balls behind the tree line. Also interviewed at this
 time was [redacted] Date of Birth [redacted], of the same
 address. [redacted] stated that he observed a small ball of light in 538
 a southerly direction which turned larger as the disappeared
 behind the tree line. Also interviewed at this time was [redacted] 565
 [redacted] Date of Birth [redacted], of [redacted]
 Center Moriches, who stated that she also saw a large ball of
 light or fire heading toward the ground.

JM

265A-NY-259028-SUB - CC 1 -

SEARCHED	INDEXED
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FEB 28 1997	
FBI - NEW YORK	

JM

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Investigation on 7/22/96 at Speonk, New York

File # 265A-NY-259028

Investigator DARNLEY O. SCOON
by SA JOSEPH P. FANNING:cam

Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/19/1996

On 07/19/1996, [redacted] Date of Birth, [redacted] Mastic, New York [redacted] was interviewed in the presence of his father, [redacted] After being advised of the identify of the interviewing Special Agent, [redacted] provided the following information:

[redacted] and his wife had taken [redacted] and his brother [redacted] "crabbing" on the Forge River during the evening of Wednesday, July 17, 1996. At approximately 8:45pm, [redacted] had just climbed onto the dock and he saw what he described as "the biggest Roman Candle" he had ever seen. The flare, trailing fire, "burst out really big and then fell." [redacted] stated that after the flare there was a black trail of smoke. [redacted] added that the flare came from the southeast direction from where he was standing and appeared to originate from land. It also seemed to be really close.

[redacted] could not recall anything else unusual happening that evening.

[redacted] was cooperative and both he and his father are agreeable to further contact with the FBI regarding this matter.

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265A-NY-259028-SUB CC

Investigation on	<u>07/19/1996</u>	at	<u>Mastic, New York</u>	SEARCHED	INDEXED
File #	<u>265A-NY-259028</u>			(<u>telephonically</u>)	<u>16</u>
by	<u>SA TERESA A. LANGE</u>	Date dictated	<u>07/19/1996</u>	NEW YORK	

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265A-NY-259028
TMO/jxs *Till*

The following investigation was conducted by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH, of the New York State Police:

On July 27, 1996, ⁵⁶⁶ [redacted] and [redacted] ⁵⁵⁷ were interviewed by the above mentioned Investigators at their residence at [redacted] Mastic, New York, [redacted]. This interview was conducted in the presence of their mother, [redacted], and after being apprised of the nature of the interview, the following information was provided:

⁵⁶⁶ [redacted], stated that he was standing on the dock at the Forge River Marina looking south towards the water, when he saw what he thought was a flare going up, with a reddish/orange line of fire trail. It exploded and came down as a column of reddish/orange fire, with a tiny bit of black. The flare and column of fire appeared to him, to be over land and to the east (left) of his location.

⁵³⁷ [redacted] stated he was looking the other way and his brother ⁵⁶⁶ [redacted] pointed out the flare and by the time he turned around, the fire disappeared and he saw a big puff of smoke.

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265A-NY-259028-SUBCC4

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FBI - NEW YORK	
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

On July 19, 1996, [redacted] date of birth [redacted] Boca Raton, Florida, [redacted] home telephone number [redacted] was interviewed at her parents' home [redacted] Westhampton, New York. She was advised of the identity of the interviewing agents and the nature of the interview. She then provided the following information:

On July 17, 1996, at approximately 8:25pm, [redacted] was having dinner with her fiance [redacted] and her parents. at her parents' home, [redacted] Westhampton, New York. [redacted] was facing the water in the direction of South-Southeast, when she saw a white light, along the horizon out the window to the left. The light was described as a very bright shooting star, or a bright white light, and moved from the left to right, in an arc, for approximately five to ten seconds. On the way down from the highest point of the arc, it disappeared for a second, and then reappeared as an orange flicker. It stayed there for a moment and then grew into an orange ball. The ball dropped to the horizon in approximately ten to twenty seconds - enough time for [redacted] her fiance, and parents to go out on the deck. Approximately one or two seconds after the ball hit the water, [redacted] heard a boom. After a couple more seconds, [redacted] heard a second boom, and, after a shorter period of time, a third boom. The first boom was the most intense.

The distance from [redacted] to the orange ball, and the distance from [redacted] to the white light, appeared to be the same. The white light appeared to have a door width length tail. (The door used as a reference was approximately 10 feet away and approximately 3 feet wide).

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265A-NY-259028-SUB C, -

Investigation on	<u>July 20, 1996</u>	<u>Westhampton, NY</u>	<u>m</u>
File #	<u>265A-NY-259028</u>		
by	<u>SA STEVEN BONGARDT</u>	<u>SA CHARLES J. RUSSELL:mmp</u>	<u>TC</u>
Date dictated	<u>7/20/96 FBI - NEW YORK</u>		

1893

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/25/97

On August 18, 1997, the writer conducted the following investigation at [redacted] Westhampton, New York, regarding the observations made by [redacted] from that address (house) on July 17, 1996:

[redacted] was sitting in a chair, in the dining room, facing the ocean, and had a view through the doors of the porch and beach at the rear of the house. Sitting in the approximate position of [redacted] and using a standard ruler the writer made the following observations:

The bottom of the awning (at an approximate eleven o'clock position to the beach) to the horizon measured 1.25 inches at an arm's length. This was the approximate position from which [redacted] had first recalled observing a "bright white light" traveling from "left to right". The overhang (of the porch) to the horizon measured approximately 3.5 inches.

265A-NY-259028-CC1

SEARCHED	INDEXED
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FBI - NEW YORK	
BONGARDT SAB	

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Investigation on 8/18/1997 at Westhampton Beach, NY

File # 265A-NY-259028 Date dictated N/A

by SA Steven A. Bongardt (sab)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

[redacted] residence address [redacted], Mastic, Long Island, New York, [redacted], was telephonically contacted by Special Agent (SA) SCOTT W. KORMAN at his residence. After being advised of the identity of the interviewing agent and the purpose of the interview, [redacted] provided the following information:

[redacted] and [redacted] were in a car on their way to CARLER's (Phonetic) POND to fish the night of the plane crash. [redacted] was not driving the car. At approximately 8:30 pm, or 8:40 pm, [redacted] saw a bright glow coming down in the sky which he believes to be the plane that crashed. As the glow descended, the object burst into a ball of flames. [redacted] said [redacted] saw the object also. [redacted] believes he had a very good view and he did not see any flare like object going up into the sky prior to seeing the glowing object descending.

[redacted] lives a couple of houses down the street from [redacted]. He believes the address is possibly [redacted] Mastic, Long Island, New York.

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265A-NY-259028-SUB-LL
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Investigation on	<u>7/22/96</u>	at	<u>Mastic, New York</u>	(telephonically)	INDEXED
File #	<u>265A-NY-259028</u>				SERIALIZED FILED
by	<u>SA SCOTT W. KORMAN:cam</u>			Date dictated	<u>7/26/96</u>
					SEP 19 1996 FBI NEW YORK DAS

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 24, 1996, Special Agent (SA) JAMES DIMARIA of the Bureau of Alcohol, Tobacco and Firearms and SA BECKY CHAN, Federal Bureau of Investigation, interviewed [redacted] at [redacted] Patchogue, New York (NY). [redacted] provided the following information:

That on July ^{17~~88~~} 26, 1996, at approximately 8:30 pm while driving his vehicle facing northbound on Waverly Avenue, Patchogue, NY he observed a large jet banking in a southeast direction heading towards Moriches Inlet. While looking at the jet he observed what appeared to be black smoke plumes coming out from the engine, below the jet. (The sun was setting at this time). Approximately five to ten seconds later he observed what appeared to be silvery objects falling from the engine compartment. He was able to see the objects as a result of the sun reflecting off the shiny objects.

[redacted] stated that the particles looked like fireworks. He estimated that the parts fell several miles inland in an industrial/wooded area located north of Woodside Avenue, Patchogue and south of the Long Island Expressway. (see diagram)

We then departed [redacted] residence and looked at the industrial/wooded area.

265A-NY-259028-SUB cc 1 525

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FBI-NEW YORK	

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Investigation on 7/24/96 at Patchogue, New York

File # 265A-NY-259028
by SAs BECKY CHAN/ JAMES DIMARIA/BATF/JD/pan Date dictated 7/26/96

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED] Flanders, New York, [REDACTED] was advised of the identity of the interviewing agent and the nature of the interview. [REDACTED] provided the following information:

[REDACTED] and a group of friends were at a water hole off Old Country Road, in the vicinity of the Suffolk County Police Department firearms range, on the evening of the TWA Flight 800 crash. The group was gathered on the west bank clearing of the water hole.

At approximately 8:30 P.M., [REDACTED] was in the water approximately ten feet off the shore, facing south. He observed a reddish/orange flare ascending in the sky. The flare was followed by a white vapor trail and appeared to be headed towards him from beyond the trees, but moving at a slight angle from right to left.

[REDACTED] then left the water and was standing on the sand but close to the water's edge. From this vantage point [REDACTED] observed an explosion in the sky. He described two large balls of fire and smaller pieces of fire falling out of the sky.

[REDACTED] then moved further away from the water to the top of the hill, but still on the sand. At this point the fire balls had fallen out of sight. [REDACTED] heard sounds like rolling thunder, and felt slight vibrations in the ground.

265A-NY-259028-SUB -CC- 279

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 12 1996	
FBI-NEW YORK	

Investigation on 7/24/96 at Speonk, New YorkFile # 265A-NY-259028by SA CINDY A. PEIL/MAMDate dictated 7/24/96

1177

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/2/97

On June 25, 1997, [REDACTED]

[REDACTED] Flanders, New York, [REDACTED] was contacted at his residence. After being advised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

On the day of the Trans World Airlines Flight 800 crash, [REDACTED] went swimming after work at a water hole on private property in Speonk, New York. The private property, bounded by Old Country Road in the north, North Phillips Avenue in the west, and the Long Island Railroad tracks in the southeast, was accessed through a gated entrance on the south side of Old Country Road, four-tenths of a mile east of North Phillips Avenue. [REDACTED] was at the water hole with friends [REDACTED] (phonetic), [REDACTED] (a distant cousin), [REDACTED] (also known as [REDACTED]), and [REDACTED] grandfather (name unknown) owns the property. [REDACTED] and his friends were gathered at a small sandy beach on the west side of the water hole.

[REDACTED] had been at the water hole for at least an hour and was standing with some of his friends in the water at knee depth, a couple of feet out from the water's edge. He was facing east, his back to the western shore, when he began to turn to his right with the intention of walking up on the beach. As [REDACTED] turned his head, an object that he thought looked like a flare caught his attention in the southern sky or in the same direction as the ocean. At first, [REDACTED] thought someone had shot a flare towards him from beyond the trees located at the southern end of the water hole. [REDACTED] then realized the object was much farther away.

The flare-like object was a round reddish ball, lighter red towards the center, with a small tail similar in shape to that of a comet. The object became a little brighter as it moved. The object was smaller than the relative size of a marble but larger than a BB. There was a white, see-through trail of smoke following the object and fading at the tail end.

When [REDACTED] first saw the object it was above the

Investigation on 6/25/97 at Flanders, New York

File # 265A-NY-259028 CC1-619 Date dictated 7/2/97

by SA JENNIFER A. LEONARD/
SA BRADLEY S. MORRISON

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 6/25/97

Page 2

trees, approximately a quarter of the height from the tree tops to the highest point the object would reach. It was moving at a constant speed towards him and from his lower right to upper left at a straight incline of approximately forty-five degrees from horizontal. [REDACTED] watched the object for two to three seconds, turned to his friends to call their attention to it, and then looked back.

[REDACTED] watched the object a few more seconds after he looked back from calling to his friends, when the object made a sharp turn downward as if it were dropping out of the sky. The object moved almost straight down, having a little angle from right to left. The object descended for approximately two seconds and then exploded. The point of explosion was a quarter of the way down from the object's maximum height to the tree tops.

[REDACTED] advised that the explosion looked like a firework going off, having the red-orange color of fire and being brighter than the original flare-like object. There was a little white-powder colored smoke around the explosion and several pieces fell away from the point of explosion. The size of the explosion was approximately three times as large as the flare-like object.

Three of the falling pieces were each larger than the flare-like object and a few smaller pieces sloped outward and down. While the pieces fell at different rates of speed, they remained relatively close together throughout their descent. Of the three large pieces, one came straight down in the middle while the other two were out to either side moving slightly away during the descent. They had no definite shape but had the same fire color as the explosion, only duller.

Approximately two to three seconds after the falling pieces disappeared behind the trees, [REDACTED] heard a deep sound like thunder. The sound came from the west and lasted for approximately one and one half seconds.

[REDACTED] stated that the weather was clear and that at the time of the event, he thought the sun was behind him in the western sky, obscured by trees. [REDACTED] did not see any aircraft while at the water hole. [REDACTED] was not under the

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

265A-NY-259028

Continuation of FD-302 of



, On 6/25/97

, Page 3

influence of any substance while observing the event.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Ricnboro, Pennsylvania, [redacted] telephone [redacted] was interviewed, telephonically, on July 23, 1996. [redacted] provided the following information:

[redacted] who works for [redacted] advised that on the night of Wednesday, July 17, 1996 he was working on the Beach Lane Bridge in Westhampton, New York. At approximately 8:45 P.M., [redacted] saw what appeared to be cheap fireworks coming off the beach about 4 or 5 houses west of the bridge. [redacted] described this one firework as a white spark (meteor) that went up and arched across the sky. A short time later (seconds later) [redacted] observed an orange fireball in the sky to the south of the bridge. The fireball fell out of the sky. The firework that [redacted] had previously observed was travelling in the direction at the fireball. Seconds after observing the fireball, [redacted] heard and felt one explosion, then three other explosions for a total of four.

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Soon after the explosion, [redacted] saw a National Guard Helicopter fly over the bridge.

265A-NY-259028-SUB *CC 1-27*

SEARCHED	INDEXED
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JUL 25 1996	
FBI - NEW YORK	
<i>Hamm</i>	

Investigation on 7/23/96 at New York (telephonically)
File # 265A-NY-259028 *L # 1243*
by SA Daniel Kilcullen, Jr. *DIC* Date dictated 7/23/96

FEDERAL BUREAU OF INVESTIGATION

Lead - Control #TW3245

Date of transcription 7/30/96

[REDACTED], Richboro, Pa., [REDACTED] was interviewed at his residence regarding his apparent observations of the explosion of TWA flight 800 on July 17, 1996. [REDACTED] provided the following information:

[REDACTED] for VISTA ENGINEERING, Crosskill, N.Y., telephone (908) 561-4420. VISTA ENGINEERING is a steel erection company. [REDACTED] is currently working on the erection of a bridge on Beach Lane at Dune Road in Westhampton, N.Y. [REDACTED] and others were working on the bridge trying to ready the bridge for opening. [REDACTED] indicated the following individuals were working on the bridge on the evening of Wednesday, July 17, 1996:

1. [REDACTED] for VISTA ENGINEERING;
2. [REDACTED] a employee of TANNER ELECTRICIAN, New York, N.Y.;
3. Unknown individual who was working with [REDACTED] who also worked for TANNER ELECTRICIAN;
4. [REDACTED] an employee for LINK CONTROLS;
5. [REDACTED] an employee with Suffolk County Highway Department;
6. [REDACTED] an employee with the New York State Department of Transportation.

[REDACTED] stated just before 8:45 p.m., he had been working in the bridge's switch gear room. The switch gear room has no windows and is located at the base of the bridge. [REDACTED] advised he wanted a break and he came up from the switch gear room to the roadway of the bridge. According to [REDACTED] everyone was still in the switch gear room except for [REDACTED] of the New York State Department of Transportation and [REDACTED]. The bridge runs from the northeast to the southwest (toward the beach). [REDACTED] was standing at the southwest end of the bridge where the span

Investigation on 7/29/96 at Richboro, Pa.File # 265A-NY-259028 (SUB 302) CCI-215by SA ANDREW B. LASH:kmlDate dictated 7/29/96

265A-NY-259028 (SUB 302)

Continuation of FD-302 of [REDACTED]

, On 7/29/96

, Page

2

begins to cross the river and was looking south-southwest toward the beach. At approximately 8:45 p.m., [REDACTED] saw a white light that was traveling skyward from the ground at approximately a 40 degree angle. [REDACTED] described the white light as a light that sparkled and thought it was some type of fireworks. [REDACTED] stated the white light "zig zagged" as it traveled upward and at the apex of its travel, the white light "arched over" and disappeared from [REDACTED] view. [REDACTED] estimated the white light was in view for approximately 15 seconds and its speed was consistent with the speed that normal fireworks might travel. [REDACTED] advised the white light first came in to view just above the roof top of the fourth house west of the public parking area on Dune Road. [REDACTED] stated the white light traveled outward from the beach in a south-southeasterly direction. [REDACTED] stated two or three seconds after the white light disappeared, he saw an orange light that appeared to be a fireball in the sky approximately one-half mile away. [REDACTED] was unable to estimate the height or elevation of this fireball due to its distance from him (approximately one-half mile away). The fireball descended at approximately a 30 degree angle and left a fire trail burning behind it. According to wire, the fireball disappeared behind the second house to the west of the public parking area located at Beach Lane and Dune Road.

As the fireball was falling, [REDACTED] told [REDACTED] to look. [REDACTED] stated it must be an airplane and immediately ran down to the public parking area to see if he could see anything else.

[REDACTED] stated after the fireball disappeared behind the house, he heard the first of four explosions. This first explosion was the loudest of the four explosions and the concussion from the explosion shook the bridge [REDACTED] was standing on. Approximately eight to nine seconds after hearing the first explosion, [REDACTED] heard a second and third explosion. The third explosion occurred immediately following the second explosion or what appeared to be at almost the same time. Approximately one second after the third explosion, [REDACTED] heard a fourth and final explosion.

On the afternoon of July 17, 1996, [REDACTED] had observed a C130 and helicopters flying in the area. [REDACTED] stated the helicopter was a National Guard helicopter and that the C130 and helicopters appeared to be on maneuvers. Just after the

265A-NY-259028 (SUB 302)

Continuation of FD-302 of [REDACTED]

, On 7/29/96

, Page 3

explosions [REDACTED] observed a National Guard helicopter fly directly over the Beach Lane bridge headed toward the explosion.

The workers who had been in the switch gear room had heard and felt the explosions and came up on to the bridge deck to see what was happening.

[REDACTED] stated several days after the July 17, 1996 incident, he overheard an individual in Eckard's Delicatessen in Westhampton Beach, N.Y., describing having seen similar sightings on July 17, 1996. [REDACTED] stated this individual is the attorney for a woman [REDACTED]

Apparently her attorney, a 6' white male with grey hair, was at his client's home and observed a white light travel from the beach area skyward on July 17, 1996.

[REDACTED] estimated the distance from the southwest end of the Beach Lane bridge to Dune Drive is approximately 300 feet. [REDACTED] estimated the distance from the southwest end of the Beach Lane bridge to the fourth home west of the public parking area on Dune Road is roughly 800 to 900 feet. The fourth and second homes on Dune Road, west of the public parking area, identified by [REDACTED] in his description of the events that took place on July 17, 1996, are on the beach side or south side of Dune Road. [REDACTED] helped sketch a diagram of the Beach Lane bridge, Beach Lane, Dune Road, public parking area on Dune Road and the homes on Dune Road. [REDACTED] diagram is attached to this FD-302.

[REDACTED] stated he does not recall any additional information regarding his observations on July 17, 1996. [REDACTED] wishes to cooperate in whatever way he can and he can be recontacted at any time.

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265A-NY-259028

Diagram Interview



7/29/96

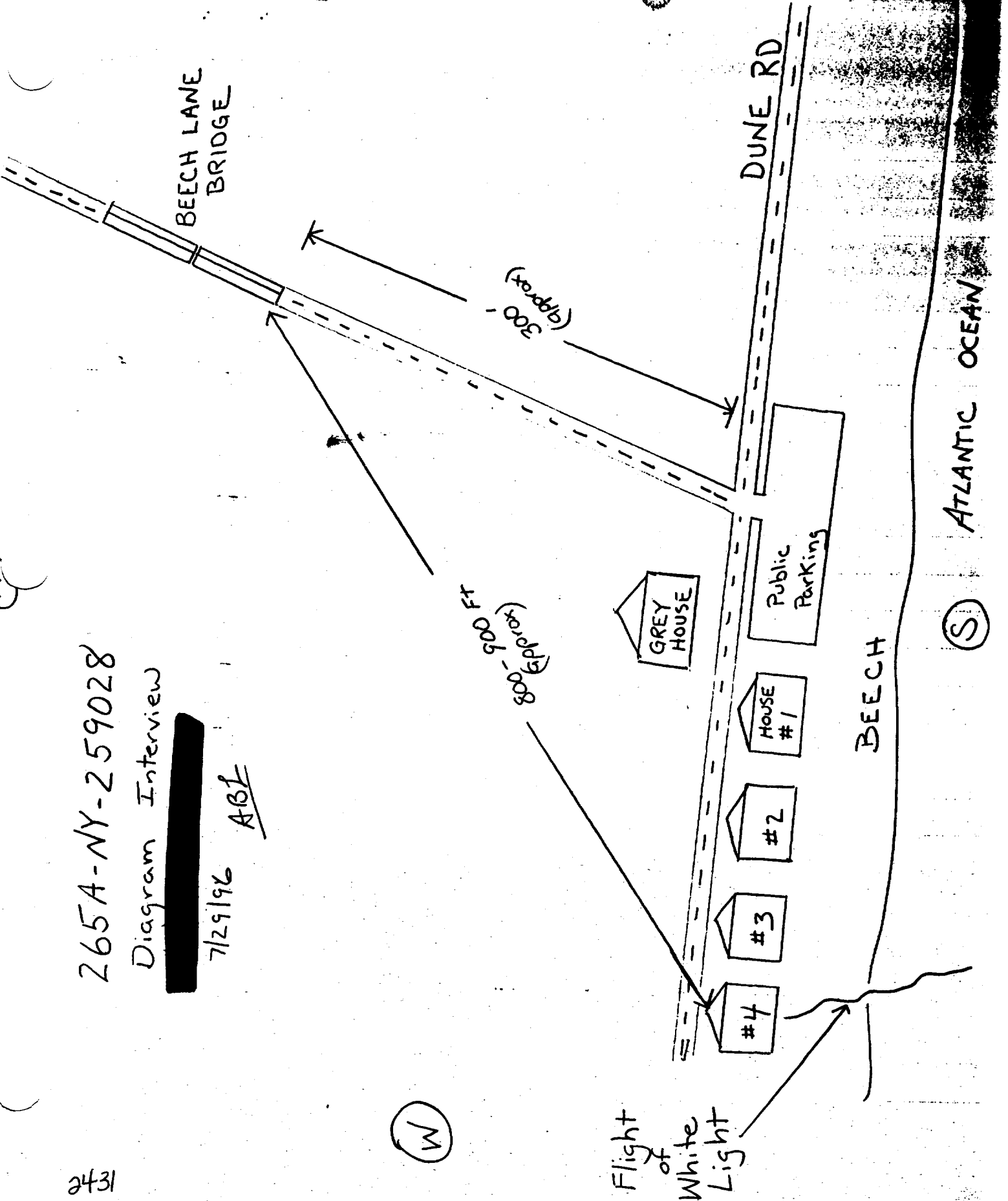
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

[redacted] was interviewed at her place of employment, [redacted] Melville, New York, at 12:50, home telephone number [redacted] Farmingville, New York [redacted]. After being advised of the identity of the interviewing agent, STEWART J. ISMAN, and Detective DANNY CALEMINE, and the nature of the interview, she provided the following information:

[redacted] and her friend, [redacted] were on the 8:15 p.m. ferry from Patchogue to Davis Park. They were sitting on the top deck, rear of the boat. [redacted] was facing west but turned to the east when her friend, [redacted] stated "look at the firework." [redacted] saw a huge orange ball of flame in the sky in the shape of an oval. The flame seemed to hang in the sky and then fall in a vertical stream to the surface, dropping from the oval/oblong shape straight down. The flame faded from the top/sky down to the ocean. The flame was spotted when they were three-fourth (3/4) of the way to Fire Island. While looking at the flame, [redacted] saw houses on the curve part of Fire Island. It was approximately 8:25 to 8:30 p.m., when [redacted] first saw the flame. After the flame fell straight down there was an orange haze over the water.

[redacted] stated that [redacted] stated that she had seen something come up to where the explosion occurred. This was told to her while still on the ferry.

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Investigation on 07/22/96 at Melville, New York

File # 265A-NY-259028

by SA STEWART ISMAN:arg TY-7024

Date dictated 07/22/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

[redacted], East Moriches, New York (NY), [redacted] after being advised of the identities and nature of the interviewing Special Agent and Suffolk County Police Detective, provided the following information:

On July 17, 1996, at approximately 8:26PM, [redacted] travelling from Harrison, NY, towards East Moriches, NY, on the Long Island Expressway (LIE), near Exit 69, witnessed a plane in the air.

[redacted] stated at first glance the plane was entirely intact. Due to the distance from his vantage point, [redacted] stated the plane looked small, and that it probably came from Spadaro Airport in East Moriches, NY. He stated that the plane looked illuminated from the daylight.

[redacted] stated, at second glance, approximately two (2) seconds after the first glance, he saw a ball of fire. [redacted] then stated that the plane began to drop from the sky, in a flat-spin motion. [redacted] did not see the plane hit the water, nor did he hear any type of sounds.

[redacted] wife, [redacted] DOB October 12, 1937, same address, also in the car, stated that she did not see any of the events pertaining to the plane because she was asleep.

[redacted] primary address is [redacted] West Harrison, NY. [redacted]

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SEARCHED	INDEXED
SERIALIZED	FILED
JUL 22 1996	
FBI - NEW YORK	
	TC

Investigation on 07/19/96 at East Moriches, New York TC

File # 265A-NY-259028

by SCPD Det. Mike Pitts
SA John Hui (JU:amo) JHS

Date dictated 07/19/96

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

██████████ ██████████ NEW VISIONS HAIRSTYLES, 155 South Country Road, Bellport, New York, ██████████ was interviewed at her business ..

On July 17, 1996, at approximately 6:30 pm, ██████████ attended a dinner meeting of the Bellport Chamber of Commerce at the Bellport Yacht Club. Near the end of the meeting she heard one of the members who she knows by the name of ██████████ exclaim, "that plane is in trouble." At the same time, she heard her daughter state, "look at the fireworks." ██████████ looked to the southeast, where her daughter was pointing and saw two "balls of fire" falling from the sky. ██████████ thought she was seeing a small plane crash on the bay side of Fire Island.

██████████ heard someone say, "get the time." She look at a clock which showed 8:34 pm.

██████████ did not hear any explosion, and did not hear any sings of a crash. ██████████ observed no suspicious boats near the Bellport Marina.

265A-NY-259028-SUB C - 473

Investigation on 7/20/96 at Bellport, New York

File # 265A-NY-259028

by SA MICHAEL BROOKS:cam

Date dictated 7/23/96

575

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted], Patchogue, New York, [redacted], was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] thereafter provided the following information:

On July 17, 1996, [redacted] was out driving with a friend, [redacted] when they stopped to run an errand. [redacted] saw a clock which said it was 8:00 p.m. Soon afterwards, [redacted] saw a big plane circling and said something to the effect that, "it must be trying to land."

A short time later, [redacted] and her friend were driving west on the Montauk Bypass, also known as Frowein Road. [redacted] noticed a plane flying northwest to southeast and thought it must be a different plane because it was not circling around anymore. Right about that time, they passed a sump close to where Frowein Road merges with Montauk Highway. [redacted] heard a whistle/screeching sound which she compared to the sound of a fan belt screech. [redacted] thought the sound was behind her and traveled from north to south. [redacted] looked back and then her attention was brought northward to the sky a few seconds later where she saw the clouds light up to a reddish color, like a flash of lightening would cause, only a different color. It was approximately 8:35 p.m. at the time. [redacted] asked [redacted] if she had also heard the sound, but [redacted] had not and [redacted] surmised that was because the sound had passed by the passenger side of the truck, where she was sitting.

265A-NY-259028-Sub C -

466

Investigation on 7/28/96 at Patchogue, New York
File # 265A-NY-259028
by SAS MARCIE A. HOUK/ JILL S. TURNER/MAH/dxa Date dictated 8/5/96

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265A-NY-259028
KEW:hrg

[REDACTED] was interviewed by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN E. WALSH of the New York State Police Department. The interview was conducted on July 22, 1996.

[REDACTED] of [REDACTED] Remsenburg, New York, [REDACTED] was interviewed and provided the following information:

Mr. [REDACTED] states that on July 17, 1996, between 8:30 PM and 9:00 PM, he was walking north on the beach toward the SWORDFISH BEACH CLUB, on Dune Road, Westhampton Beach, New York, with his friend, [REDACTED] of [REDACTED], Remsenburg, New York, [REDACTED]. Mr. [REDACTED] heard a boom and looked into the sky. He saw two flames coming down about five (5) degrees west of the club. He then heard other booms, which his friend, [REDACTED] said numbered three including the first boom. The flames then disappeared into the water.

265A-NY-259028-SUBC

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

[REDACTED] was advised of the identities of the interviewing Agents and the purpose of the interview. [REDACTED] provided the following information:

[REDACTED] advised that he observed the July 17, 1996 incident while he was watching an National Broadcasting Company (NBC) STONE PHILLIPS report on Unidentified Flying Objects (UFOs). [REDACTED] advised that the government has covered up UFO's since a ROSWELL incident on July 2, 1947. [REDACTED] was seated in his living room facing south toward the sliding glass doors that overlook the ocean.

[REDACTED] observed a ball of extremely bright, very vivid orange fire. It appeared to be moving up and out toward the water. It created a vertical column of fire. The column had a slight hour glass-like curve and appeared to remain stationary. Next, the entire column plunged into the water. It descended into the water like a lightening bolt. The column appeared to crash at the end of the horizon. Ten to fifteen seconds later, there were two tremendous jolts.

Investigation on 07/19/96 at Westhampton, New York

File # 265A-NY-259028

by SA CHARLES J. RUSSELL

SA STEVEN A. BONGARDT/hrg

Date dictated 07/24/96

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739 = She
578 = He

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] was advised of the identities of the interviewing Agents and the purpose of the interview, the following information was provided:

The [REDACTED] heard a major explosion, then heard two (2) smaller explosions. The explosions sounded like thunder. They did not visually observe the incident.

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Investigation on 07/18/96 at Westhampton, New York
File # 265A-NY-259028
by SA CHARLES J. RUSSELL
SA MICHAEL C. INCE/hrg Date dictated 07/22/96

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1416

579

She = 579
He = 580

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

[redacted], and [redacted] of [redacted], Center Moriches, New York, [redacted], were interviewed at their place of employment, 1st MONTAUK SECURITIES, MONARCH CENTER, Montauk Highway, Center Moriches, New York. After being advised of the identity of the interviewing Agents and the nature of the interview. They provided the following information:

On the evening of Wednesday, July 17, 1996, [redacted] and [redacted] were on their boat with three of their friends, [redacted] of [redacted], Center Moriches, [redacted] of [redacted], Center Moriches, [redacted] and [redacted] of [redacted], Center Moriches, [redacted]. At about 8:20 PM, [redacted] saw what she described as a pink glow that looked like a flare, larger than a star, up high in the sky. She saw it descend for about 30 seconds. When it was over Fire Island, it exploded into an orange ball of flames. It separated into two distinct columns of fire, then hit the water. Next, she saw flames shoot up once from the surface, then all that she saw was black smoke. She stated that her party called the Coast Guard and that they were the third such call the Coast Guard received, and that the Coast Guard would send a boat out to check it out. She further stated that the explosion reminded her of the space shuttle Challenger explosion in 1986. [redacted] perception of the pink glow was that it was moving away from her position. When she indicated her position on a map of the area and the direction, she saw the pink glow go, it appears that it was the same direction of the crash site.

[redacted] stated that his wife [redacted] was the first person to witness the glow. However, he said that he thought he saw the pink glow ascend and then descend. His approximation of the height of the pink glow was about 10,000 feet.

[redacted] had mentioned that her and [redacted] had discussed the incident on Thursday night with some people at the dock and that they had pretty much seen the same thing.

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Investigation on <u>7/19/96</u> at <u>Center Moriches, New York</u>	SEARCHED _____ INDEXED _____ SERIALIZED _____ FILED _____ h
File # <u>265A-NY-259028</u> SA JAMES G. LEE	SEP 24 1996
by SA ROBERT S. CRISALLI (RSC:dp)	Date dictated <u>7/23/96</u>

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She = 579
He = 580

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

[redacted], and [redacted] of [redacted], Center Moriches, New York, [redacted], were interviewed at their place of employment, 1st MONTAUK SECURITIES, MONARCH CENTER, Montauk Highway, Center Moriches, New York. After being advised of the identity of the interviewing Agents and the nature of the interview. They provided the following information:

On the evening of Wednesday, July 17, 1996, [redacted] and [redacted] were on their boat with three of their friends, [redacted] of [redacted] Center Moriches, [redacted] of [redacted] Center Moriches, [redacted] and [redacted] of [redacted] Center Moriches, [redacted]. At about 8:20 PM, [redacted] saw what she described as a pink glow that looked like a flare, larger than a star, up high in the sky. She saw it descend for about 30 seconds. When it was over Fire Island, it exploded into an orange ball of flames. It separated into two distinct columns of fire, then hit the water. Next, she saw flames shoot up once from the surface, then all that she saw was black smoke. She stated that her party called the Coast Guard and that they were the third such call the Coast Guard received, and that the Coast Guard would send a boat out to check it out. She further stated that the explosion reminded her of the space shuttle Challenger explosion in 1986. [redacted] perception of the pink glow was that it was moving away from her position. When she indicated her position on a map of the area and the direction, she saw the pink glow go, it appears that it was the same direction of the crash site.

[redacted] stated that his wife [redacted] was the first person to witness the glow. However, he said that he thought he saw the pink glow ascend and then descend. His approximation of the height of the pink glow was about 10,000 feet.

[redacted] had mentioned that her and [redacted] had discussed the incident on Thursday night with some people at the dock and that they had pretty much seen the same thing.

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265A-NY-259028-SUB

Investigation on	<u>7/19/96</u>	at	<u>Center Moriches, New York</u>	SEARCHED	SERIALIZED	INDEXED	FILED
File #	<u>265A-NY-259028</u>			SEP 24 1996			
by	<u>SA JAMES G. LEE</u>						
	<u>SA ROBERT S. CRISALLI (RSC:dp)</u>	Date dictated	<u>7/23/96</u>				

1469

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

[REDACTED], Administrative Assistant in Mitigation, [REDACTED], who resides at [REDACTED], New York 12020, telephone number [REDACTED], was contacted at the East Moriches Coast Guard Base, East Moriches, New York. Prior to any questioning, [REDACTED] was advised of the identities of the interview. She, thereafter, provided the following:

On July 17, 1996, at approximately 8:30 PM, [REDACTED], in a sailboat, along with [REDACTED] Owner of the Boat and [REDACTED] for Long Island Lighting Company (LILCO), [REDACTED] Suffolk County Fire Rescue Emergency Service, and [REDACTED] New York State Emergency Management Office, was heading into the Mount Sinai Harbor roughly a mile and a half off the North Shore, when she witnessed an explosion.

She saw a very large orange glowing ball in the sky due south of where she was sailing. Seconds later, [REDACTED] saw a sharp, yellow, very distinct, streak rising about it. She stated that it was curved at the end like a hook. She noticed the streak started at the shoreline and traveled up to the sky and veered westbound. She heard no sound and stated that the whole event lasted no more than three to four (3 to 4) seconds.

[REDACTED] and [REDACTED] were interviewed and stated that they saw nothing and heard no sounds. [REDACTED] was interviewed at a later date and provided information.

Investigation on 07/28/96 at East Moriches, New York

265A-NY-259028-SUB

File # 265A-NY-259028by SA PAMELA A. CULOS
SA SUSAN ROSENTHAL/hrgDate dictated 07/29/96

003-793

SEP 18 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 25, 1996 at about 6:35 pm, Detective NICHOLAS GARCIA, Federal Bureau of Investigation (FBI)/New York City Police Department Joint Task Force, SO-9, attempted to contact [redacted] over the telephone, [redacted] in connection with the crash of TWO Flight 800. He was not home. [redacted] (wife) will have him call the command post upon his arrival.

At about 6:45 pm, an attempt was made to contact [redacted] over telephone [redacted]. This also met with negative results.

At about 7:05 pm, the writer was contacted by [redacted] of [redacted] North Shirley, New York, telephone number [redacted] advises that he, his brother [redacted] and a friend [redacted] were fishing on July 17, 1996 from the shore in the vicinity of Moriches inlet. That evening at approximately 8:40 pm he observed an orange-red flash followed by smoke in the horizon. He could not tell if it was on the water or in the sky. He had nothing further to add.

582

At about 8:20 pm, the writer was contacted by [redacted]. He was with his brother and friend as described above. [redacted] reports observing a streak of smoke coming from a large fire ball in the distance taking the form of a funnel.

583

[redacted] and [redacted] did not see the aircraft nor did they observe a flare-like ground to air projectile or light trail.

290

265A-NY-259028-SUB C 3

Investigation on <u>7/25/96</u>	at <u>Long Island, New York</u>	<u>Telephonic</u>
File # <u>265A-NY-259028</u>		
by <u>DET. NICHOLAS GARCIA/NYCPD/dap</u> (P)	Date dictated <u>7/26/96</u>	<u>SEP 13 1996</u>

TC

583

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 25, 1996 at about 6:35 pm, Detective NICHOLAS GARCIA, Federal Bureau of Investigation (FBI)/New York City Police Department Joint Task Force, SO-9, attempted to contact [REDACTED] over the telephone, [REDACTED] in connection with the crash of TWO Flight 800. He was not home. [REDACTED] (wife) will have him call the command post upon his arrival.

At about 6:45 pm, an attempt was made to contact [REDACTED] over telephone [REDACTED]. This also met with negative results.

At about 7:05 pm, the writer was contacted by [REDACTED] of [REDACTED] North Shirley, New York, telephone number [REDACTED]. [REDACTED] advises that he, his brother [REDACTED] and a friend [REDACTED] were fishing on July 17, 1996 from the shore in the vicinity of Moriches inlet. That evening at approximately 8:40 pm he observed an orange-red flash followed by smoke in the horizon. He could not tell if it was on the water or in the sky. He had nothing further to add.

At about 8:20 pm, the writer was contacted by [REDACTED]. He was with his brother and friend as described above. [REDACTED] reports observing a streak of smoke coming from a large fire ball in the distance taking the form of a funnel.

[REDACTED] and [REDACTED] did not see the aircraft nor did they observe a flare-like ground to air projectile or light trail.

240
265A-NY-259028-SUB C3

Investigation on 7/25/96 at Long Island, New York Telephonic
 File # 265A-NY-259028
 by DET. NICHOLAS GARCIA/NYCPD/dap (P) Date dictated SEP 13 1996
7/26/96 TC

584

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[redacted], Central Falls, Rhode Island, home telephone number: [redacted] was advised of the identity of the interviewing agent, and that the interview concerned US Air Flight 217 from Charlotte, North Carolina to Providence, Rhode Island on July 17, 1996. [redacted] provided the following information:

[redacted] confirmed that he was a passenger on Flight 217 on July 17, 1996. [redacted] was in seat 19F. He was looking out the window at the scenery as the flight was approaching Providence. He saw a bright orange and red fireball on the right and down from the aircraft. The fire started dropping from the sky and landing below - it looked like a forest fire.

The woman sitting in seat 17F asked [redacted] if he had seen that. [redacted] and the woman discussed that it could have been an airplane or a boat exploding.

[redacted] saw nothing unusual before the fireball.

265A-NY-259028-SUB CC3

Investigation on 7/30/96 at Providence, RI (telephonically)

283

File # 265A-NY-259038 Sub 302

by SA G. RUSSELL GRIFFITHS

Date dictated 8/5/96 SEP 5 1996

585

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[redacted] West Warwick, Rhode Island, 02893, [redacted] was telephonically interviewed at his residence concerning the crash of TWA FLIGHT 800, July 17, 1996, off Long Island, New York.

[redacted] advised that he and his wife [redacted] were on USAIR FLIGHT 217 en route from Charlotte, North Carolina to Providence, Rhode Island on July 17, 1996, when at approximately 8:35 p.m., as the plane had begun its descent to land at Providence, his wife [redacted] told him that she had seen a plane on fire or that had exploded. She was at the window seat, 17F. He was in seat 17E on the right side of the plane.

[redacted] then looked out and down. He was in the second seat from the window. He saw a big fire to the east that looked as if it was on the water. The plane was probably at about 25,000 feet. [redacted] could see the outline of where the ocean met the coastline. It looked like a ship on fire. The fire was huge. He observed it for about ten to fifteen seconds. He did not see any airplane or lights.

Afterwards, a white female in her late teens or early twenties who was sitting at the window seat directly in front of [redacted] wife asked, "Did you see that?", to which he responded that he did. There was a white male, age forties, beard, educated who lived in the Fall River area sitting next to [redacted] who may have also seen the fire.

The flight landed in Providence at approximately 8:55 p.m.

Personal background in [redacted] is as follows:

DATE OF BIRTH: [redacted]
SOCIAL SECURITY ACCOUNT NUMBER: [redacted]

265A-NY-259028-SUB CC3

Investigation on 7/30/96 at WEST WARWICK, RHODE ISLAND 269

File # 265A-NY-259028 SUB 302

by SA THOMAS J. CARSON JR./dmi Date dictated 7/30/96

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265A-NY-259028 SUB 302

Continuation of FD-302 of

[REDACTED]

, On 7/30/96, Page 2

RESIDENCE:

[REDACTED]

West Warwick, Rhode Island
02893

HOME TELEPHONE:

[REDACTED]

EMPLOYMENT:

Watch engineer

[REDACTED]

Providence, Rhode Island

586

586

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/1996

On July 21, 1996, [redacted] Date of Birth (DOB) [redacted] address [redacted], Mastic Beach, New York (NY), telephone [redacted], was advised of the official identities of the interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July, 17, 1996, [redacted] and [redacted] were fishing in the vicinity of Moriches Inlet. The technique they were using was to position the boat at the south of Moriches Inlet and to drift to the north of the inlet. At one point, while the boat was at the southern portion of the inlet, [redacted] observed a large red or orange fishing boat, approximately 200 feet in length, several miles to their southeast. [redacted] noted this boat because of its large size and the fact that these boats bring fish with them. Additionally, [redacted] advised that this boat was a commercial fishing boat with a large boom or tower on its rear. [redacted] did not notice the boat moving.

At approximately 8:30 PM, July 17, 1996, [redacted] boat had drifted to the north end of Moriches Inlet. [redacted] was engaged in a task such as baiting a hook when [redacted] (phonetic) directed his attention to the south. [redacted] witnessed a large explosion at an altitude of 1000 feet. The explosion was orange in color and descended in a slight arc from east to west. The fireball split in two on its descent and left a trail of black smoke. Following the explosion, [redacted] looked in the direction of the previous sighting of the large red/orange boat and saw what appeared to be bright lights in the water which he believed was burning wreckage.

At no time did [redacted] hear anything nor did he see anything ascend to the explosion. [redacted] stated that [redacted] (phonetic) saw something ascend and directed [redacted] attention in that direction.

Investigation on 7/21/1996 at Mastic Beach, New York File # 265A-NY-259028-SUB C3

File # 265A-NY-259028

by SA NATALE PARISI

SA JOHN DAN FETHIERE NP:iaw Date dictated 7/21/1996 AUG 28 1996

C3

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587

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] white female, date of birth [redacted] home address [redacted] Milford, Connecticut, home telephone number [redacted] was interviewed at her home by the below listed special agent on the below listed date. Also present was her son, [redacted] white male, date of birth March 9, 1984. She was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

On Wednesday evening, 7/17/96, [redacted] was eating dinner on her deck, with her family. The house is situated on waterfront property. The deck has an unobstructed view of the Long Island Sound. Visibility was good. While the sun had set, it was still light outside.

Sometime between 8:30 pm and 8:45 pm, [redacted] called her attention to a strange glow in the sky over the Long Island Sound. She saw an orangish - red column of light. It appeared the same color as the setting sun. The column appeared to bend to the right when looking from top to bottom. This column lasted only a few seconds. It then faded away. [redacted] called her husband to come out and look at it. By the time he saw it, it had faded to a small ball on the horizon.

[redacted] pointed out a sailboat in the Sound and estimated the height of the column to have been twice as long as a sailboat mast. (approximately two degrees). She further pointed towards an approximate bearing of 180 degrees (magnetic) and stated the column appeared in that area.

[redacted] added that he saw it first. The column had already formed when he first noticed it.

Neither [redacted] nor [redacted] saw any object in the vicinity prior to noticing the column. They heard no sound that they attributed to this column. They recalled no aircraft in the vicinity of the column. [redacted] advised that he saw some shimmering points around the column. Neither could recall any smoke in the area.

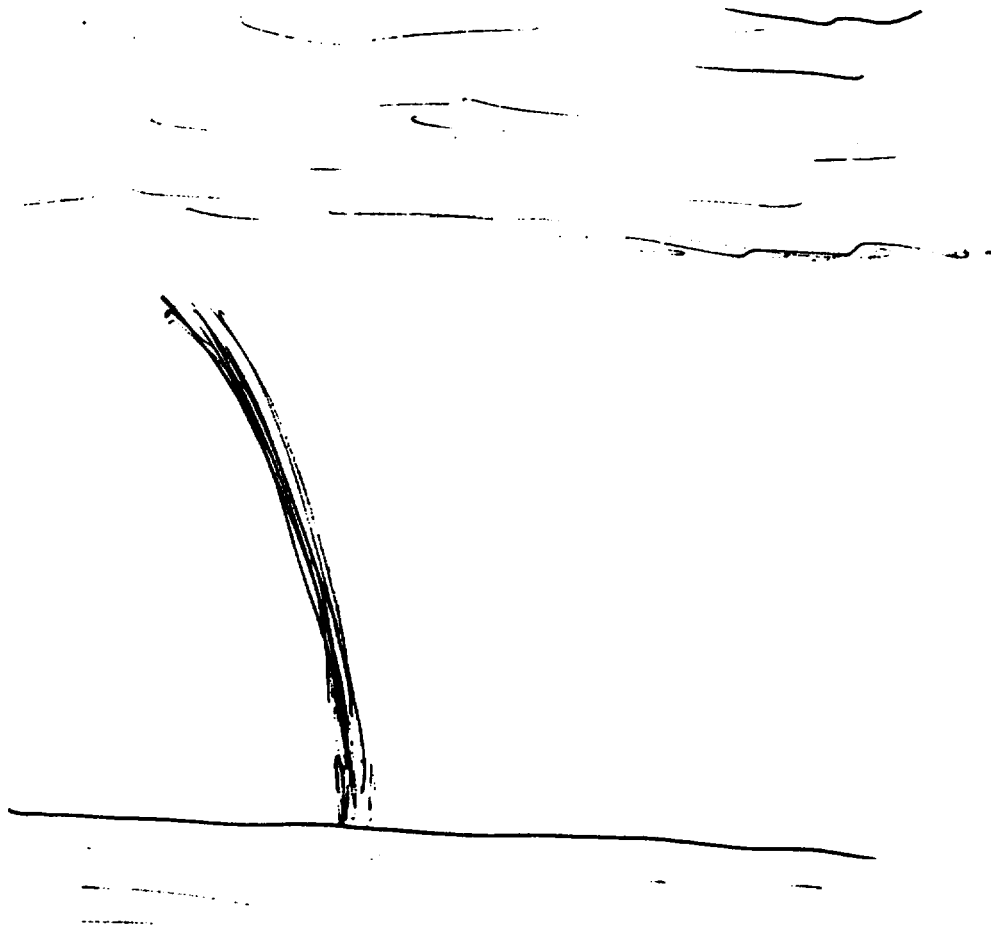
Investigation on 7/22/96 at Milford, ConnecticutFile # 265A-NY-259028by SA Kenneth E Gray Jr. : KEG/kegDate dictated 7/22/96SEARCHED _____
SERIALIZED FILED _____

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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/22/96, Page 2

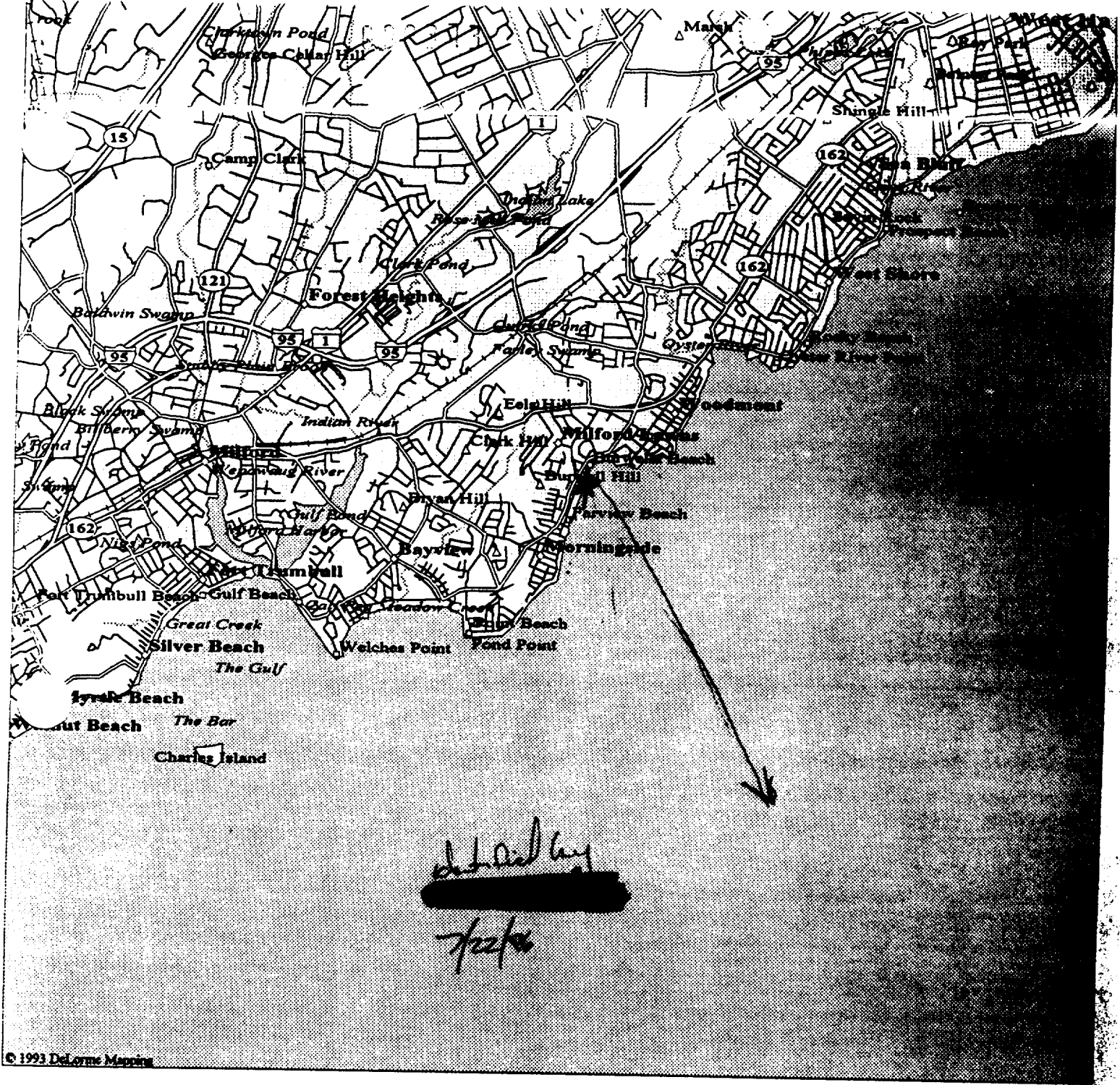
[REDACTED] drew a diagram of the column. [REDACTED] concurred with his drawing. [REDACTED] then marked on a map the approximate line of sight to the column. Copies of both drawing and map are attached to this FD-302.



drawn by



7/22/96



© 1993 Delorme Mapping

- LEGEND**
- Population Center
 - State Route
 - Geo Feature
 - ◇ Town, Small City
 - Large City
 - ⌒ Hill
 - △ Park
 - ⬭ Interstate, Turnpike

- ⬭ US Highway
- County Boundary
- Street, Road
- Hwy Ramps
- Trails
- Major Street/Road
- State Route
- Interstate Highway

Scale 1:62,500 (at center)

1 Miles

2 KM

Mag 13.00
 Mon Jul 22 16:45:40 1996

1771

588

588

587 = He
588 = She

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] white female, date of birth [redacted], home address [redacted] Milford, Connecticut, home telephone number [redacted] was interviewed at her home by the below listed special agent on the below listed date. Also present was her son, [redacted] white male, date of birth March 9, 1984. She was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

On Wednesday evening, 7/17/96, [redacted] was eating dinner on her deck, with her family. The house is situated on waterfront property. The deck has an unobstructed view of the Long Island Sound. Visibility was good. While the sun had set, it was still light outside.

Sometime between 8:30 pm and 8:45 pm, [redacted] called her attention to a strange glow in the sky over the Long Island Sound. She saw an orangish - red column of light. It appeared the same color as the setting sun. The column appeared to bend to the right when looking from top to bottom. This column lasted only a few seconds. It then faded away. [redacted] called her husband to come out and look at it. By the time he saw it, it had faded to a small ball on the horizon.

[redacted] pointed out a sailboat in the Sound and estimated the height of the column to have been twice as long as a sailboat mast. (approximately two degrees). She further pointed towards an approximate bearing of 180 degrees (magnetic) and stated the column appeared in that area.

[redacted] added that he saw it first. The column had already formed when he first noticed it.

Neither [redacted] nor [redacted] saw any object in the vicinity prior to noticing the column. They heard no sound that they attributed to this column. They recalled no aircraft in the vicinity of the column. [redacted] advised that he saw some shimmering points around the column. Neither could recall any smoke in the area.

265A-NY-259028-515

Investigation on 7/22/96 at Milford, Connecticut

File # 265A-NY-259028

by SA Kenneth E Gray Jr : KEG/keg

Date dictated 7/22/96

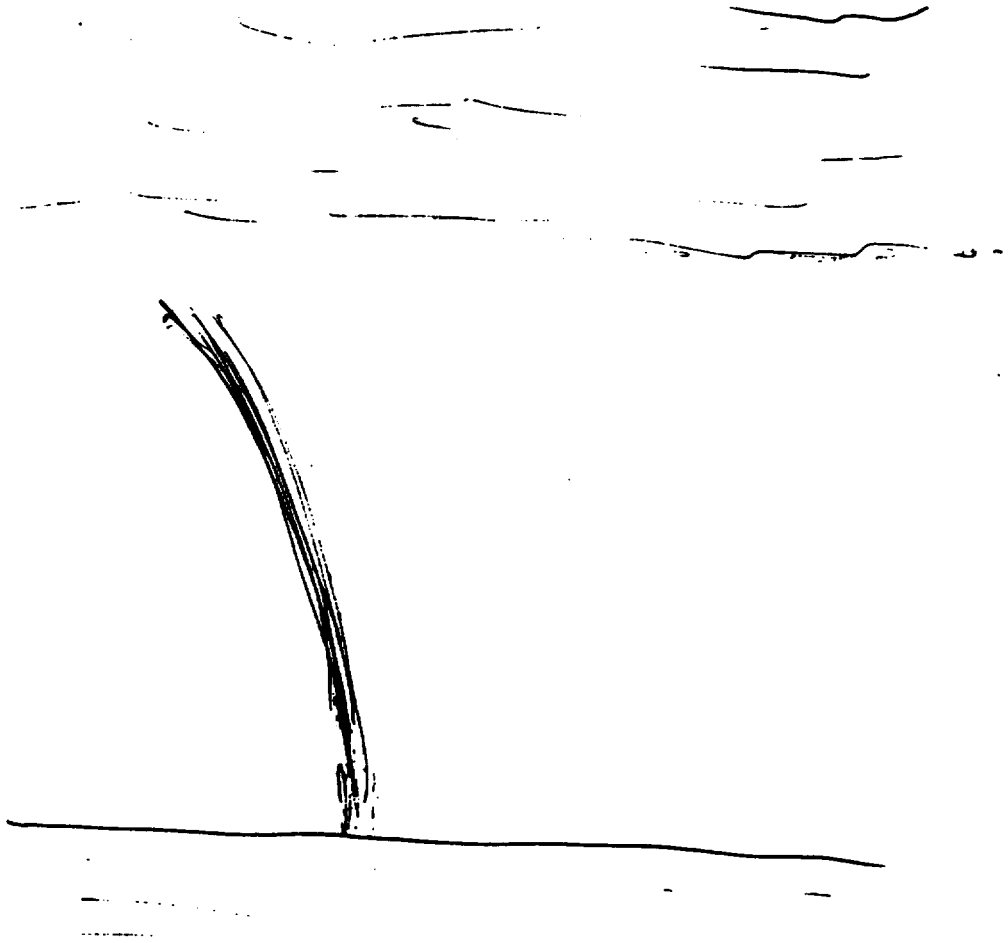
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SERIALIZED [] FILED []
149

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265A-NY-259028

Continuation of FD-302 of _____, On 7/22/96, Page 2

_____ drew a diagram of the column. _____ concurred with his drawing. _____ then marked on a map the approximate line of sight to the column. Copies of both drawing and map are attached to this FD-302.



drawn by



7/22/96

589

589

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/96

[redacted] was interviewed by the undersigned inside his yacht [redacted], moored at Taylors Landing Marina, 8172 Shore Drive, Norfolk, Virginia. After being advised as to the identities of the interviewing Agents, and to the purpose of the interview, that being his boating activities on July 17, 1996, [redacted] provided the following information:

[redacted] indicated that he resides at [redacted] Chesapeake, Virginia, home telephone [redacted] [redacted] is a self employed dentist practicing in Zuni, Virginia, business telephone [redacted] [redacted] stated that his date of birth was [redacted] and his Social Security Account Number (SSAN) was [redacted] [redacted] is a white male.

[redacted] related that on Wednesday, July 17, 1996, he and [redacted] were sailing his yacht [redacted] off the coast of Long Island, New York, enroute to Cape May, New Jersey, when the following transpired:

Sometime between 8:30 and 9:00 p.m., [redacted] and [redacted] were below deck performing engine maintenance, when [redacted] advised that he heard an explosion-type noise topside. [redacted] looked out towards the seaward side and indicated that he saw nothing. [redacted] indicated that due to his proximity to the yacht's engine, he heard nothing. [redacted] reviewed the nautical chart encompassing the Long Island, New York area and opined that the yacht was approximately at position 40.17 N / 72.13 W at the time [redacted] reported hearing the noise.

[redacted] advised that just before 10:00 p.m., he observed an odd boat, or boats to his vessel's stern. [redacted] described this as strange due to the boat's unusual array of lights. [redacted] indicated that the lights were all red in color and varied in number from four (4) to six (6). [redacted] opined that the boat was possibly a sixty foot vessel, but could have been three (3) twenty foot boats. He indicated that the boat was too small to register on his yacht's radar.

cc3

Investigation on 8/5/96 at Norfolk, Virginia 265A-NY-259028-SUB

File # 265A-NY-259028 - 3 116

SA MILTON D. CHALKLEY
SA TERRI A. WOODWARD Date dictated AUG 28 1996

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 8/5/96 , Page 2

[REDACTED] went to bed at 10:00 p.m. while [REDACTED] stood watch. At 2:00 a.m., he relieved [REDACTED] and resumed watch. [REDACTED] indicated that at 2:00 a.m. the same red lights were visible off of his stern. [REDACTED] last observed the lights at approximately 3:30 a.m. [REDACTED] indicated that he only observed the light array, never the actual vessel itself.

[REDACTED] indicated that he recalled only one other boat being in his immediate vicinity that night. This boat he observed only on radar. It was some distance in front of him to the seaward side. He opined it was approximately a sixty foot boat.

[REDACTED] related that his yacht was approximately thirty (30) miles off of the coast of Long Island, New York at the time he observed the above described boats. Due to course changes, he was not able to provide a specific chart reference location.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

residing at [redacted] East Patchogue, New York, [redacted] was advised of the official identities of the interviewing Agents and the nature of the interview. [redacted] then provided the following information:

[redacted] and his brother, [redacted] were walking their dog at SMITH POINT BEACH in Mastic, New York, at approximately 8:30 PM to 8:45 PM. [redacted] advised they were walking in the parking lot facing south towards the ocean when they saw a light heading straight up in the sky just east of their location. The light was a small red ball that they caught half-way up in the sky. The red ball looked like a flare that had been fired from the beach. No smoke trail was observed emanating from the red ball. Nothing was observed falling from the red ball. The red ball took approximately four seconds to impact from halfway up in the sky. Upon impact, [redacted] observed a large fireball which drifted or floated westward while dripping fire and breaking up further. A smoke trail came from the explosion. [redacted] drew a sketch. Special Agent (SA) SHEA wrote notes on the sketch as directed by [redacted]

20/96 at East Patchogue, New York

259028 - CCI - 628
RANDAZZO

P. SHEA (GPS:dp)

Date dictated 7/22/96

2394

her recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; be distributed outside your agency.

*copy
3/8/98
and paper*

IA2037

Universal Case File Number 265A-NY-259648-307

Field Office Acquiring Evidence NY

Serial # of Originating Document _____

Date Received 7/20/96

From _____



(Name of Contributor)

(Address of Contributor)

East Palisades NY

(City and State)

By Martin P. Shea

(Name of Special Agent)

To Be Returned Yes No

Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

Yes No

Title:

Reference: FD-302 IA2037

(Communication Enclosing Material)

Description: Original notes re interview of _____



See serial ^{Sub} CCI-628

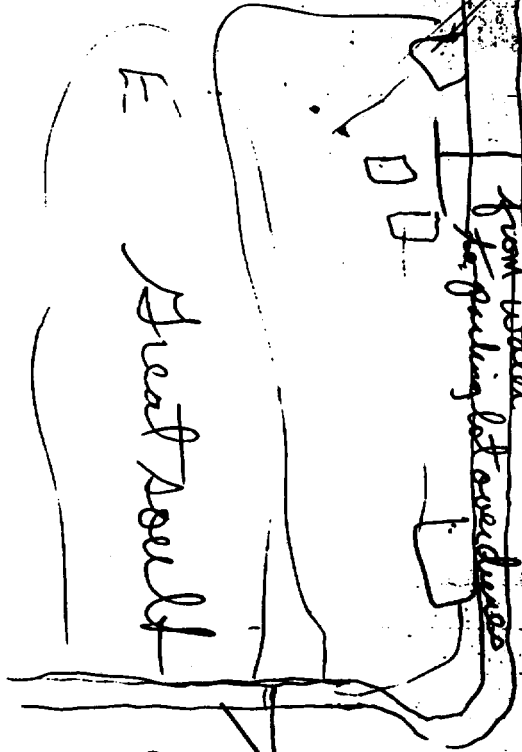
high

line of sight

Ocean

S

150 yds
from water
for pulling out overdures



E
Great South

Bay

Small
Bldg

N

1697

Smith point beach
in master in
light cut
just on horizon
below the

- 1) walking the dog just east of eastern
was facing south saw a light go up
then a small ball of fire
big fire then it dipped
red ball from halfway
shot off from beach.
- 3) a smoke trail coming down from
explosion but no smoke trail of red
ball - 8:30 8:45 PM. Fire was
just east of the parking lot. Seemed like
it came from beach.
- 4) no smoke from light going up. Saw the
light going up for 4 seconds approx
- 5) didn't see anything off the initial
ball going up.
- 6) The dipping fire floated west
bound while breaking up even more

SA GAVIN P. SHEA
SA JASON RAN DAZZO

591

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265A-NY-259028
NJP:dp

The following investigation was conducted by Special Agent (SA) NICK J. PINDULIC and SA PAUL VALENTINE on July 18, 1996. A canvas of Oneck Place and Oneck Road in Westhampton Beach located the following individuals who observed an explosion, heard a loud noise, or both:

[REDACTED]

591
592

[REDACTED]
Granger, Indiana
[REDACTED]

The above two individuals were at STARRBOGGS RESTAURANT and about 9 PM, maybe a little earlier, noticed what appeared to be a fireworks display. They described about 15 to 20 streamers falling. They stated it was clear it was an explosion followed by black smoke.

[REDACTED]

593

The above stated he heard two noises like thunder. The sounds were close together in time. He heard the sounds about 8:40 PM. He did not see anything.

[REDACTED]

594

The above heard at least two thunder type noises at about 8:30 to 8:50. She went outside but saw nothing.

265A-NY-259028-SUB CO
32

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI - NEW YORK	

592

265A-NY-259028
NJP:dp

The following investigation was conducted by Special Agent (SA) NICK J. PINDULIC and SA PAUL VALENTINE on July 18, 1996. A canvas of Oneck Place and Oneck Road in Westhampton Beach located the following individuals who observed an explosion, heard a loud noise, or both:

[REDACTED]

591
592

[REDACTED]

Granger, Indiana
[REDACTED]

The above two individuals were at STARRBOGGS RESTAURANT and about 9 PM, maybe a little earlier, noticed what appeared to be a fireworks display. They described about 15 to 20 streamers falling. They stated it was clear it was an explosion followed by black smoke.

[REDACTED]

593

The above stated he heard two noises like thunder. The sounds were close together in time. He heard the sounds about 8:40 PM. He did not see anything.

[REDACTED]

594

The above heard at least two thunder type noises at about 8:30 to 8:50. She went outside but saw nothing.

265A-NY-259028-SUB ^{COI}
321

SEARCHED <i>AB</i>	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI-NEW YORK	

593

265A-NY-259028
NJP:dp

The following investigation was conducted by Special Agent (SA) NICK J. PINDULIC and SA PAUL VALENTINE on July 18, 1996. A canvas of Oneck Place and Oneck Road in Westhampton Beach located the following individuals who observed an explosion, heard a loud noise, or both:

[REDACTED]

591
592

[REDACTED]

Granger, Indiana

[REDACTED]

The above two individuals were at STARRBOGGS RESTAURANT and about 9 PM, maybe a little earlier, noticed what appeared to be a fireworks display. They described about 15 to 20 streamers falling. They stated it was clear it was an explosion followed by black smoke.

[REDACTED]

593

The above stated he heard two noises like thunder. The sounds were close together in time. He heard the sounds about 8:40 PM. He did not see anything.

[REDACTED]

594

The above heard at least two thunder type noises at about 8:30 to 8:50. She went outside but saw nothing.

265A-NY-259028-SUB 001
321

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI - NEW YORK	

594

594

265A-NY-259028
NJP:dp

The following investigation was conducted by Special Agent (SA) NICK J. PINDULIC and SA PAUL VALENTINE on July 18, 1996. A canvas of Oneck Place and Oneck Road in Westhampton Beach located the following individuals who observed an explosion, heard a loud noise, or both:

[REDACTED]

591
592

[REDACTED]
Granger, Indiana
[REDACTED]

The above two individuals were at STARRBOGGS RESTAURANT and about 9 PM, maybe a little earlier, noticed what appeared to be a fireworks display. They described about 15 to 20 streamers falling. They stated it was clear it was an explosion followed by black smoke.

[REDACTED]

593

The above stated he heard two noises like thunder. The sounds were close together in time. He heard the sounds about 8:40 PM. He did not see anything.

[REDACTED]

594

The above heard at least two thunder type noises at about 8:30 to 8:50. She went outside but saw nothing.

265A-NY-259028-SUB 001
321

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
NEW YORK	

595

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595 = S...
596 = He

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

[redacted] and [redacted]
Patchogue, New York, [redacted]
interviewed at their residence by the below-listed Special Agents
and provided the following:

On July 17, 1996, they were at their hunting shack in Bellport Bay, approximately one-half mile west of Smith Point. Between 8:30 pm and 9:00 pm that evening, they were sitting on their deck overlooking the sand dunes. Suddenly, at eye-level over the dunes in a southeast direction, they observed a fireball. The fireball was in three parts. The main explosion, which was the biggest, and two smaller ones on each side. The explosion to the left of the fireball was slightly smaller than the explosion to the right. After the fireball they saw smoke gradually falling down from the explosion to behind the dunes.

The [redacted] never heard the explosion and did not make any other observations.

265A-NY-259028-SUB *cc 289*

SEARCHED <i>12</i>	INDEXED
SERIALIZED <i>12</i>	FILED
NOV 12 1996	
FBI-NEW YORK	

Investigation on 7/19/96 at Patchogue, New York (telephonically)

File # 265A-NY-259028

by SA DONALD W. MC CORMICK
SA GEORGE W. CONNELL, IIF:cam

Date dictated 7/24/96

1164

596

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596
595 = She
596 = He

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

[redacted] and [redacted] Patchogue, New York, [redacted] were interviewed at their residence by the below-listed Special Agents and provided the following:

On July 17, 1996, they were at their hunting shack in Bellport Bay, approximately one-half mile west of Smith Point. Between 8:30 pm and 9:00 pm that evening, they were sitting on their deck overlooking the sand dunes. Suddenly, at eye-level over the dunes in a southeast direction, they observed a fireball. The fireball was in three parts. The main explosion, which was the biggest, and two smaller ones on each side. The explosion to the left of the fireball was slightly smaller than the explosion to the right. After the fireball they saw smoke gradually falling down from the explosion to behind the dunes.

The [redacted] never heard the explosion and did not make any other observations.

265A-NY-259028-SUB *cc 289*

SEARCHED <i>B</i>	INDEXED
SERIALIZED <i>B</i>	FILED
NOV 12 1996	
FBI-NEW YORK	

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Investigation on 7/19/96 at Patchogue, New York (telephonically)

File # 265A-NY-259028

by SA DONALD W. MC CORMICK
SA GEORGE W. CONNELL, III:cam Date dictated 7/24/96

1164

597

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598

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted]
was interviewed at her residence, [redacted], East Moriches, New York, [redacted], she was advised of the identities of the interviewing agents and the nature of the interview, she provided the following information:

On July 17, 1996, at approximately 8:40 PM, [redacted] stated that she and her daughter, [redacted], Date of Birth (DOB) November 23, 1970, same address as mother, were watching television and from their window next to their television, facing south, overlooking Dune Road, saw a fireball fall from the sky. [redacted] stated she did not hear any sounds.

[redacted] stated that she was contacted by many news programs into the night of the 17th of July, 1996, to 2:30 AM, 18th of July, 1996. She provided no further information.

483
265A-NY-259028 SUB CC

(X)
TC

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 22 1996	
FBI - NEW YORK	
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Investigation on 07/19/96 at East Moriches, New York

File # 265A-NY-259028
by SA JOHN S. HUI; SA KELLEHER (ATF);
SCP DET. FANNING (JSH:lrg) Date dictated 07/21/96

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265A-NY-259028
WH:emf

The following investigation was conducted by Special Agent WILLIAM HANSEN, Federal Bureau of Investigation, New York Office, at the Swordfish Beach Club, Dune Road, Westhampton Beach, New York, on July 18, 1996:

[redacted] residing at [redacted] Remsenburg, New York, [redacted] advised she was home all evening on July 17, 1996, and observed a large, round, orange explosion outside, through her living room window. The object slowly started to drop down out of the sky. [redacted] was not sure of the time of the explosion.

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[redacted], residing at [redacted] Remsenburg, New York, [redacted] advised a bridge club had been at the Swordfish Beach Club last night. [redacted] advised [redacted] observed the explosion from the beach deck.

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