

DOCKET NO. SA-516

APPENDIX H

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 600-699
(445 pages)**

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, [REDACTED] Rocky Point, New York, telephone number [REDACTED] were interviewed in regards to their complaint call placed to the Trans World Airline (TWA) Flight 800 hotline on July 21, 1996, at 4:20 p.m. (Control Number TW00546).

[REDACTED] (b)(1) was the individual who placed the call. He advised that he and his friend observed what could have been a shooting star or a meteorite fall from the sky and explode on the night of July 17, 1996.

During the interview, the first eyewitness, [REDACTED] (b)(1) advised that they initially saw what they believed to be a falling star. It was not until a couple of hours later, that they heard news reports concerning TWA Flight 800. They then concluded what they saw was the airplane falling from the sky.

[REDACTED] (b)(1) recalled the precise time of his sighting 8:38 p.m. When questioned about the accuracy of his memory, he said that he and his friend [REDACTED] (b)(1) were on their way to dinner and he was very cognizant of time. [REDACTED] (b)(1) said that news reports identifying the time of the explosion at 8:40 p.m. triggered his memory.

[REDACTED] (b)(1) and [REDACTED] (b)(1) were travelling east bound on 25A near the intersection of Wading River Road. [REDACTED] (b)(1) was driving, [REDACTED] (b)(1) was a passenger. No one else was in the car. [REDACTED] (b)(1) looked out of the side window and [REDACTED] (b)(1) saw a strange light out of the passenger window of the car. He mentioned it to [REDACTED] (b)(1) [REDACTED] (b)(1) stated that it was falling rapidly from high in the sky at a forty-five (45) degree angle, west to east. He recalled the light to be orange in color and round in shape. He saw it for several seconds. Midway through its fall, the light appeared to stall in mid-air momentarily before exploding into a ball of fire. [REDACTED] (b)(1) said that it was a clear night and the flaring light was clearly visible.

(b)(1)

Investigation on 07/21/96 at Rocky Point, New YorkFile # 265A-NY-259028

by SA MICHAEL S. MAIER

SA MOON-HUI CHOI

Date dictated 07/21/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/21/96, Page 2

Both interviewees believed that what they saw was TWA Flight 800 falling in flames, and they were adamant that this event could not have been caused by a missile, even though they offered no factual basis for their conclusion.

During the phone complaint, [REDACTED]⁶⁰⁰ stated that the plane exploded at about 7,000 feet. He admitted during the interview that this was a rough guess and he had no way of knowing the actual altitude.

[REDACTED]⁶⁰⁰ phone complaint also seemed to indicate that he saw something strike the plane. During the interview, both [REDACTED]⁶⁰⁰ and [REDACTED]⁶⁰⁰ were questioned extensively about these details. [REDACTED]⁶⁰⁰ strongly disagreed with his friend, stating that what he saw was just one object apparently TWA Flight 800 falling in flames and exploding. [REDACTED]⁶⁰⁰ ultimately agreed with his friend. [REDACTED]⁶⁰⁰ initially thought he may have seen a meteor falling and hitting something in the sky causing an explosion.

Both agreed that they did not see anything moving from the ground, like a missile, to intercept an aircraft. They only saw a light falling from high in the sky. Both are agreeable to being recontacted.

[REDACTED] works at [REDACTED]
[REDACTED] works with [REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

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[redacted] (b)(1) was the individual who placed the call. He advised that he and his friend observed what could have been a shooting star or a meteorite fall from the sky and explode on the night of July 17, 1996.

During the interview, the first eyewitness, [redacted] (b)(1) advised that they initially saw what they believed to be a falling star. It was not until a couple of hours later, that they heard news reports concerning TWA Flight 800. They then concluded what they saw was the airplane falling from the sky.

[redacted] (b)(1) recalled (b)(1) the precise time of his sighting 8:38 p.m. When questioned about the accuracy of his memory, he said that he and his friend [redacted] were on their way to dinner and he was very cognizant of time. [redacted] said that news reports identifying the time of the explosion at 8:40 p.m. triggered his memory.

[redacted] (b)(1) and [redacted] (b)(1) were travelling east bound on 25A near the intersection of Wading River Road. [redacted] (b)(1) was driving, [redacted] (b)(1) was a passenger. No one else was in the car. [redacted] (b)(1) looked out of the side window and [redacted] (b)(1) saw a strange light out of the passenger window of the car. He mentioned it to [redacted] (b)(1) [redacted] (b)(1) stated that it was falling rapidly from high in the sky at a forty-five (45) degree angle, west to east. He recalled the light to be orange in color and round in shape. He saw it for several seconds. Midway through its fall, the light appeared to stall in mid-air momentarily before exploding into a ball of fire. [redacted] (b)(1) said that it was a clear night and the flaring light was clearly visible.

(b)(1)

Investigation on 07/21/96 at Rocky Point, New York

File # 265A-NY-259028 *MSM CCI-593*

by SA MICHAEL S. MAIER
SA MOON-HUI CHOI Date dictated 07/21/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 07/21/96 Page 2

Both interviewees believed that what they saw was TWA Flight 800 falling in flames, and they were adamant that this event could not have been caused by a missile, even though they offered no factual basis for their conclusion.

During the phone complaint, [REDACTED] stated that the plane exploded at about 7,000 feet. He admitted during the interview that this was a rough guess and he had no way of knowing the actual altitude.

[REDACTED] phone complaint also seemed to indicate that he saw something strike the plane. During the interview, both [REDACTED] and [REDACTED] were questioned extensively about these details. [REDACTED] strongly disagreed with his friend, stating that what he saw was just one object apparently TWA Flight 800 falling in flames and exploding. [REDACTED] ultimately agreed with his friend. [REDACTED] initially thought he may have seen a meteor falling and hitting something in the sky causing an explosion.

Both agreed that they did not see anything moving from the ground, like a missile, to intercept an aircraft. They only saw a light falling from high in the sky. Both are agreeable to being recontacted.

[REDACTED] works at [REDACTED]
[REDACTED] works with [REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 20, 1996, [redacted] Date of Birth (DOB) [redacted] was interviewed at his home, [redacted] Center Moriches, New York, telephone number [redacted]. After being advised of the identities 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 his boat, with his wife, docked at the [redacted] Center [redacted], New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a ball of orange fire arcing upward with a white smoke tail. [redacted] said the object looked like a "roman candle" firework. Approximately ten seconds later, he saw a large reddish-orange fireball where the firework-type object disappeared. [redacted] further stated that the fireball fell at a sixty degree down angle and appeared to knife-edge shortly before he lost sight of it near the horizon.

265A-NY-259028-SUB CC

Investigation on	07/20/96	at	Center Moriches, New York	SEARCHED	INDEXED
File #	265A-NY-259028			SERIALIZED	A
by	SA SAMUEL G. KRAMER				AUG 1 1996
	SA BARTHOLOMEW AVERSANO, ATF (SGK:hrg)			Date dictated	07/23/96 - NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On Monday, July 22, 1996, the reporting detective and Detective JOSEPH BRITTELLI, number 918, while assigned to the Disaster Task Force, interviewed [redacted] Date of Birth (DOB) [redacted] of [redacted] Center Moriches. During the interview, [redacted] related the following:

That he was at Great Gun Beach, Fire Island, at the time of occurrence on the bay side (). That he was looking out on the ocean in a southeast direction. That he saw what he thought was a distress flare, orange in color, that burst. That it began to drift downwards, slowly. That there was a larger, secondary burst a little darker in color. That it fell to the ocean. That it took about ten-fifteen (10-15) seconds.

After realizing it was a plane, base on his () he is an Aerobatics Judge. He feels that the plane was on a knife edge starting downward. If the body was facing away, it was if the initial "flare" was on the right wing and the flames traveled downward across the fuselage to the left wing when the second explosion took place.

He further stated two (2) French Canadians, (one white/male and one white/female) witnessed same, seemed unconcerned, left on boat "MARIE ANTOINE" from Montreal. Case active with this report.

Investigation on 07/22/96 at Center Moriches, New York

File # 265A-NY-259028 CC-557

by Detective GRANT
Detective JOSEPH BRITTELLI (JB:hrg) Date dictated 07/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/7/97

On July 1, 1997, at approximately 3:30 p.m., Special Agents (SA's) RICHARD S. KARNIEWICZ and M. L. LIEBER of the Federal Bureau of Investigation (FBI) conducted an interview of [REDACTED] at the National Aviation and Transportation Center located at Idle Hour Boulevard, Oakdale, New York 11796, telephone (516) 244-1300. [REDACTED] was advised of the identity of the interviewing agents and nature of the contact. The following is information provided by [REDACTED].

[REDACTED] advised that on the evening of July 17, 1996, he, his wife and the [REDACTED] were on his boat. [REDACTED] boat was docked at the Senix Marina located at 50 Senix Avenue, Center Moriches, New York, telephone (516) 874-2092. [REDACTED] wasn't certain of the exact time frame but recalled that it was around dusk. He advised that he was looking south towards the Atlantic Ocean when he observed an object that he described as being a parachute flare approximately fifteen (15) degrees southeast (SE) of his position at a distance of approximately thirteen (13) miles away. The object, as described by [REDACTED] emanated an orange glow and appeared to travel for approximately seven (7) seconds (direction unknown) and exploded. The explosion occurred at one (1) end of the object and as a result, the object broke into two columns that billowed into flames as they descended into a free fall state. The two columns, which were positioned next to each other, were initially orange in color and turned into a wispy black color. The columns fell at a forty-five (45) degree angle (from vertical) with the flames running in an east (E) to West (W) direction. [REDACTED] advised that the entire event that he witnessed took approximately ten (10) seconds to unfold.

He did not observe any object(s) rise/ascend from the surface nor did he hear any sounds associated with what he observed.

[REDACTED] had no further information to provide at this time.

Investigation on 7/1/97 at Oakdale, New York

File # 265A-NY-259028 CCI-642 Date dictated 7/2/97

by SA RICHARD S. KARNIEWICZ and M. L. LIEBER/RSK:pc

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

265A-NY-259028

Continuation of FD-302 of 

On 7/1/97

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

On July 18, 1996, [REDACTED] [REDACTED] Gabreski Airport, Suffolk County, New York, home address [REDACTED], Manorville, New York [REDACTED], Date of Birth [REDACTED], was interviewed telephonically by Special Agent (SA) PAUL D. VALENTINE. [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] was on duty at Gabreski Airport, as an [REDACTED] in the Tower. [REDACTED] was working with [REDACTED] at the time. [REDACTED] was performing his normal duties in the tower working the local airport traffic. [REDACTED] stated he saw a flare or fireworks towards the south. [REDACTED] described it as very odd looking. This object was a spiralling flame as it fell toward the ground. He also said it was getting bigger as it fell. He did not hear anything.

[REDACTED] recalled that [REDACTED] (Air National Guard Helicopter) was in the pattern. They were immediately sent to investigate what they saw. [REDACTED] reported that when the Aircrew [REDACTED] reported back to the tower they sounded very somber. The aircrew reported that it may be a possible mid air collision.

265A-NY-259028-SUB CC3-344

NOV 12 1996

Investigation on 7/18/96 at Suffolk County, New York (telephonically)File # 2016
265A-NY-259028by SA PAUL D. VALENTINE/MAMDate dictated 7/18/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 28, 1996, [redacted], Date of Birth [redacted] of [redacted] East Patchogue, New York, telephone number [redacted] Social Security Account Number [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 out on a boat fishing with his son, [redacted], and son-in-law, [redacted] in Moriches Inlet (on open water side). [redacted] was unfamiliar with his exact location, as this was his first time out fishing. At approximately 8:30 pm, [redacted] observed a fiery mushroom/ball in the sky (eastern direction) with a sparklers affect coming off all around it. Almost simultaneously the fire turned into a trail of fiery blaze and the flames fell down vertically. [redacted] observed the flames touch the water and saw fire on top of the water. [redacted] was approximately six to seven nautical miles away from this fiery blaze. [redacted] did not hear or observe any explosion or the point of origin of the flames. [redacted] observed a speedboat speeding away from where he observed the flames. This speedboat was heading west but [redacted] was unable to provide any further description other than the boat was larger than 22 feet. [redacted] did observe two White males with dark hair on this boat (no further descriptions).

265A-NY-259028-SUB CC3 -345

SEARCHED INDEXED SERIALIZED FILED NOV 12 1996

Investigation on 7/28/96 at East Patchogue, New York (telephonically)

2017
File # 265A-NY-259028

by SAs KIMBERLY S. QUESINBERRY/WSK
JAMES DiMARIA/BATF/KSQ/pan

Date dictated 7/28/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[REDACTED], was advised of the identity of the interviewing agent and of the nature of the interview. The interview was conducted on board the B/T Susana Duijm which was anchored off shore from Punto Fijo, Venezuela.

[REDACTED] advised that he has been employed by PDV Marina, the owners of the Susana Duijm, for 13 years. On the evening of 7/17/96, he was on the upper deck of the ship exercising. He reported seeing a cloud of black smoke moving in the direction toward the ship from the direction of a bridge. He did not know the name of the bridge from where the smoke was moving, but stated that it was the bridge that the ship passed under prior to anchoring. When asked about any unusual activity, [REDACTED] advised that he recalled several boats speeding towards the bridge area. He is not sure, but he may have seen one boat moving away from the bridge in the opposite direction of the other boats. He described the boat that was moving in the opposite direction as an open light colored, yellow or white, outboard, about 24 foot long, with some men standing, he could not describe the occupants or the boat with any more detail. He was not sure of the exact time he saw that boat, but he thinks it was after seeing the others moving towards the bridge. He heard about the TWA explosion the following day from media reports and that is when he assumed that the cloud of black smoke may have been from TWA 800.

He is not aware of any other crew men that may have seen anything.

[REDACTED]

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265A-NY-259028-SUB-C

Investigation on 7/25/96 at Punto Fijo, Venezuela

File # 265A-NY-259028 SUB 302

by RALPH A. TORRES, LEGAL ATTACHE

Date dictated NA

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 19 1996	
FBI - NEW YORK	

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OC 012 FBINY CASE3

DECLAR #0001 2081546

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FM LEGAT CARACAS (265A-NY-259028 SUB B)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK/IMMEDIATE/

BT

UNCLAS

CITE: //5720:CAR188.208//

PASS: FBIHQ FOR SIOC; SSA S CURTIS, IRU-2, ROOM 7458.

SUBJECT: UNSUB (S) ; EXPLOSION OF TWA FLIGHT 800, JULY 17,

1; AOT-IT-EOD; OO: NY.

RE LEGAT CARACAS TELETYPE 7/24/96; NY LEAD CONTROL
NUMBERS TW-544, TW-1098; TW-3003.

ON 7/24/96, LEGAT AND ALAT CARACAS TRAVELLED TO PUNTO
FIJO, VENEZUELA IN ORDER TO CONDUCT INTERVIEWS OF OFFICERS AND
CREW OF THE [REDACTED] A MEETING WAS HELD ON THE EVENING
OF 7/24/96 WITH PDV MARINA OFFICIALS, THE OPERATORS OF THE

265A-NY-259028-SUB -17
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[REDACTED] TO WORK OUT THE DETAILS OF THE INTERVIEWS TO BE
DUCTED AND THE ARRIVAL AND LOCATION OF THE SHIP.

ON 7/25/96, LEGAT PERSONNEL TRAVELLED TO THE [REDACTED]
[REDACTED] WHICH WAS ANCHORED OFF SHORE IN AMUAY BAY. THE 25
OFFICERS AND CREW, AND TWO TECHNICIANS FROM THE SPANISH
SHIPBUILDING COMPANY WERE INTERVIEWED. [REDACTED], CAPTAIN
OF THE SHIP, [REDACTED] ADVISED THAT SHIP ARRIVED AT
ITS ANCHORING POINT AT 1:40 A.M. , JULY 17, 1996; THE SHIP
ANCHORED AT LATITUDE 40 DEGREES, 38 MINUTES, 40 SECONDS NORTH,
LONGITUDE 74 DEGREES, 03 MINUTES, 03 SECONDS WEST. THAT
LOCATION IS NEAR THE BAY RIDGE CHANNEL IN AN AREA IDENTIFIED
AS ANCHORAGE NO 21C 110.155. BASED ON MEDIA INFORMATION THE
CAPTAIN BELIEVES THE SHIP WAS ANCHORED ABOUT THIRTY MILES FROM
LOCATION WHERE TWA FLIGHT EXPLODED. THE SHIP DEPARTED THE
AREA AT 4:30 A.M. JULY 18, 1996. THE CAPTAIN ADVISED THAT THE
U.S. COAST GUARD WAS ON BOARD HIS VESSEL FROM 8:00 A.M. TO
1:00 P.M. JULY 17, 1996. THE CAPTAIN DID NOT SEE NOR HEAR THE
EXPLOSION, AND EXCEPT FOR ONE SEAMAN WHO REPORTED, ON THE
MORNING OF 7/18/96 SEEING A CLOUD OF BLACK SMOKE ON THE
EVENING OF 7/17/96; IS NOT AWARE OF ANYONE ABOARD HIS SHIP
THAT MAY HAVE SEEN OR HEARD THE EXPLOSION OF TWA 800. THE

PAGE THREE DE CAR 0001 UNCLAS

C [REDACTED] CER ON DUTY THE EVENING OF 7/17/96, [REDACTED]
ASSISTANT CAPTAIN, DID NOT SEE NOR HEAR ANYTHING UNUSUAL THAT
EVENING.

[REDACTED] COOK, [REDACTED], VZ PASSPORT [REDACTED]
ADVISED THAT HE WAS ON THE UPPER DECK OF THE SHIP EXERCISING
ON THE EVENING OF 7/17/96. HE REPORTED SEEING A CLOUD OF BLACK
SMOKE MOVING IN THE DIRECTION TOWARD THE SHIP FROM THE
DIRECTION OF A BRIDGE. HE DID NOT KNOW THE NAME OF THE BRIDGE
FROM WHERE HE SAW THE SMOKE, BUT STATED THAT IT WAS THE BRIDGE
THAT THE SHIP PASSED UNDER PRIOR TO ANCHORING. THROUGH
INTERVIEW OF THE CAPTAIN IT WAS LATER DETERMINED THAT THE
BRIDGE WAS THE VERRAZANO NARROWS BRIDGE. WHEN ASKED ABOUT ANY
UNUSUAL ACTIVITY, [REDACTED] ADVISED THAT HE RECALLED SEVERAL
BOATS SPEEDING TOWARDS THE BRIDGE AREA. HE IS NOT SURE, BUT
HE MAY HAVE SEEN ONE BOAT MOVING AWAY FROM THE BRIDGE IN THE
OPPOSITE DIRECTION OF THE OTHER BOATS. HE DESCRIBED THE BOAT
THAT WAS MOVING IN THE OPPOSITE DIRECTION AS AN OPEN LIGHT
COLORED, YELLOW OR WHITE, OUTBOARD, ABOUT 24 FOOT LONG, WITH
SOME MEN STANDING, HE COULD NOT DESCRIBE THE OCCUPANTS OR THE
BOAT WITH ANY MORE DETAIL. HE WAS NOT SURE OF THE EXACT TIME

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PAGE FOUR DE CAR 0001 UNCLAS

HE SAW THAT BOAT, BUT HE THINKS IT WAS AFTER SEEING THE OTHERS
NG TOWARDS THE BRIDGE. HE HEARD ABOUT THE TWA EXPLOSION
THE FOLLOWING DAY AND THAT IS WHEN HE ASSUMED THAT THE CLOUD
OF BLACK SMOKE MAY HAVE BEEN FROM TWA 800. HE IS NOT AWARE OF
ANY OTHER CREW MAN THAT MAY HAVE SEEN ANYTHING.

NONE OF THE OTHER OFFICERS, CREW, OR TECHNICIANS ABOARD
THE [REDACTED] REPORTED SEEING OR HEARING ANYTHING UNUSUAL
THE EVENING OF 7/17/96.

LEGAT CARACAS WILL FORWARD FD-302S REGARDING THESE
INTERVIEWS TO NEW YORK.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 20, 1996, Senior Investigator JOHN CASSINO (New York State Police) interviewed [redacted] white/female, Date of Birth [redacted] age 12, residing at [redacted] Mastic, New York. [redacted] was interviewed regarding the crash of Trans World Airline (TWA) Flight number 800. She advised as follows:

On July 17, 1996, [redacted] was playing a tag game called "Manhunt" with her friends in the sand dunes at Smith Point Park Campgrounds located in Shirley, New York. As dusk was approaching she witnessed a fireball (red/orange in color) drop down from the sky. This fireball was out over the ocean near the tip of the inlet by the Smith Point Campgrounds. She indicated that there was a bright yellow mass in the center of the red/orange fireball. She did not see the fireball strike the ocean since the sand dune was obstructing her view.

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265A-NY-259028-SUBCC

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

File # 265A-NY-259028

by S/I JOHN CASSINO:hrg Date dictated 07/22/96 **AUG 28 1996**

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/20/97

409 [REDACTED] was interviewed at his home, [REDACTED] Center Moriches, New York. Also present during the interview was [REDACTED] 607 wife, [REDACTED]. After being advised of the official identities of the interviewing Agents and the purpose of the interview, [REDACTED] then provided the following information:

409 On July 17, 1996, [REDACTED] 409 [REDACTED] 607 and their son, [REDACTED] were at Great Gun Beach on the North/Bay side of Barrier Island. It was a clear chilly night and the sun had not yet set. The [REDACTED] 409/607 just finished eating dinner. They brought their own food because there are no restaurants at Great Gun Beach and the area is only accessible by water or ATV four-wheel vehicles. Some of the dunes at the Beach are thirty feet high. In addition, there is no electricity on Barrier Island. The [REDACTED] came to the Beach via their boat [REDACTED]

409/607 [REDACTED] There were other people at Great Gun Beach that night including, [REDACTED] and his wife, [REDACTED]. At approximately 8:20 p.m. 409 [REDACTED] and [REDACTED] 607 were standing on the dock looking out when [REDACTED] stated, "Watch this, we're going to see fireworks." 409 [REDACTED] then saw a light grayish streak/line ascending into the sky over the ocean. The streak was southeast from [REDACTED] 409 location, and it was moving from east to west at a five degree, almost vertical angle. The streak was fine, like a pencil line, and moved for two seconds. The line itself did not grow, but remained the same length. The line then disappeared, "like it stopped in midair for a second."

409 [REDACTED] then observed a bright white light in the sky in the area where the streak had disappeared. The light appeared one second after the streak disappeared. [REDACTED] 409 stated that the light appeared at a thirty degree angle above the horizon, and [REDACTED] 607 stated that the light appeared at a forty-five degree angle above the horizon. The light was round and it began to slowly descend toward the ground for two to three seconds.

Then, the ball of light became slightly smaller and instantly turned bright orange in color. [REDACTED] 409

Investigation on 8/18/97 at Center Moriches, New York

File # 265A-NY-259028-001-655 Date dictated 8/20/97

by SA CHRISTINA GUST and SA STEVEN A. BONGARDT (CG:cq)

0976

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 8/18/97

Page 2

attributed the change in color to a second explosion. At arm's length, the second explosion appeared to be the size of a quarter, and it remained that size. At the same time that the ball changed to bright orange, the ball instantaneously broke into two separate pieces. One of the pieces broke off and descended from left to right toward the ground. The section to the east was all on fire. ⁴⁰⁹ [REDACTED] could see the flames and observed a black color under the flames. The section to the west had no fire. The distance between where the east and west sections fell appeared to be six inches apart at arm's length. (During the interview, ⁴⁰⁹ [REDACTED] utilized a standard ruler to determine measurements in inches.) The ball separated into the two sections when it had descended one quarter of the distance to the horizon.

⁴⁰⁹ [REDACTED] began observing the streak two to three seconds prior to seeing the initial white light/ball. The ^{9/607} [REDACTED] never heard an explosion. ⁴⁰⁹ [REDACTED] stated that the wind that night was southwest at seven to eight knots, therefore, people in the east may have heard explosions. ⁴⁰⁹ [REDACTED] further advised that the speed at which the streak ascended was two to three times faster than the speed at which the ball of white light descended. When the streak did not explode like fireworks, the ⁴⁰⁹ [REDACTED] then believed that the streak was a flare. They never saw the plane. ^{409/607}

⁴⁰⁹ [REDACTED] advised that the entire event lasted for ten seconds. ⁶⁰⁷ [REDACTED] believed that the event lasted five seconds. When timed by interviewing Agent BONGARDT, ⁴⁰⁹ [REDACTED] visualized the event in twenty seconds and ⁶⁰⁷ [REDACTED] visualized the event in five seconds.

After the event, ⁴⁰⁹ [REDACTED] listened to the Emergency Coast Guard Station and heard that a plane may have crashed into the ocean. The ^{409/607} [REDACTED] then returned home in their boat, ⁴⁰⁹ [REDACTED]

After returning home, ⁴⁰⁹ [REDACTED] and a third individual took another boat, ⁴⁰⁹ [REDACTED] out to the crash site. ⁴⁰⁹ [REDACTED] is owned by ⁴⁰⁹ [REDACTED] lives in Ronkonkoma, Long Island.

They went to the eastern debris field to see if there

265A-NY-259028

Continuation of FD-302 of [redacted], On 8/18/97, Page 3

were any survivors. When they arrived in the eastern debris field, there were many unused life jackets floating in the water. The jackets were not inflated, but had little lit flashlights on the shoulders. These lights could be seen through the fifteen to twenty foot heavy ground haze which was over the water that night. The [redacted] remained there for three hours looking for survivors.

409/607

409 [redacted] stated that he could also see flames on the water through the haze.

409 When [redacted] returned home in the early morning on July 18, 1996, there was a news crew waiting for him at his house.

The following is descriptive information for [redacted]

[redacted]

[redacted]

The following is descriptive information for [redacted]

[redacted]

[redacted]

The following is descriptive information for [redacted]

and [redacted]

[redacted]

265A-NY-259028

Continuation of FD-302 of

[REDACTED]

, On 8/18/97

, Page

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[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 20, 1996, Senior Investigator (S/I) JOHN CASSINO (New York State Police) interviewed [redacted] residing at [redacted] Shirley, New York 11967, [redacted] [redacted] was interviewed regarding the crash of Trans World Airline (TWA) Flight number 800. She advised as follows:

On July 17, 1996, at dusk, [redacted] was playing with her friends in the area of the sand dunes at Smith Point County Park. [redacted] states that she looked up into the sky over the ocean and witnessed black smoke. She stated that she heard two (2) bang sounds after she witnessed the black smoke. [redacted] could not provide an exact time but believes it was approximately 8:50 PM.

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

File # 265A-NY-259028 CC1-638

by S/I JOHN CASSINO:hrg [signature] Date dictated 07/22/96

1006

609

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] West Islip, New York, telephone [redacted] Date of Birth [redacted] [redacted] was advised of the identity of the interviewing agent and the nature of the interview, and thereafter provided the following information:

[redacted] advised she was in the Smith Point camping ground, Spot 76, on Wednesday night July 17, 1996, sitting around a fire when her nine-year-old grandson, [redacted] Date of Birth [redacted] said "look Grandma, fireworks," and pointed southeast over the ocean. She stated she saw fireworks going up with orange spots and sparkles. She stated she did not see any big fire or anything else falling from the sky. She concluded she did not pay much attention to the fireworks because she was talking to her sister [redacted] about her son-in-law [redacted], who was involved in a motorcycle accident.

265A-NY-259028-SUB - CC1 -

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461

CJM

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

File # 265A-NY-259028

by SA ANDREW DE CICCOCAM *(HD)*

Date dictated 7/23/96

0743

610

60

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 24, 1996, [redacted] (Protect Identity), [redacted], Bellport, New York, [redacted], was interviewed telephonically at his home. 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 8:45 PM, on Suffolk County Road 104 South, with his wife as a passenger, [redacted] stated that in the southern sky in front of him he saw a single red light coming down. [redacted] further stated that once his view was clear of the trees, he saw a cascade of pieces that were kind of orange, coming down in a parabolic trajectory, west to east. He also stated that the object could have been fireworks and that it was not completely dark yet and the sky was clear.

265A-NY-259028-SUB CC

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SERIALIZED	FILED
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Investigation on 7/24/96 at Bellport, New York (telephonically)

File # 265A-NY-259028

by SA SAMUEL G. KRAMER/dp Date dictated 7/28/96

1411

611

611

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]
 [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
 a southerly direction which turned larger as the disappeared
 behind the tree line. Also interviewed at this time was [redacted]
 [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.

611

538

565

JM

265A-NY-259028-SUB - CC 1 -

SEARCHED	INDEXED
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FEB 28 1997	
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500

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

0692

612

612

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 20, 1996, [REDACTED]

[REDACTED] was interviewed by Special Agent (SA) KEVIN C. MATHIESON. After being 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 the evening of July 17, 1996, at approximately 8:30 PM, while vacationing at the Smith Point Park campground he observed a bright orange flash which turned dark red before spinning downward toward the water.

[REDACTED] advised that he observed sparkles coming down and thought they were fireworks.

265A-NY-259028-SUB CC - 224

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SEARCHED _____	INDEXED _____
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Investigation on 7/20/96 at Long Island, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON/dp km Date dictated 7/23/96

0445

612

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 20, 1996, Senior Investigator (S/I) JOHN CASSINO interviewed [redacted] residing at [redacted] Mastic, New York. [redacted] was interviewed regarding the crash of Trans World Airlines (TWA) Flight number 800. He advised as follows:

On July 17, 1996, [redacted] states that he was playing near the sand dunes when he witnessed a ball of fire drop from the sky. He described the fireball as dark red in color. He stated that the fireball dropped until he lost sight of it behind the sand dunes.

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

File # 265A-NY-259028 -CC-633

by S/I JOHN CASSINO:hrg Date dictated 07/22/96

1011

613

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[REDACTED] Lynbrook, New York, 11563, [REDACTED] was advised of the identity of the interviewing agent and the purpose of the interview. [REDACTED] then furnished the following information:

On Wednesday, July 17, 1996, at approximately 8:15 P.M., she was sitting on the back of her boat [REDACTED] at the marina at Watch Hill at the Fire Island National Seashore. She was facing east and it was not dark yet. She saw a big streak of fire in the sky that appeared for a few seconds. She saw only one streak. She could not tell if it was moving towards the sky or towards the ground, only that it was moving vertically. The streak went from very high in the sky to the top of the tree line. She did not hear anything

cc4-97

265A-NY-259028-SUB

Investigation on 7//20/96 at Watch Hill, Fire Island, New York CC

File # 265a-NY-259028

by SA JOHN L. SHEEHAN/meg Date dictated 7/22/96 **SEP 13 1996**

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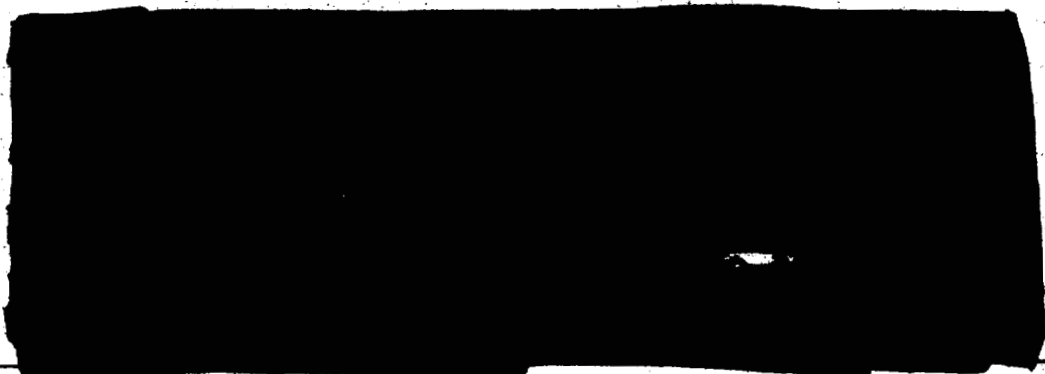
614

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, Special Agent (SA) RICHARD KARNIEWICZ and Investigator DOMINICK MAGRO of the Joint Terrorist Task Force, interviewed [REDACTED] Springfield, Georgia 31329. After being advised of the identities of the interviewing investigators, [REDACTED] stated the following:

[REDACTED] states that on July 17, 1996, he was working the 7:00 am to 11:pm shift at the GREAT LAKES DREDGE AND DOCK COMPANY, Westhampton Interim Project, 816 Dune Road, Westhampton, NY, where he is employed as a Deckhand. [REDACTED] states that he was on board [REDACTED], laying pipeline for a dredging operation located one mile south and 3 miles east of the Moriches Inlet, when at approximately 8:15 pm to 8:30 pm, another deckhand shouted, "Look at there", pointing to an area of the sky. [REDACTED] states that he looked in the direction and saw fire falling from the sky, and that the fire became longer as it fell. When it hit the water, approximately 8 to 10 seconds later, there was a big explosion. [REDACTED] states that he and the other crew members were in communication with the U.S. Coast Guard as they traveled toward the area of the fire. The U.S. Coast Guard instructed the crew of the [REDACTED] to search for survivors around the area of the fire. [REDACTED] states that the crew observed debris on the surface of the water, which they did not collect, and did not find any survivors. They remained in the area for approximately 1 1/2 to 2 hours. [REDACTED] further states that he did not notice any unusual activity or incidents prior to witnessing the fire in the sky.

Investigation on 7/25/96 at Westhampton Beach, New YorkFile # 265A-NY-259028CC4-30by SA RICHARD KARNIEWICZ/axhDate dictated 7/25/96

615

615

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

Interviewed [redacted] Date of Birth [redacted]
 [redacted] of [redacted] Rockville Centre, New York, on July
 17, 1996. At approximately 8:45PM, she was sitting on the deck
 of her boat which was docked at the Watch Hill Beach Dock. The
 boat's rear was facing southeast. [redacted] states that she
 observed a red ball going down. She stated that there were no
 clouds in the sky and she had a clear view. [redacted] home
 phone number is [redacted]

265A-NY-259028-SUB - CC 3

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FEB 28 1997

FBI - NEW YORK

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

File # 265A-NY-259028

INVA. DARNLEY C. SCOON NYSP meg DC 7 22 96

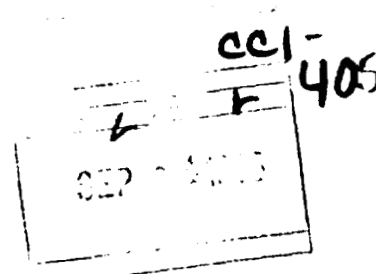
615

265A-NY-259028

JJB:gmo JJB

On August 8, 1996, the following information was obtained by the interviewing agent JOHN J. BROSNAN:

[REDACTED] Rockville Center,
New York, telephone number [REDACTED] Date of Birth, [REDACTED]
[REDACTED] stated that at approximately 8:30 PM, on July
17, 1996, while sitting on a boat at Watch Hill, in Fire Island,
she observed a giant red ball falling rapidly from the sky. [REDACTED]
lost sight of this ball when it fell below the brush line. This
ball was southeast of where the boat was at that point of time.
[REDACTED] did not observe or hear anything unusual or suspicious
before or after her observation of this giant red ball.



616

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

[redacted] 106 Air National Guard, Mount Sinai, New York, telephone number [redacted] beeper number [redacted] was contacted at his residence. He was advised of the identities of the interviewing agents and that the purpose of the interview was to gather information regarding the crash of Trans World Airline (TWA) Flight 800. He then provided the following information:

On July 17, 1996, at approximately 8:35 PM, [redacted] noticed a silver-colored line descending through the sky. A fireball then appeared approximately one (1) mile high. The fireball rotated from right to left as it fell through the night sky. At one point, a "blow torch" like flame shot out horizontally from the descending fireball, lasting only a few seconds. No smoke, sound or any other unusual activity was observed before the fireball.

[redacted] was fishing with a friend off the Blue Point dock facing east. The sun was going down, and the daylight turning to dusk.

265A-NY-259028-SUP Cd 1 -

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Investigation on 07/23/96 at Mount Sinai, New York

File # 265A-NY-259028 *BSK*
by SA ROBERT STEVEN KRUPA; SA VINCENT L. GERARDI, Jr.;
SA MIKE GALGANO, (ATF) (RSK:hrg) Date dictated 07/27/96

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P RUCNFB FBINY CASES

L FBINF 40003 2072284

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M FBI NORFOLK (265-0)

O DIRECTOR FBI/PRIORITY/

BI NEW YORK (265A-NY-259028 SUB B)/PRIORITY/

NCLAS

ITE: //35608SQUAD 4//

ASS FBIHQ FOR SIG.

SUBJECT: UNSUB(S); CRASH OF TWA FLIGHT 800; AOT-IT-EID;

OS: NY.

REFERENCE NEW YORK TELETYPE TO FBIHQ AND NORFOLK DATED JULY 25, 1996, CAPTIONED AS ABOVE.

REFERENCED TELETYPE SET FORTH A LEAD FOR NORFOLK TO INTERVIEW A [REDACTED] REGARDING HIS OBSERVATIONS MADE FROM SAILBOAT AT THE TIME OF THE TWA INCIDENT.

[REDACTED] WHITE MALE, [REDACTED]

(X)
Z

DD.

Andrew _____

Herman _____

Nicoletti _____

265A-NY-259028-SUB ^Bccs - 513

SEARCHED	INDEXED
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JUL 25 1996	
FBI - NEW YORK	

46
L. G. [unclear]

pc/for
7/25/96
0052
DIV-1C

AD WU DE I HINI 0003 UNCLAS

[REDACTED] WAS INTERVIEWED ON JULY 25, 1996 AND ADVISED AS FOLLOWS:

ON JULY 17, 1996, [REDACTED] AND [REDACTED] WERE SAILING THE YACHT [REDACTED] OFF THE COAST OF LONG ISLAND, NY, EN ROUTE TO CAPE MAY, N.J.

AT APPROXIMATELY 8:30 P.M., [REDACTED] HEARD A NOISE THAT SOUNDED LIKE AN EXPLOSION. HE DESCRIBED THE SOUND AS BEING TWO SEPARATE "BANG" NOISES THAT WERE VERY CLOSE TOGETHER.

[REDACTED] BRIEFLY LOOKED OCEANSIDE, BUT OBSERVED NOTHING UNUSUAL. APPROXIMATELY ONE HOUR LATER, [REDACTED] OBSERVED A BOAT SAILING BETWEEN THEIR YACHT AND THE COAST. [REDACTED] ADVISED HIS BOAT HAD AN UNUSUAL ARRAY OF FOUR (4) RED LIGHTS, WHICH WERE CUT OFF AND ON PERIODICALLY.

[REDACTED] RELATED THAT AT APPROXIMATELY THE SAME TIME ANOTHER BOAT'S PRESENCE WAS NOTED ON THEIR YACHT'S RADAR.

[REDACTED] WAS UNABLE TO DESCRIBE EITHER BOAT FURTHER DUE TO POOR VISIBILITY.

AN FD-302 REGARDING THE RESULTS OF THE INTERVIEW WILL FOLLOW UNDER SEPARATE COVER.

0003

Andrew _____

Herman _____

Nicoletti _____

B. CC3-573

I-2/6

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7/25/96 0053

DIV-1C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] was interviewed by the undersigned at his place of employment, [redacted] Coliseum Mall, Hampton, Virginia. After being advised as to the identity of the interviewing Agent, and to the purpose of the interview, that being his boating activities on, or about July 17, 1996, [redacted] provided the following information:

[redacted] advised that he was employed by [redacted], and presently worked in the electronics department of the Coliseum Mall store, business telephone [redacted], ext. 399. KISSAM resides at [redacted] Norfolk, Virginia, home 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 a colleague, [redacted] were sailing the yacht [redacted] approximately ten (10) miles off the coast of Long Island, New York, enroute to Cape May, New Jersey, when the following transpired:

[redacted] was below deck at approximately 8:30 p.m., when he heard a noise that sounded like an explosion. [redacted] went topside and looked seaward, but observed nothing unusual. [redacted] described the sound further as sounding like two (2) "bang" sounds occurring one immediately after the other. [redacted] indicated that the sound was not close to his yacht, but rather off in the distance.

[redacted] indicated that after the noise, they stayed alert, and monitored the yacht's radar. Approximately one hour after the noise, [redacted] observed a boat sailing between their yacht and the coast, slightly to their stern. [redacted]s attention was drawn to this boat because of it's unusual light array. The boat had four (4) red lights which were periodically turned off. Due to fog, [redacted] was unable to describe the boat further.

[redacted] related that there was one other boat visible on radar shortly after this. Poor visibility again, prevented [redacted] from describing it further.

CC3
244

265A-NY-259028-SJB

Interviewed on 7/25/95 at Hampton, Virginia

File # 265A-NY-259028

SA MILTON D. CHALKLEY

Date dictated _____

618

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- UNCLAS E F T O
- UNCLAS

Date 7/25/96

FM FBI NEW YORK (265A-NY-259028 SUB A) (P) (I-46)

TO DIRECTOR FBI/PRIORITY/

FBI NEWARK/PRIORITY/

BT

UNCLAS

CITE: //3540//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, 20 MILES
 SOUTHEAST OF HAMPTON, NEW YORK; JULY 17, 1996; AOT-IT-EOD;
 LEAD TW 1483; OO:NY.

[REDACTED]

HIGHLANDS, N. J. 07732. [REDACTED] WAS ON HIS FISHING BOAT ON
 7/17/96 WHEN HE SAW TWA FLIGHT 800 EXPLODE. HE OBSERVED A
 FLASH IN THE SKY ABOUT THE SAME TIME THAT HE OBSERVED A LARGE
 FREIGHTER INBOUND IN THE NANTUCKET TO AMBROSE TRAFFIC LANE.
 HIS APPROXIMATE POSITION OF LATITUDE 40 DEGREES 22' LONGITUDE

1-NY
- Supv. I-46
GW'dt(2)

265A-NY-259028-SUB

36
CC3

Approved: _____ Original filename: DL 70024 207

Time Received: _____ Telprep filename: _____

MRI/JULIAN DATE: _____ ISN: _____

FOX DATE & TIME OF ACCEPTANCE: _____

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^PAGE 2 NY (265A-NY-259026 SUB A) UNCLAS

073 DEGREES 30'. [REDACTED] THOUGHT SOMEONE ON BOARD THE
FREIGHTER MIGHT BE HELPFUL.

LEAD

NEWARK DIVISION AT NEWARK NJ

INTERVIEW [REDACTED] REGARDING
OBSERVATION. IDENTIFY FREIGHTER AND PILOT BOATS IN THE AREA.

PROVIDE RESULTS TO NEW YORK FLIGHTS LEAD TW 1483.

BT

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[redacted] DOB: [redacted]
[redacted] New Jersey. / [redacted] Highlands, N.J.,
telephone number [redacted] was interviewed at T & R
Maintenance, Bay Avenue, Highlands, N.J., on July 26, 1996.
After being advised the identity of the interviewing detectives
and the nature of the interview, Layton provided the following
information:

[redacted] advised that he owns and operates a commercial
fishing boat entitled the [redacted] [redacted] said he is
partners in the fishing venture with an individual by the name of
[redacted]. The [redacted] is a documented
vessel, registration number [redacted]. The boat, which is
approximately 50 feet in length, is registered in New York,
however, operates from the Belford Seafood Cooperative, Main
Avenue, Belford, N.J., telephone number (908) 787-6500.

[redacted] stated that he was fishing with his son on the
evening of July 17th, and estimates that he was positioned
approximately twelve (12) miles south of Long Island, N.Y. and
twenty-three (23) miles east of Sandy Hook, N.J. [redacted] said he
was gill netting for Bonito and Blue fish at what he feels to be
about 2100 hrs. [redacted] was uncertain of the time because he
didn't have a watch on. [redacted] advised that he saw a "flash" in
the sky to the east of his position. [redacted] stated that it was
hazy close to the water, however, he could see this flash at a
distance at what he felt to be a high altitude. [redacted] son was
asleep at the time he witnessed this phenomenon.

[redacted] further stated that at the same approximate time
that he saw the flash in the sky, he heard a foreign freighter
ship call for a pilot boat in the Nantucket-Ambrose Shipping
Lane. The individual calling for the pilot boat spoke with a
foreign accent. Layton could not identify the type of accent or
the name of the freighter associated with the call.

[redacted] stated that based on the time the freighter was
requesting the pilot boat, he [redacted] estimated the freighters
location to be approximately thirty (30) miles to the east of his

265A-NY-259028-SUB CC

Investigation on 7/26/96 at Highlands, New Jersey
File # 265A-NY-259028 SUB 302 Date dictated 7/31/96
by DET.I David M. Butler NJSP/JTTF
SA John Lebow USCG/JTTF

0900

(X)
7/31/96
TC

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TC

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

265A-NY-259028 SUB 302

Continuation of FD-302 of [REDACTED], On 7/26/96, Page 2

location. Upon learning of the TWA Flight 800 crash the following day, [REDACTED] estimated the aforementioned freighter may have been in close proximity to the crash site.

[REDACTED] believes he was approximately eighteen (18) to twenty (20) miles west/southwest of the crash site in the [REDACTED]

619

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[REDACTED] Date of Birth: [REDACTED]
 [REDACTED] Petersburg, New York 12138, telephone number: ([REDACTED])
 [REDACTED] was advised of the identity of the interviewing Agent and
 the purpose of the interview. [REDACTED] then furnished the
 following information:

On July 17, 1996, she was on a water taxi off Watch Hill Campground, Fire Island, New York, at 8:30 p.m. She was looking through a plastic window with drops of water on it. She noticed a big red light. She watched it for four or five seconds before it started to fall. It then lengthened into an oval and got longer. She did not see an explosion or hear anything. She was staying at Watch Hill Campground from July 14-19, 1996.

Investigation on 8/1/96 at Long Island, New York (telephonically)

File # 265A-NY-259028

by SA JOHN L. SHEEHAN/emf

Date dictated 8/1/96

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265A-NY-259028-SUB

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 26, 1996, Special Agents (SAs) CHARLENE J. TRUX and SUSAN B. WOUCK of the Federal Bureau of Investigation (FBI) interviewed [redacted] Center Moriches. [redacted] and his wife [redacted] were on their boat at approximately 8:30 the evening of the TWA incident. [redacted] stated they only saw a flash and fireball. [redacted] through the dredging equipment blew up, and described what she saw as similar to an oil rig fire. [redacted] stated prior to their departure at about noon a Canadian boat the "Marie Antoinette" was docked at Senicks Marina. [redacted] thought that was odd.

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SEARCHED	INDEXED
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JUL 27 1996	
FBI - NEW YORK	
L. O. J. M. C.	

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

File # 265A-NY-259028
 by SAs CHARLENE J. TRUX
SUSAN B. WOUCK/CJT/dap Date dictated 7/26/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[redacted], Date of Birth, [redacted]
[redacted] Stony Brook, New York, 11790, home telephone
number [redacted], work telephone number [redacted]
portable phone number [redacted] was advised of the identity
of the interviewing Agent and the purpose of the interview.
[redacted] then furnished the following information:

On July 17, 1996, he was on his boat about one mile out
of Patchogue Marine. At 8:30 PM, he was facing south - southeast
when he saw an orange light or a flame. The sky was grey and it
was dusk. He thought it was a flare from the Coast Guard or a
boat explosion. It was glowing. It appeared to be 25 miles
away. He saw it for four or five seconds. It was on the way
down. He did not see anything else in the sky before this. He
did not hear anything. It did not look like a plane.

CC3

Investigation on 7/31/96 at Patchogue, New York 265A-NY-259028-SUB
File # 265A-NY-259028
by SA JOHN L. SHEEHAN/dp Date dictated 8/5/96 SEP 13 1996

240

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622

FEDERAL BUREAU OF INVESTIGATION

7/23/96

The following investigation was conducted by SA Allen via telephone on 7/23/96. SA Allen identified herself and stated the purpose of the interview. [REDACTED] Baiting Hollow, New York, [REDACTED] stated that she saw a ball of orange fire in the sky at approximately 7:30 p.m., 7/17/96, from her house deck. No further information was provided. Reference Control Number TW7158.

Investigation on 7/23/96 at NEW YORK, NEW YORK (telephonically) **265A-NY-259028-SUB**

File # 265A-NY-259028 Date dictated 7/23/96

by SA NIKKI ALLEN TW 7158

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI - NEW YORK	

CC-156
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623

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[REDACTED]

[REDACTED] was interviewed at his place of employment STARR BOGGS in Westhampton Beach, New York. [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 at the Westhampton Yacht Squadron in Remsenburg Beach, New York. While [REDACTED] was on the beach he observed two flaming objects falling from the sky. [REDACTED] advised that facing south these objects were at the 11 o'clock position. He estimates that the objects were approximately 10 to 12 miles away. [REDACTED] did not hear noise or feel the heat.

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(X)
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NOV 12 1996	
FBI-NEW YORK	
	TC

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

File # 265A-NY-259028

by SA CHARLES J. RUSSELL; [Signature]
SA MICHAEL C. INCE: MAM [Signature]

Date dictated 7/18/96

0434

624

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

On July 22, 1996, at approximately 10:31AM, Investigators JOHN P. KEARY and EDWARD S. MLODYNIA, New York State Police (NYSP), interviewed [redacted] of [redacted], West Sayville, New York. He is a Consultant at EM-TEC Consultants, 355 Veterans Memorial Highway, Ronkonkoma, New York [redacted]. He was interviewed at his place of employment.

[redacted] advised that on July 17, 1996, at approximately 8:30PM, he was fishing with his wife and son on his boat. His boat was drifting east about 100 feet north of Ocean Beach. He stated he was between the east and west towers of Ocean Beach. He stated his boat was facing north and that he was looking east off the starboard side. He noted that the winds were fifteen to twenty knots blowing from the west. All of a sudden he saw a large flash of flame in the southeastern sky. He stated that thereafter a cone shaped plume of flame fell to the earth. He advised that within the plume was a rotating "helix" shaped object, possibly a plane. He stated that this burst of flame was just to the left of the eastern water tower at Ocean Beach. He estimated this flash occurred fifteen to twenty miles away. He did not hear any noise nor did he see any object ascending into the sky.

It is noted that [redacted] stated his son was on deck at the time but his wife was in the cabin. He further noted that the name [redacted] is written on the rear sides of his boat, a 25 foot Grady White.

265A-NY-259028-SUB ⁴⁶⁰

AB

W. L. A. C. 1-

Investigation on 7/22/96 at West Sayville, New York

File # 265A-NY-259028

Inv. JOHN P. KEARY (NYSP) (JPK:meg) *JPK*
by Inv. EDWARD S. MLODYNIA (NYSP) *ESM* Date dictated 7/23/96

625

625

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Islip, New York, Date of Birth, [redacted] was advised of the identities of the interviewing Agents and Detective and the nature of the interview. He thereafter provided the following information:

On July 17, 1996, at about 8:30 p.m., he was on a boat with his father, [redacted] and brothers, [redacted]. They were headed in a northwest direction away from Barretts Island. He noticed a bright orange fireball in the southeast sky. He watched as the fireball broke into two parts and fall into the ocean.

(X)
TC

265A-NY-259028-SUB CC

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 23 1997	
FBI - NEW YORK	
	TC

611

Investigation on 7/25/96 at Islip, New York

File # 265A-NY-259028

by SAs JILL MARIE EULITZ/JAMES McCARTHY
DET DENNIS RAFFERTY, SCPD/cyk Date dictated 7/25/96

00528

626

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07221996

[redacted] New York City, New York, vacation home telephone in Southampton, New York, [redacted] at the [redacted] house at [redacted] [redacted] was interviewed telephonically by SA DANIEL HOWARD REILLY, who identified himself to [redacted] as a Special Agent (SA) of the Federal Bureau of Investigation (FBI).

[redacted] voluntarily provided the following information:

On the night of Wednesday, July 17, 1996, at about 8:40 p.m., during twilight, [redacted] and his wife, [redacted] same address, were cruising in their power pleasure boat on the east side of the Shinnecock Bay, and were headed in a north west direction. At about 8:40 p.m., both [redacted] saw two distinct, red-orange fireballs, in the sky in a westerly direction. At first the [redacted] thought they were seeing a helicopter from a nearby base or someone shooting off fireworks, but they decided the fireballs were too bright for that. The first fireball of the two (2) was the brightest. [redacted] heard no noise at this time above the noise of their boat motor, nor did they see any rocket, flare etc. [redacted] then thought that the two (2) fireballs were caused by some unknown major accident, but they could not guess how far away the accident was. [redacted] considered going to where they thought the accident or whatever it was occurred, but the ocean was too rough and they did not do so.

3/12/96

265A-NY-259028-SUB-CC 3-

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

File # 265A-NY-259028

by SA DANIEL HOWARD REILLY Date dictated 07/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI - NEW YORK	

519

627

265A-NY-259028

CJT:amo

1

On July 21, 1996, [REDACTED] [REDACTED]
 Mastic Beach, Long Island, New York, telephone number [REDACTED]
 [REDACTED], Date of Birth [REDACTED] was interviewed at the
 above address by Special Agents Charlene J. Trux; William
 Inzerella and Suffolk County Police Department Detective Dennis
 Rafferty. [REDACTED] stated she only saw the plane fall from
 the sky in two (2) pieces, from a southeast direction. Ms.
 Prewitt did not see any thing prior to or after the plane was
 falling.

265A-NY-259028-SUE

CC

97

AUG 15 1996

628

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

On July 21, 1996, [redacted] West Islip, New York, [redacted], was interviewed at SAILORS HAVEN. 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, [redacted] was on his boat near Green Creek when he saw a plume of red flame rising from the horizon. [redacted] stated he thought a boat may have exploded. [redacted] saw no smoke or sound associated with the flash.

265A-NY-259028-300-CC

SEARCHED	INDEXED
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JAN 10 1997	
FBI - NEW YORK	

311
AVL

Investigation on 7/21/96 at Fire Island, New York

File # 265A-NY-259028

by SAs CHRISTOPHER BRYCELAND/cb
SAMUEL G. KRAMER/CB/dxa

Date dictated 8/5/96

629

629 = He
752 = She

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED]

[REDACTED] were contacted at their residence. They were advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information on the crash of the TWA flight 800 on July 17, 1996. They then provided the following information:

They were camping at Smith Point Beach the night of the crash. On July 17, 1996, at approximately 8:35 pm, they observed a large fireball in the sky out over the ocean. No smoke, sounds or other activity alerted them to the crash.

While camping, they did not observe any unusual or suspicious activity before or after the crash.

265A-NY-259028-SUB CC - 229

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SEARCHED	INDEXED
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NOV 12 1996	
FBI-NEW YORK	

Investigation on 7/25/96 at Bayport, New York

File # 265A-NY-259028

by SAs ROBERT STEVEN KRUPA/RSK
MIKE GALGANO, ATF/RSK/jkl WJ

Date dictated 7/25/96

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265A-NY-259028
RSC:MAM

On July 19, 1996, the following investigation was conducted by Special Agent (SA) ROBERT S. CRISALLI, Federal Bureau of Investigation (FBI) and Detective DOUGLAS FOY, Suffolk County Police Department (SCPD), at Shirley, New York, with negative results.

[redacted] of [redacted], Shirley, New York, [redacted] was interviewed at his residence. [redacted] contacted the East Moriches Command Post saying he had some information regarding the crash of Flight 800. [redacted] was in his bedroom at about 8:30 PM on Wednesday, July 17, 1996 when he heard two loud noises. He described the noises as something between fireworks and gunshots. He stated that the two sounds came from a northwest direction. His bedroom is also on the northwest side of his house. About 15 seconds later, he heard a third sound which he described as a loud "pop."

630

[redacted] Shirley, New York, [redacted] was visiting the [redacted] household and stated that on the evening of Wednesday, July 17, 1996, he walked up the front steps of the [redacted] house about 8:30 PM when he heard what sounded to him as two M80 fireworks going off. He also said he heard them come from the northwest.

750

[redacted] Mastic Beach, New York, [redacted] was sitting in his cart outside of [redacted] waiting for his friend [redacted] to come back from inside the house. At about 8:35 - 8:40, he stated that he heard a band. About 15 - 30 seconds later, he heard the same noise again. He did not think anything of it until a half hour later when some people at the beach went and told him about the crash.

751

182
265A-NY-259028-SUB-CC

SEARCHED [initials] INDEXED [initials]
SEP 19 1996
FBI-NEW YORK [initials]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[redacted] Shirley, New York, telephone number [redacted] was interviewed by Special Agent BARTHOLOMEW AVERSANO, Bureau of Alcohol, Tobacco and Firearms and Detective Sergeant JIMMY SHIELDS, Suffolk County Police Department. [redacted] was advised as to the identity of the interviewing Agents and then provided the following information:

[redacted] was previously interviewed, but had a couple of additional facts to provide. At the time of the crash he heard three sounds at approximately 8:30 pm to 8:35 pm. He initially heard two loud bangs, 16-20 seconds apart. The last sound was described as a puff. He was inside his house at the time he heard the sounds. [redacted] house is located on the Great South Bay, east side of Bellport.

On the day of the crash, a tractor-trailer was observed parked on the shoulder on William Floyd Parkway, Shirley, New York.

[redacted] is a former member of the United States Army. He owns the LIGHTHOUSE INSURANCE AGENCY located in Shirley, Southampton, Rockport and Selden.

The first sound was loud, the second sound got louder and the third sound was described as a puff similar to backfire on a car.

265A-NY-259028-SUB CC,

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FBI-NEW YORK	

394

Investigation on 7/29/96 at Shirley, New York

File # 265A-NY-259028

by SA MARTIN BERNSTEIN/rdo

Date dictated 7/29/96

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631

000004

631
154

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] were contacted at their residence. They were advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information regarding the crash of TWA flight #800. They then provided the following information:

The [REDACTED] advised that they were camping at the Smith Point Park in site 78 or 80 when TWA flight 800 crashed into the ocean on July 17, 1996. They had been camping since Sunday, July 14 and did not leave until Friday, July 19. On July 17, 1996, the [REDACTED] stated that they saw a huge fireball in the night sky. They observed no smoke, sounds or other unusual activity in conjunction with the fireball.

However, approximately thirty minutes prior to the crash, a small plane, possibly blue in color, was observed flying very low and erratic over the beach. Although it is not unusual for acrobatic planes to be seen from the beach, it is unusual to see them flying low over the beach. No distinct markings were visible on the plane. Other than the small airplane, the [REDACTED] observed no suspicious activity during their camping stay.

265A-NY-259028-SUB CC

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NOV 12 1996	
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Investigation on 7/25/96 at Bayport, New York

File # 265A-NY-259028

by SAs ROBERT STEVEN KRUPA/RSK
MIKE GALGANO, ATF/RSK/jkl M/S

Date dictated 7/25/96

0443

632

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

[redacted] Westhampton, New York,
 telephone [redacted], Date of Birth (DOB) [redacted]
 advised that he was sitting at his dining room table when his
 daughter brought the incident to his attention. [redacted] observed
 an orange/reddish column of fire to the west. The column quickly
 descended toward the water. It descended in ten to twelve (10 to
 12) seconds. [redacted] advised that one to one and a half (1 to 1
 1/2) minutes later he saw the lights and heard the blades of a
 helicopter flying over the residence in a southerly direction.

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

265A-NY-259028-SUB CC

File # 265A-NY-259028

SA CHARLES J. RUSSELL
 SA STEVEN A. BUNGHARDT (SAB:hrg)

Date dictated 07/23/96

AUG 28 1996

633

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

On July 27, 1996, [redacted], [redacted] Bay Shore, New York, [redacted] after being advised of the identity of the interviewing Agent and the purpose of the interview, provided the following information:

[redacted] advised that he was a passenger on [redacted] boat on the evening of July 17, 1996. [redacted] advised that they were in the Great South Bay off of Bay Shore, Long Island, New York. [redacted] advised that he saw a shower of sparks about two inches above the horizon. [redacted] advised that he heard no noise and that he only saw solid red things falling down. [redacted] said it looked like a column of dying fireworks.

CC3
118

265A-NY-259028-SUB

Investigation on 7/27/96 at East Moriches, New York (Telephonically)

265A-NY-259028

SA CAROL A. KACZMAREK/cxk

Date dictated 7/27/96

AUG 28 1996

634

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] East Patchogue, New York 11772, [redacted] after being advised of the nature of the interview and identity of the Special Agents (SAs) and Suffolk County Police Detective (SCPD), provided the following information:

On July 17, 1996, approximately 8:30 p.m., [redacted] stated that he saw what seemed to be a shooting star from the ground up, from his vantage point of behind his house looking towards Fire Island. He stated that the shooting star's color was white and it was arcing in a south-eastern direction. [redacted] stated he did not see or hear an explosion because of the sand dunes obstructing his view. He provided no further information:

Additional information on [redacted] is as follows:

- 1. Worked for POCKSIDE 500, 90 Colonial Drive, Patchogue, New York 11772, [redacted] for the past 20 years.
- 2. License plate on his recreational vehicle: NY [redacted]

265A-NY-259028-SUB CC-481

SEARCHED <u>DB</u>	INDEXED
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Investigation on 07/20/96 at East Patchogue, New York

File # 265A-NY-259028

by SA HUI [redacted] SA KELLEHER (ATF) and SCPD PITTS (P:amo) Date dictated 07201996

1332

635

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

The following investigation was conducted by Special Agent JASON RANDAZZO and Special Agent CARA HOLMES in Hampton Bays, New York, on July 21, 1996:

[REDACTED], Owner [REDACTED] Hampton Bays, New York, [REDACTED] stated that on July 17, 1996, at approximately 8:30PM, he was on a boat with [REDACTED] and [REDACTED] traveling west under the PONQUOGUE BRIDGE. They then saw flares coming out of the sky and two "chunks" fall. They left a trail of smoke and appeared to be at least ten miles off shore.

The crash appeared 45 degrees from the bridge which was southwest.

265A-NY-259028-SUB CC 3-346

NOV 12 1996

Investigation on 7/21/96 at Hampton Bays, New York
File # 2018 265A-NY-259028
by SA CARA HOLMES SA JASON RANDAZZO Date dictated 7/21/96

636

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] A, Date of Birth, [redacted] of [redacted], Deer Park, New York, 11729, telephone number [redacted] and [redacted], Orlando, Florida, 32824, telephone number [redacted], was contacted. After being advised of the identities of the interviewing Agents and the nature of the interview, he furnished the following information:

[redacted] and his father [redacted], were anchored in a boat, 75 feet west of the ROBERT MOSES Bridge on Wednesday evening July 17, 1996. They were on the southwest side of the bridge, approximately 100 yards from the United States Coast Guard Station, and two to three miles from the Kismet Lighthouse.

He heard his father say, "Look at the fireworks going up." [redacted] looked back and saw a fireball in the sky, orange in color. It then "dissipated" down. He saw the fireball to the southeast, to the right of the Kismet Lighthouse from his viewpoint. He estimated it was ten miles offshore, more south than east. He heard no sound and did not know what it was.

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Investigation on 7/22/96 at Deer Park, New York

File # 2119 265A-NY-259028-SUB CC 3

by SAS JASON RANDAZZO/STEPHEN J. SHINER/JR/rdo Date dictated 7/23/96

636
637

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

son [redacted] and his
 residing at [redacted] both
 [redacted] Deer Park, New York, 11729,
 [redacted] were recontacted at the United
 States Coast Guard (USCG), Station, at Robert Moses Park,
 Babylon, Township, New York, to obtain azimuth directions for
 their observations on July 17, 1996, of Trans World Airlines
 (TWA), flight 800, which were reported in previous July 20, 1996,
 interview by Federal Bureau of Investigation (FBI) Special
 Agent's SHINER AND RANDAZZO. They were taken out on the water in
 USCG Motor Boat number 44341, to the location of those
 observations where they reportedly provided information to
 Suffolk County Marine Bureau (SCMB), Deputy Inspector DOUGLAS
 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: Special Agent WILLIAM F.
 LYNCH, USCG Petty Officer [redacted], Petty Officer [redacted]
 [redacted] Seaman [redacted]

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

3/12/97

2001-NY-259028-403
CC3 -

Investigation on <u>7/30/96</u>	at <u>Babylon Township, New York</u>	<u>A</u>
File # <u>265A-NY-259028</u>	<u>SA'S WILLIAM F. LYNCH, PETER CASAZZA,</u>	<u>62-11326</u>
by <u>PAUL SHEA (PS:qmo)</u>	<u>[redacted]</u>	Date dictated <u>8/1/96</u>

543

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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

①
MA

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 Matulewicz 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

000100

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
[REDACTED] 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
[REDACTED] 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
[REDACTED] 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
[REDACTED] 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] 657

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 [REDACTED] 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°.

[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°.

[REDACTED] 527
[REDACTED] 694

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°.

637

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[REDACTED], Date of Birth, [REDACTED] of [REDACTED] Deer Park, New York, telephone number [REDACTED], was contacted. After being advised of the identities of the interviewing Agents and the nature of the interview, he furnished the following information:

[REDACTED] was in a boat with his son, [REDACTED]. It was Wednesday evening, July 17, 1996, approximately 8:30 pm - 8:40 pm. It was dark and there were 20-25 other boats around them near the [REDACTED] Bridge, and the United States Coast Guard Kismet Lighthouse.

[REDACTED] was in the back of the anchored boat facing east. He said to his son, "Look at the fireworks." He saw something that did not look like a flare to him, it had a continuous red tail with red sparks coming out. He did not hear any sound. He thought he saw two of these "red tails" go up into the sky. From his position on the boat, they went up to the right of the Kismet Lighthouse. He saw them as they came by the lighthouse.

[REDACTED] further described the "red tails" he saw. They were seen to the southeast, as they came by the lighthouse. It appeared that there were two of them, two seconds apart. They had a trail, but there was no bright glow at the front. One "red tail" appeared to be ahead of the other one, moving from [REDACTED] left to his right. Then all of a sudden there was a bright orange light. They appeared to be in the air for five to six seconds before the bright light. From his viewpoint, the light appeared "twenty feet over the lighthouse", to the right. He assumed the tails had to come from a boat. They had a trail, and had to be high. The tails had curved to the south as they rose.

CC3
434

265A-NY-259028-543 CC

Investigation on 7/22/96 at Deer Park, New YorkFile # 265A-NY-259028-543 CC3by SAs JASON RANDAZZO/
STEPHEN J. SHINER/JR/rdoDate dictated 7/22/96

636
637

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/1/96

son [REDACTED] and his
 residing at [REDACTED] both
 [REDACTED] Deer Park, New York, 11729,
 [REDACTED] were recontacted at the United
 States Coast Guard (USCG), Station, at Robert Moses Park,
 Babylon, Township, New York, to obtain azimuth directions for
 their observations on July 17, 1996, of Trans World Airlines
 (TWA), flight 800, which were reported in previous July 20, 1996,
 interview by Federal Bureau of Investigation (FBI) Special
 Agent's SHINER AND RANDAZZO. They were taken out on the water in
 USCG Motor Boat number 44341, to the location of those
 observations where they reportedly provided information to
 Suffolk County Marine Bureau (SCMB), Deputy Inspector DOUGLAS
 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: Special Agent WILLIAM F.
 LYNCH, USCG Petty Officer [REDACTED], Petty Officer [REDACTED]
 [REDACTED] Seaman [REDACTED]

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

3/10/96

SEARCHED INDEXED
SERIALIZED FILED
CC 3 -

Investigation on	<u>7/30/96</u>	at	<u>Babylon Township, New York</u>	543
File #	<u>265A-NY-259028</u>			
by	<u>SA'S WILLIAM F. LYNCH, PETER CASAZZA, PAUL SHEA (PS:qmo)</u>	Date dictated	<u>8/1/96</u>	

0110

636
637

000113

(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 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

250

2282

①
MA

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

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

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LONG 073°00.221'W
Hand held magnetic compass was 110°.

[REDACTED] 364

LAT 40°45.104'N
LONG 072°55.968'W
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[REDACTED] 641
642

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LONG 072°46.573'W
Hand held magnetic compass was 150°
Hand held magnetic compass was 155°.

[REDACTED] 496
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LAT 40°48.172'N
LONG 072°45.321'W
Hand held magnetic compass was 152°.
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LONG 072°39.003'W
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Hand held magnetic compass was 187°.

[REDACTED] 527
694

LAT 40°50.295'N
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Hand held magnetic compass was 225°.
Hand held magnetic compass was 223°.

[REDACTED] 626
[REDACTED] 651

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.

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[REDACTED] 642

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

[REDACTED] 649

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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.

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#2294

527
694

[REDACTED]

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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.

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[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°.

638

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

Shirley, New York,

[redacted] was advised of the identity of the interviewing agents and the purpose of the interview. He then provided the following information:

On July 17, 1996, at dusk, between approximately 8:30 and 8:45 PM, [redacted] was in a fishing boat in the west cut of Moriches Inlet. Also in the boat were [redacted] address unknown, and [redacted] the owner of the boat. [redacted] can be reached at [redacted] Mastic, New York, [redacted]

At that time, [redacted] and his companions decided to return to the dock and the boat was headed back to SENIX MARINA. While standing in the boat, they turned their bodies toward the horizon and pulled the anchor into the boat. As they did this, they were facing in a south-southeast direction over the corner of the west cut of Moriches Inlet. [redacted] looked up and saw a cloud-like object already suspended in the air. The object was dark gray on the bottom and whitish on top. The object looked something like a tornado, narrow at the bottom and white on top. The object had fanned outward like a mushroom. [redacted] did not hear any noises. The stereo was playing in the boat while he observed the object. [redacted] had not consumed any alcohol that evening.

[redacted] had never heard of or seen a boat named

265A-NY-259028-SUB-663

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FBI - NEW YORK	

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Investigation on 07/21/96 at East Moriches, New York

File # 265A-NY-259028

by SA JOHN S. HUI, FBI
SA KEVIN KELLEHER, BATF (USH:hrg)

Date dictated 07/21/96

639

265A-NY-259028

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WCJ:hrq

On July 19, 1996, Special Agent (SA) WILLIAM C. JOHNSON of the Federal Bureau of Investigation (FBI) telephonically contacted [REDACTED], Westhampton, New York, [REDACTED], and she advised that she had heard an explosion and observed what appeared to be a fire on the water. On July 17, 1996, [REDACTED] advised she did not observe any other details.

265A-NY-259028-SUB

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 24, 1996, Special Agent (SA) William F. Lynch, Federal Bureau of Investigation (FBI), while doing random interviews of persons at Smith Point Park, Town of Brookhaven, New York, interviewed [redacted]

[redacted] Shirley, New York, [redacted] was interviewed regarding his observations he had made on the night of Wednesday, July 17, 1996, just before the crash of TWA Flight #800. He advised that on the evening he did observe something strange, and taking SA LYNCH to the spot where he observed it, he provided the following information.

OBSERVATIONS OF [redacted]

On the evening of July 17, 1996, [redacted] and his family were at Smith Point Park, Town of Brookhaven, and he and his cousin [redacted], were body surfing in the ocean. When [redacted] who suffers from back cramps, experienced one, he left the water to stretch it out. He estimated that the time was 8:10 to 8:15, but stated that he was not wearing a watch, and that the above times are his best estimate.

[redacted] walked out of the water, and stood on the sand to stretch. He was at the water's edge, and was standing directly in front of the last (western-most) steps of the boardwalk at Smith Point Park Beach.

As he learned back to stretch, his eye caught a jet plane in the sky, off to his left, and moving eastward. At the same time, he saw, off to his right, a "green flash" rising up, and going toward the plane. The "flash" was far out in the ocean, was rising from the west, was also travelling east, and was behind the plane.

While standing at the exact same spot, and asked by SA Lynch to demonstrate with his arms, the positions of both the plane and the "flash", [redacted] did so, and SA Lynch, noted that [redacted] to two positions basically described a 90 degree angle with [redacted] position at the shoreline. This sketch was shown to [redacted]

Investigation on 7/24/96 at Smith Point Park, New York **265A-NY-259028**

File # 265A-NY-259028 TW 7241

by SA WILLIAM F. LYNCH [signature] Date dictated 7/25/96 **AUG 28**

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/24/96

, Page [REDACTED]

[REDACTED], who stated that it was a reasonable representation of the positions of both the plane and the "flash" when he saw them.

[REDACTED] stated that he did not follow the progress of either the plane or the "flash", and seemed to recall that the plane went through some clouds. He returned to the water and shortly after this, departed the beach with his family. He did not see any explosion or later "glow", on the plane, heard no concession, and saw nothing falling from the sky. He stated that at the time, he did not attach any significance to his observation, and did not until later that night, when he heard about the crash of TWA flight #800.

He stated that later, he had discussed this with his mother, [REDACTED] and that after she had been interviewed by Lynch at the beach, she had come home to being him back for this interview. He stated that his cousin [REDACTED] had also seen both the plane and the "green flash".

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCHby SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS , On 7/20-29/96, Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED] 645

[REDACTED]

East jetty, Moriches inlet. 643 129

[REDACTED]

[REDACTED] Westhampton, L.I. 644
646
647

[REDACTED]

Deck of Rogers Beach, 363
Westhampton, L.i.

[REDACTED]

Dock on marina at Great Gun 641
Beach, Smith Point Park 642
Beach, Town of Brookhaven,
L.I.

[REDACTED]

Smith Point Park
Beach, ..directly in front of 640
western-most steps on
boardwalk.

[REDACTED]

From his boat, approx. 1 mile
off shore from Moriches 648
inlet, East Moriches, N.Y.

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 3

At each site, officers Matulewicz and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewicz and Termine, the following results were obtained:

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996 at about 6:20 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present at ██████████ Center Moriches, Long Island. One ██████████ white male ██████████ Date of Birth ██████████ and one ██████████ white male 17, Date of Birth ██████████ were interviewed in connection with the July 17, 1996 downing of TWA flight 800.

██████████ resides at ██████████ Long Island, ██████████

██████████ resides at ██████████ Center Moriches, Long Island, ██████████

██████████ and ██████████ were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing.

██████████ and ██████████ began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon.

265A-NY-259028

SEARCHED _____ INDEXED _____
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Investigation on 7/19/96 at Center Moriches, New York

File # 265A-NY-259028

by Detective NICHOLAS GARCIA
Sergeant FRED DELUCA (FD:mxb) TW-430 Date dictated 7/19/96

AUG 1 1996

FBI - NEW YORK

1847

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] and [redacted] were telephonically interviewed pertaining to the night of July 17, 1996. [redacted] and FLYNN contacted the New York Office of the FBI relative to what they saw while boating on July 17, 1996. According to [redacted] and [redacted] they were with three other individuals at approximately 8 o'clock on Wednesday evening, July 17, 1996. They were surfing by Great Gun beach in Moriches Bay west of the Moriches inlet. At approximately 8:30 [redacted] and [redacted] stated that the visibility was pretty good and it was just about dusk. They saw what appeared to be a flare being fired from a boat in the bay. They stated that the flare did not appear to be an ordinary flare, and it could have been something like a fireworks, but the burst at the end of the flare seemed pretty unusual. It was not a normal boat flare that they are used to. They said the flare disappeared into black smoke behind a dune and it burst pretty low over the horizon. The boat that these individuals thought that the flare came from was a Pro-line center console occupied by two males white, thirty years of age. This boat was approximately two hundred yards away from [redacted] and [redacted] while they were surfing, but they could not tell how far away it was from them when they saw the flare being fired. They said these males did not appear to be fishing and seemed to just be sitting in the boat.

Both [redacted] and [redacted] stated that another unusual incident occurred approximately 8 o'clock that night, when a small single engine plane (perhaps yellow in color) flew west approximately fifty feet over the water and then disappeared. Approximately twenty minutes later at about 8:20 p.m. the plane came back from the other direction again very low over the water.

Both [redacted] and [redacted] stated that when the flare (or what appeared to be a flare) burst they did not hear or see any other explosion or burst of light. It wasn't until they got home that they heard about the TWA disaster. [redacted] and [redacted] stated that when they saw this flare go up they were pulling away from the dock on the bay side of the barrier beach. All the passengers in the boat were sitting facing south and the boat was

Investigation on 7/20/96 at New York, New York (telephonically)

File # 265A-NY-259028 CC3-6

by SA ROBERT BENDETSON/evs

Date dictated 7/20/96

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265A-NY-259028

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

headed in a northerly direction. The flare appeared on the left side of the boat while they were pulling away from the dock.

[REDACTED] s [REDACTED] date of birth [REDACTED]
 [REDACTED] resides at [REDACTED] Center [REDACTED]
 Moriches, New York, telephone number [REDACTED]
 [REDACTED], date of birth [REDACTED], resides at [REDACTED]
 [REDACTED] Moriches, New York, telephone number [REDACTED]
 Also on the boat were [REDACTED] telephone number [REDACTED]
 [REDACTED] telephone number [REDACTED] and [REDACTED]
 [REDACTED] ALSO of Center Moriches, telephone number unknown.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

[REDACTED] Date/Place of Birth (D/POB) [REDACTED] City, [REDACTED] Center
 Moriches, NY, was recontacted to obtain azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 and/or "a flare" which were reported in previous interview by New York Police Department (NYPD) officers Nick Garcia and Fred DeLuca. [REDACTED] was taken to the location of those observations at Great Gun Beach, NY, Brookhaven Township, NY, where he provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; SCMB Sergeant Charlie Gerlach; New York Police Department (NYPD) - Detective Nick Garcia and Detective Fred DeLuca; Defense Intelligence Agency (DIA) - Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

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

265A-NY-259028-SUB CC1 -

Investigation on 7/20/1996 at Great Gun Beach, New York
 File # 265A-NY-259028
 by SAs WILLIAM F. LYNCH, PETER C. CASAZZA, PAUL SHEA (PS:iaw) Date dictated TC

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FBI - NEW YORK	
7/20/1996	TC

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/25/96

On July 20, 1996, Special Agent (SA) WILLIAM F. LYNCH, Federal Bureau of Investigation (FBI), interviewed [redacted] a white male, who resides at [redacted] Center Moriches, New York. [redacted] was interviewed regarding the sightings of a "flare" he observed rising from the ocean, in the vicinity of Smith Point Outer Beach, at approximately 8:30 PM on July 17, 1996. He advised as follows:

[redacted] and his friend [redacted] were surfing from approximately 7:00 pm to 8:15 pm, at the above beach, on the evening of July 17, 1996, and were approximately 100 feet off shore. While surfing, they noticed a white "PRO LINE" type fiberglass boat, which appeared to be 19 - 20 feet in length. This boat was approximately 300 feet further out in the water, making it approximately 400 feet from shore. The boat was occupied by two dark haired white males, who were not fishing, and [redacted] noted the boat was not anchored.

At approximately 8:15 pm, [redacted] and his friend [redacted] stopped surfing, departed the beach, and began to make their way to "Great Gun Beach" marina, which was directly north of where they had been surfing, and in the general vicinity of where the aforementioned boat had been.

The "flare" was rising just to the left of the flag pole on Great Gun Beach, as one views that flag pole, looking toward the ocean, while standing on the marina dock.

The "flare" went straight up, and [redacted] seeing black smoke, assumed it had burned out.

[redacted] stated that he has been "around the water," all his life, and has seen many flares. He described this flare as larger than usual, and noted that it also climbed more steeply than usual.

[redacted] also recalled that at approximately 8:00 pm, just before he and [redacted] stopped surfing, he noted a yellow and white plane flying west, along the beach, at approximately 8:00 pm. 265A-NY-259028-SUBCC

Investigation on	7/20/96	at	Smith Point Park, New York	SEARCHED	INDEXED
File #	265A-NY-259028			FILED	JUL 21 1996
by	SA WILLIAM F. LYNCH:cam		TW-7047	FBI - NEW YORK	
			Date dictated	7/20/96	

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On

7/20/96

. Page

2

feet over the water. At 8:05 PM, he recalled that same plane returning, now flying easterly, along the beach.

Finally, [REDACTED] also recalled that a woman named First Name Unknown (FNU) [REDACTED], who resides on [REDACTED] Center Moriches, New York, had also seen the above-described "flare" at the same time he had. He recalled that [REDACTED] had phoned her information in to Channel 7 TV News.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96, Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

<u>NAMES</u>	<u>SITES OF OBSERVATIONS</u>
[REDACTED]	[REDACTED] 645
[REDACTED]	East jetty, Moriches inlet. 643 129
[REDACTED]	[REDACTED] Westhampton, L.I. 644 646 647
[REDACTED]	Deck of Rogers Beach, 363 Westhampton, L.i.
[REDACTED]	Dock on marina at Great Gun 641 Beach, Smith Point Park 642 Beach, Town of Brookhaven, L.I.
[REDACTED]	Smith Point Park Beach,..directly in front of 640 western-most steps on boardwalk.
[REDACTED]	From his boat, approx. 1 mile off shore from Moriches 648 inlet, East Moriches, N.Y.

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

641
642

(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 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

250

2282

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

2234

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

000151

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] 636
[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 Matulewicz 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 Matulewicz'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°.

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 [REDACTED] 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°.

[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 Matulewicz 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

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°.

642

000152

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642

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996 at about 6:20 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present at ██████████ Center Moriches, Long Island. One ██████████ white male ██████████ Date of Birth ██████████ and one ██████████ white male 17, Date of Birth ██████████ were interviewed in connection with the July 17, 1996 downing of TWA flight 800.

██████████ resides at ██████████ Long Island, ██████████

██████████ resides at ██████████ Center Moriches, Long Island, ██████████

██████████ and ██████████ were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing.

██████████ and ██████████ began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon.

265A-NY-259028-SUB C

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
FBI - NEW YORK	
7/19/96	

Investigation on 7/19/96 at Center Moriches, New York
File # 265A-NY-259028
by Detective NICHOLAS GARCIA
Sergeant FRED DELUCA (FD:mxb) FD TW-430 Date dictated 7/19/96

641
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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] and [redacted] were telephonically interviewed pertaining to the night of July 17, 1996. [redacted] and FLYNN contacted the New York Office of the FBI relative to what they saw while boating on July 17, 1996. According to [redacted] and [redacted] they were with three other individuals at approximately 8 o'clock on Wednesday evening, July 17, 1996. They were surfing by Great Gun beach in Moriches Bay west of the Moriches inlet. At approximately 8:30 [redacted] and [redacted] stated that the visibility was pretty good and it was just about dusk. They saw what appeared to be a flare being fired from a boat in the bay. They stated that the flare did not appear to be an ordinary flare, and it could have been something like a fireworks, but the burst at the end of the flare seemed pretty unusual. It was not a normal boat flare that they are used to. They said the flare disappeared into black smoke behind a dune and it burst pretty low over the horizon. The boat that these individuals thought that the flare came from was a Pro-line center console occupied by two males white, thirty years of age. This boat was approximately two hundred yards away from [redacted] and [redacted] while they were surfing, but they could not tell how far away it was from them when they saw the flare being fired. They said these males did not appear to be fishing and seemed to just be sitting in the boat.

Both [redacted] and [redacted] stated that another unusual incident occurred approximately 8 o'clock that night, when a small single engine plane (perhaps yellow in color) flew west approximately fifty feet over the water and then disappeared. Approximately twenty minutes later at about 8:20 p.m. the plane came back from the other direction again very low over the water.

Both [redacted] and [redacted] stated that when the flare (or what appeared to be a flare) burst they did not hear or see any other explosion or burst of light. It wasn't until they got home that they heard about the TWA disaster. [redacted] and [redacted] stated that when they saw this flare go up they were pulling away from the dock on the bay side of the barrier beach. All the passengers in the boat were sitting facing south and the boat was

Investigation on 7/20/96 at New York, New York (telephonically)

File # 265A-NY-259028 CC3-6

by SA ROBERT BENDETSON/evs

Date dictated 7/20/96

0964

265A-NY-259028

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

headed in a northerly direction. The flare appeared on the left side of the boat while they were pulling away from the dock.

[REDACTED] s [REDACTED] date of birth [REDACTED]
 [REDACTED] resides at [REDACTED] Center [REDACTED]
 Moriches, New York, telephone number [REDACTED]
 [REDACTED], date of birth [REDACTED], resides at [REDACTED]
 [REDACTED] Moriches, New York, telephone number [REDACTED]
 [REDACTED] Also on the boat were [REDACTED] telephone number [REDACTED]
 [REDACTED] telephone number [REDACTED] and
 [REDACTED] ALSO of Center Moriches, telephone number unknown.

642

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

[redacted] Date/Place of Birth (D/POB) [redacted]
[redacted] East Patchogue, New York (NY) Social Security Number
(SSN) [redacted] residence [redacted] Center Moriches, NY

[redacted] was recontacted to obtain azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 and/or "a flare" which were reported in previous interview by New York Police Department (NYPD) officers Nick Garcia and Fred DeLuca. [redacted] was taken to the location of those observations at Great Gun Beach, Brookhaven Township, NY, where he provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; SCMB - Sergeant Charlie Gerlach; NYPD - Detective Nick Garcia and Detective Fred Deluca; Defense Intelligence Agency (DIA) - Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

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

87

265A-NY-259028-SUB C

Investigation on 7/20/1996 at Great Gun Beach, New York

File # 265A-NY-259028

by SAs WILLIAM F. LYNCH, PETER C. CASAZZA, PAUL SHEA (PS:iaw)

Date dictated 7/20/1996

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 21 1996	
FBI - NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCHby SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

0694

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED]

645

[REDACTED]

East jetty, Moriches inlet.

643 129

[REDACTED]

[REDACTED]

Westhampton, L.I.

644
646
647

[REDACTED]

Deck of Rogers Beach,
Westhampton, L.i.

363

[REDACTED]

Dock on marina at Great Gun
Beach, Smith Point Park
Beach, Town of Brookhaven,
L.I.

641
642

[REDACTED]

Smith Point Park
Beach, ..directly in front of
western-most steps on
boardwalk.

640

[REDACTED]

From his boat, approx. 1 mile
off shore from Moriches
inlet, East Moriches, N.Y.

648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS, On 7/20-29/96, Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

(12/3/1995)

000119

641
642

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

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 Matulewicz 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

000173

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

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 [REDACTED] 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°.

[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

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°.

643

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

129
 [redacted] date of birth [redacted] social security [redacted] residing at [redacted] Selden, New York [redacted] telephone [redacted] voluntarily appeared at the East Moriches, New York, Coast Guard station on two occasions on 7/19/96, and was interviewed regarding his observations of the evening of 7/17/96, regarding an explosion he observed in the sky. On the first occasion he was interviewed by SA PETER C. CASAZZA and SA CAROL KAZMARECK. On the second occasion, he was interviewed by the same agents, accompanied by ROBERT DOHERTY, Analyst, Missile and Space Intelligence Center, Redstone Arsenal, Alabama, telephone (205) 876-4545. The purpose of the second interview was to enable ROBERT DOHERTY to listen to Mr. STURIALE's observation of 7/17/96.

129
Mr. [redacted]'s observations on the evening of 7/17/96:

He related that he was fishing with his friend [redacted] 643 off of the east jetty of Moriches Inlet. He was at the furthest point of the jetty facing southwest. At approximately 8:30 PM, while surf casting he noticed out of his peripheral vision what he thought was a flare to the southeast. It first appeared to him at eye level and continued to rise upward from that point, at a fast rate of speed. It rose to a certain point and appeared then to curve southeast and slightly downward.

He then saw a small flash or explosion and then a large explosion or fireball.

The entire fireball then descended to the ocean surface in two pieces, which were close together. One piece being larger than the other.

129 643
 Both [redacted] and [redacted] felt they had witnessed a plane explode, even though they never saw a plane.

They continued to fish until approximately 9:45 PM and observed many boats and a helicopter heading out to the site of the explosion. When they returned to their truck to go home, he

200A-NY-259028

Investigation on 7/19/96 at East Moriches, New York

File # 265A-NY-259028
by SA PETER C. CASAZZA/vao
SA CAROL KAZMARECK

Date dictated 7/21/96

SEARCHED	INDEXED
SERIALIZED	FILED
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FBI - NEW YORK	

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/19/96

, page 2

turned on the radio. They heard about a plane crash off Moriches in the Atlantic. They said to themselves that that was no crash, but an explosion.

129 [REDACTED] stated that the fireball first appeared to be close, because the fireball was so bright. After the fireball hit the surface of the ocean he could not see it anymore. There remained only a large cloud and trail of smoke. He estimated that the fireball landed further than seven miles from his location. He advised that the earth curves every seven miles. This would put the crash location beyond his visual line of site.

He described the flare as red and orange in color, which did not leave a smoke trail.

He observed this flare at approximately the 10 o'clock position from his position on the east jetty, designating the 12 o'clock position as his standing at the jetty's point with his shoulders square to the shore line.

He never saw the airplane. He presumed an airplane exploded after seeing the fireball. He estimates it was approximately five seconds from the time he saw the flare to the time that he saw the fireball.

After the fireball fell into the ocean, it was approximately five to ten seconds and he heard a thunder or rumbling come over the water.

He recalls a lot of boat traffic headed out toward the crash site shortly after the fireball and also recalls a 20 to 24 foot boat headed back into the inlet around the same time, but could not recall specifics about the incoming boat.

He related he did not call the Federal Bureau of Investigation (FBI) that evening to report his observation because when he returned home and turned on the news there were so many people calling in, he thought there must be plenty of witnesses. Then the next day when he was at work he spoke to friends about what he saw and they advised him to call the FBI. So he called the next day on 7/18/96, and spoke to a female Coast Guard Lieutenant who took his name and telephone number.

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/19/96 , Page 3

On 7/19/96, an FBI Agent named [REDACTED] from the Boston FBI Office, and two male FBI Agents came to his work location to interview him. After speaking with him they requested that he go to the East Moriches Coast Guard Station to relate his observations.

Background

Name: [REDACTED]
Date of Birth: [REDACTED]
Social Security Account Number: [REDACTED]
Home Address: [REDACTED] New York [REDACTED]
Telephone: [REDACTED]
Employment: [REDACTED]
Position: Accelerated Lab Technician
Fishing Friend: [REDACTED]
Home Address: [REDACTED]
Home Telephone: [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

07/22/96

[redacted] Date of Birth (DOB) [redacted]
 [redacted] Social Security Account Number (SSAN) [redacted] residing
 at [redacted] Middle Island, New York [redacted] telephone
 number [redacted] voluntarily appeared at the East Moriches,
 New York, Coast Guard Station for an interview. Mr. [redacted] was
 interviewed by Special Agents (SAs) PETER C. CASAZZA and CAROL
 KACZMAREK. Also present during the interview was ROBERT DOHERTY,
 Analyst, Missile and Space Intelligence Center, Redstone Arsenal,
 Alabama, telephone (205) 876-4545.

[redacted] provided his observations of an explosion he
 witnessed on the evening of July 17, 1996.

[redacted] S OBSERVATIONS:

On the evening of July 17, 1996, at approximately 8:30
 p.m., while surf cast fishing with his friend, [redacted]
 [redacted] observed an explosion in the sky. He was on the east
 jetty of Moriches Inlet at Cupsouge State Park, on a still night
 with good visibility, when he saw what he described as a small
 explosion or flare-like shower of sparks a little above eye
 level. Then there was a large explosion or fireball. This
 fireball came down in a large stream until it reached the ocean
 surface. It took approximately six (6) to eight (8) seconds for
 the fireball to reach the surface. It was five-six (5-6) seconds
 later that he heard a thunder-like sound coming across the water.
 He felt the fireball may have been thirty (30) miles away; but he
 stated it is hard to judge distance over water. What remained
 for a while was a trail of smoke where the fireball had been.

He never saw any plane. Only the small explosion or
 flare-like shower of sparks and the fireball.

He and [redacted] both felt that they had witnessed a
 plane explode.

They continued to fish until about 10 p.m., when they
 went to their truck and the radio reports talked about a plane
 crash. He did not call the Federal Bureau of Investigation (FBI)

Investigation on 07/19/96 at East Moriches, New York

265A-NY-259028

File # 265A-NY-259028

SA PETER C. CASAZZA

by SA CAROL KACZMAREK *pkh*

Date dictated

07/21/96

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265A-NY-259028

Continuation of FD-302 of [redacted], On 07/19/96, Page 2

that evening to report his observations because of all the witnesses there appeared to be already; being shown on the television news reports.

[redacted] related that there were about eight (8) boats in the inlet at the time the explosion occurred and then maybe twenty (20) boats went out of the inlet after the explosion.

Name: [redacted]

Date of Birth: [redacted]

Social Security Account Number: [redacted]

Address: [redacted]

Telephone: [redacted]

Previous Employment: [redacted]

Position: Airplane Mechanic

Years of Service: Ten and a half (10 1/2) years

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS , On 7/20-29/96 , Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED]

645

[REDACTED]

East jetty, Moriches inlet.

643 129

[REDACTED]

[REDACTED]

Westhampton, L.I.

644
646
647

[REDACTED]

Deck of Rogers Beach,
Westhampton, L.i.

363

[REDACTED]

Dock on marina at Great Gun
Beach, Smith Point Park
Beach, Town of Brookhaven,
L.I.

641
642

[REDACTED]

Smith Point Park
Beach, ..directly in front of
western-most steps on
boardwalk.

640

[REDACTED]

From his boat, approx. 1 mile
off shore from Moriches
inlet, East Moriches, N.Y.

648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

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Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

643
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

643
[redacted] Date of Birth (DOB) [redacted],
[redacted] residing at [redacted], Middle Island, New York
11953, telephone number [redacted], was telephonically
contacted by Special Agent (SA) PETER C. CASAZZA on July 31,
1996, and advised of additional information he recalled regarding
his recollections of the evening of July 17, 1996.

643 [redacted] advised that approximately one-half (1/2) hour
prior to witnessing the fireball explosion over the ocean he
recalled a loud formula type boat leaving Moriches Inlet. What
brought his attention to this boat was the fact that it was so
loud. It sounded as if there were no mufflers on it. As it left
the inlet, it was going very fast in a southerly direction.

He estimated the boat was twenty-five - thirty (25-30)
feet long and was dark in color, probably black. The boat had a
small cockpit in the back and two male occupants. It had one or
possibly two inboard motors.

643 [redacted] indicated that he could not recall any further
details at this time, but that he mentioned this to his fishing
129 friend, [redacted], who was with him that evening and
STURIALE also recalls seeing the loud, sleek, fast boat.

643 [redacted] does not recall seeing the boat return to
Moriches Inlet prior to them leaving at approximately 10:00 PM.

BACKGROUND:

Name: [redacted]

Date of Birth: [redacted]

Social Security
Account Number: [redacted]

Address: [redacted]
Middle Island, New York

Telephone: [redacted]

Investigation on 07/31/96 at Middle Island, New York (telephonically)

2105
File # 265A-NY-259028 SUB CC3

SA PETER C. CASAZZA/hrg Date dictated 08/05/96

-421

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265A-NY-259028

Continuation of FD-302 of

[REDACTED]

On

07/31/96

Page

2

Fishing Friend:

[REDACTED]

Date of Birth:

[REDACTED]

Social Security
Account Number:

[REDACTED]

Address:

[REDACTED]

Selden, New York 11784

Telephone:

[REDACTED]

2106

644

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644

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[REDACTED] Date of Birth [REDACTED] was contacted by Special Agent PETER C. CASAZZA and Detective GERARD KIRK, 5th Squad, Suffolk County Police Department, regarding her observations of an explosion she witnessed in the sky over the ocean on the evening of July 17, 1996.

OBSERVATIONS

[REDACTED] related that she was visiting her in-laws at a summer condo they rented at [REDACTED] Westhampton Beach, New York, telephone number [REDACTED]

On the evening of July 17, 1996 at approximately 8:30 PM, she was walking out the sliding glass door onto the deck which overlooks the ocean when she noticed something in the sky. She then saw a huge fireball, which was a brilliant orange and red color with gray edges around it. Then there was another smaller second fireball.

Within a few seconds, she heard two large booms which shook the deck and rattled the ground. The fireballs became two large distinct smoke streaks falling to the ocean surface. Rumbling noises came over the water afterward.

The streaks turned into a circular smoke column which eventually disappeared. At the top of the column was a small gray and white cloud.

In a matter of minutes after the fireball hit the water boats could be seen heading out in that direction. Then a helicopter could be seen headed out a while later.

When the fireball reached the ocean surface, some irregular lights could be seen coming from the surface, which moved along the surface in groups. This lasted for a few hours.

BACKGROUND

Name: [REDACTED]

Investigation on 7/18/96 at Westhampton Beach, New YorkFile # 265A-NY-259028 *CC 465*by SA PETER C. CASAZZA:mxhDate dictated 7/21/96

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000196

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/18/96, Page 2

Date of Birth:

[REDACTED]

Address:

[REDACTED]
New York, New York 10010

Telephone:

[REDACTED]

Address:

[REDACTED] (in-law's condo
rental) [REDACTED]
Westhampton Beach, New York

Telephone:

[REDACTED]

In-laws:

[REDACTED]

Telephone:

[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

<u>NAMES</u>	<u>SITES OF OBSERVATIONS</u>
[REDACTED]	[REDACTED] 645
[REDACTED]	East jetty, Moriches inlet. 643 129
[REDACTED]	[REDACTED] Westhampton, L.I. 644 646 647
[REDACTED]	Deck of Rogers Beach, Westhampton, L.i. 363
[REDACTED]	Dock on marina at Great Gun Beach, Smith Point Park Beach, Town of Brookhaven, L.I. 641 642
[REDACTED]	Smith Point Park Beach,..directly in front of western-most steps on boardwalk. 640
[REDACTED]	From his boat, approx. 1 mile off shore from Moriches inlet, East Moriches, N.Y. 648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

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Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

645

645

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[redacted] Date of Birth (DOB) [redacted] residing at [redacted] Quogue, New York, telephone number [redacted] was contacted by Special Agent PETER C. CASAZZA of the Federal Bureau of Investigation (FBI) and Detective GERARD KIRK, 5th Squad, Suffolk County Police Department. In the early morning hours of July 18, 1996.

[redacted] had earlier contacted the FBI regarding a huge explosion she saw off the deck of her home overlooking the Atlantic Ocean on the evening of July 17, 1996.

MS. [redacted] OBSERVATION:

On the evening of July 17, 1996, at approximately 8:30 p.m., she was standing and looking out her sliding glass door over the ocean. The evening weather conditions were very clear and calm. She described that the explosion she saw was at approximately the 1:30 position off her deck, designating the 12 o'clock position as directly facing the ocean.

She had first observed in her peripheral vision and object in the sky which she presumed was a plane she thought it to be at approximately 7,000 feet and one to two (1 to 2) miles out to sea.

The next thing she knew she heard a very loud noise or boom and saw the plane explode into a huge orange and red fireball. After approximately five (5) seconds there was a break in the fireball and a smaller fireball broke off the main fireball. The smaller fireball lead the larger one to the ocean surface.

She estimated that the fireball took twenty to thirty (20-30) seconds to hit the water. Once the fireball hit the water she could not see anything. It appeared as though the fire had gone out.

A trail of black smoke remained after the fireball hit the water. At the top of the black smoke was a white small cloud

Investigation on 07/18/96 at Quogue, New York

File # 265A-NY-259028

by SA PETER C. CASAZZA:hrg

Date dictated 07/21/96 FBI-NEW YORK

265A-NY-259028
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SERIALIZED [initials]

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Continuation of FD-302 of [REDACTED], On 07/18/96, Page 2

of smoke. Within a few seconds of the fireball hitting the water she heard five (5) smaller explosions.

She immediately called the police and was connected with the Southampton Town Police Department. She told them the story of what she had just seen. The Quogue Police Department responded to her home very quickly. Quogue Police Officer (PO) STANLEY CHIHS and PO JOHN (Last Name Unknown) (LNU) responded. These officer saw the trail of smoke leading up from the water.

She did not notice anything hit the plane. Within two minutes of the fireball hitting the water, she noticed what appeared to be a helicopter or plane going out over the crash site. This plane or helicopter came from the north to the south and was to the west of her home.

While the police were at her home a Coast Guard vessel went by her home going from east to west along the coast. She told the Quogue Police Officers to call and get the Coast Guard vessel directed to the crash site.

In approximately ten minutes of the fireball a Coast Guard helicopter went over the crash site.

BACKGROUND:

Ms. [REDACTED] advised that she has a New York Ocean Life Guard certification and is an advanced scuba diver with a certification from the National Association of Underwater Instructors. She is familiar with the ocean and regularly observes it from her deck. Her home is ten miles southeast of Moriches Inlet and the highest point on Dune Road.

She advised that this location is her summer residence and also maintains a primary residence at [REDACTED] New York, New York, [REDACTED], telephone number [REDACTED]

Her attorney is a [REDACTED] New York, telephone [REDACTED]. He will always know how to reach her if she can not be reached at the Quogue or New York City telephone numbers.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

[redacted] Date of Birth (DOB) [redacted] residence [redacted] Quogue, New York (NY), was recontacted at her residence to obtain azimuth directions for her observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 which were reported in previous July 18, 1996 interview by Federal Bureau of Investigation (FBI) Special Agent (SA) Peter C. Casazza. [redacted] was taken to the location of those observations at the back porch of her residence where she provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: FBI - SA Paul Shea, SA Peter C. Casazza, SA William F. Lynch; SCMB Sergeant Charlie Gerlach; Suffolk County Police Department (SCPD) - Police Officer Ken Treder; Defense Intelligence Agency (DIA) - Senior Intelligence Officer Robert A. Doherty; Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

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

265A-NY-259028-3

Investigation on 7/20/1996 at Quogue, New York

File # 265A-NY-259028
by SAs WILLIAM F. LYNCH, PETER C. CASAZZA, PAUL SHEA (PS:iaw)

INDEXED
AUG 1 1996
Date dictated 7/20/1996
NEW YORK

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96, Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

<u>NAMES</u>	<u>SITES OF OBSERVATIONS</u>
[REDACTED]	[REDACTED] 645
[REDACTED]	East jetty, Moriches inlet. 643 129
[REDACTED]	[REDACTED] Westhampton, L.I. 644 646 647
[REDACTED]	Deck of Rogers Beach, Westhampton, L.i. 363
[REDACTED]	Dock on marina at Great Gun Beach, Smith Point Park Beach, Town of Brookhaven, L.I. 641 642
[REDACTED]	Smith Point Park Beach, ..directly in front of western-most steps on boardwalk. 640
[REDACTED]	From his boat, approx. 1 mile off shore from Moriches inlet, East Moriches, N.Y. 648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS, On 7/20-29/96, Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

646

646

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/28/96

[Redacted] Date of Birth [Redacted] Social Security Account Number (SSAN) [Redacted] [Redacted] Westhampton Beach, New York [Redacted]

[Redacted] was contacted at his residence by Special Agents Peter C. Casazza and William F. Lynch of the Federal Bureau of Investigation (FBI) regarding his observations of an explosion he witnessed over the Atlantic Ocean on the evening of July 17, 1996.

[Redacted] Observations:

Mr. [Redacted] related that he was sitting next to his sliding glass door which overlooks his deck, the beach, and ocean. The time was approximately 8:30PM, and the weather conditions were clear and calm.

His daughter-in-law, [Redacted] was heading out the sliding glass door when she let out a scream.

He turned and followed her out the door. He observed what he described as a large red flamed object or fireball which separated into two (2) objects and the two (2) red flamed objects or fireballs fell into the ocean. He stated the entire event took only a few seconds. He then heard three (3) or four (4) loud noises coming over the water from the direction of the explosion.

[Redacted] also observed white smoke over the water where the red-flamed objects or fireball hit the water.

Later, boats and helicopters approached the scene.

Background:

Name: [Redacted]
Date of Birth: [Redacted]
SSAN: [Redacted]
Address: [Redacted]

Investigation on 07/18/96 at Westhampton Beach, NY

File # 265A-NY-259028

SA Peter C. Casazza
by SA William F. Lynch

plp
TW-TOL

Date dictated

SEARCHED
SERIALIZED
AUG 7/22/96
FBI

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

265A-NY-259028

Continuation of FD-302 of [REDACTED] . On 07/18/96 . Page 2

Telephone:

[REDACTED]

Address:

[REDACTED]

Telephone:

[REDACTED]

000210

646
647

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21, 1996

[REDACTED] and [REDACTED]

West Hampton Beach, New York (NY), was recontacted at their residence to obtain azimuth directions for their observations on July 17, 1996, of Trans World Airlines (TWA) flight 800 which were reported in previous July 18, 1996 interviews by Federal Bureau of Investigation (FBI) Special Agent (SA) Peter C. Casazza. The Shermans were taken to the location of those observations at the back porch of their residence where they separately provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were FBI SAs Paul Shea and Peter C. Casazza.

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

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265A-NY-259028-SUB CC

Investigation on	<u>7/20/1996</u>	at	<u>West Hampton Beach, New York</u>
File #	<u>265A-NY-259028</u>		
by	<u>SAs PETER C. CASAZZA</u> <u>PAUL SHEA (PS:iaw)</u>		
Date dictated	<u>7/20/1996</u>	at	<u>NEW YORK</u>

1889

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH

SA PETER C. CASAZZA. SA PAUL SHEA

Date dictated 7/29/96

0694

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS , On 7/20-29/96 , Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

<u>NAMES</u>	<u>SITES OF OBSERVATIONS</u>
[REDACTED]	[REDACTED] 645
[REDACTED]	East jetty, Moriches inlet. 643 121
[REDACTED]	[REDACTED] Westhampton, L.I. 644 646 647
[REDACTED]	Deck of Rogers Beach, 363 Westhampton, L.i.
[REDACTED]	Dock on marina at Great Gun 641 Beach, Smith Point Park 642 Beach, Town of Brookhaven, L.I.
[REDACTED]	Smith Point Park Beach,..directly in front of 640 western-most steps on boardwalk.
[REDACTED]	From his boat, approx. 1 mile off shore from Moriches 648 inlet, East Moriches, N.Y.

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 . Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

647

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[redacted] Date of Birth [redacted] renting telephone [redacted], Westhampton Beach, New York, was contacted by Special Peter C. Casazza and Detective Gerard Kirk, Fifth Squad, Suffolk County Police Department regarding an explosion she observed over the Atlantic Ocean on the evening of July 17, 1996.

Observations:

[redacted] advised that on the evening of July 17, 1996, at approximately 8:30PM, she heard her daughter-in-law let out a scream as she went out a sliding glass door onto a deck. [redacted] turned and saw a huge intense orange, yellow and red fireball, that looked pear shaped, drop from the sky into the ocean.

She ran upstairs and called the police and described to them what she had seen, and the smoke column which was present in her view as she spoke to the police officer. The column was larger at the top and smaller at the bottom, or cone-shaped. Two large noises or booms reached the condo and shook the ground. This took place after the fireball reached the surface of the water and came a few seconds apart.

At the time of the occurrence she did not know what had happened, but felt an airplane had exploded. After a while, she saw boats and a helicopter enter the area.

Background:

Name:
Date of Birth:
Address:
Telephone:
Address:
Telephone:

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

Investigation on 07/18/96 at Westhampton Beach, NY

File # 265A-NY-259028 CC-1-512

by SA Peter C. Casazza PLC Date dictated 07/21/96

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

265A-NY-259028

Continuation of FD-302 of [REDACTED] , On 07/18/96 , Page 2

Daughter-in-Law:
Address:

[REDACTED]

Telephone:

000217

646
647

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21, 1996

[REDACTED] and [REDACTED] West Hampton Beach, New York (NY), was recontacted at their residence to obtain azimuth directions for their observations on July 17, 1996, of Trans World Airlines (TWA) flight 800 which were reported in previous July 18, 1996 interviews by Federal Bureau of Investigation (FBI) Special Agent (SA) Peter C. Casazza. The Shermans were taken to the location of those observations at the back porch of their residence where they separately provided information to Suffolk County Marine Bureau (SCMB) Deputy Inspector Douglas Matulewicz and Police Officer Vincent Termine, who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were FBI SAs Paul Shea and Peter C. Casazza.

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

265A-NY-259028-SUB CC 71

Investigation on 7/20/1996 at West Hampton Beach, New York

File # 265A-NY-259028

by SAs PETER C. CASAZZA
PAUL SHEA (PS:iaw)

Date dictated 7/20/1996 NEW YORK

103 2:55

TC

1889

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEA

Date dictated 7/29/96

0694

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96 Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED] 645

[REDACTED]

East jetty, Moriches inlet. 643 129

[REDACTED]

[REDACTED] Westhampton, L.I. 644
646
647

[REDACTED]

Deck of Rogers Beach, Westhampton, L.i. 363

[REDACTED]

Dock on marina at Great Gun Beach, Smith Point Park Beach, Town of Brookhaven, L.I. 641
642

[REDACTED]

Smith Point Park Beach, ..directly in front of western-most steps on boardwalk. 640

[REDACTED]

From his boat, approx. 1 mile off shore from Moriches inlet, East Moriches, N.Y. 648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS, On 7/20-29/96, Page 3

At each site, officers Matulewicz and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewicz and Termine, the following results were obtained:

648

648

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 21, 1996, SAS WILLIAM F. LYNCH, and PAUL SHEA, FBI, together with Senior investigator JOHN F. CASSINO, N.Y. State Police Dept., and various U.S. Coast Guard personnel, took [redacted] a white male, Date of Birth (DOB) [redacted] in a U.S. Coast guard vessel approx. 1 to 5 miles out into the ocean, directly south of Moriches inlet, East Moriches, N.Y., in order to duplicate the positions Mr. [redacted] occupied on the evening of July 17, 1996, when he and two of his friends observed TWA flight # 800 explode, and crash into the sea, approx. 11 miles from the aforementioned inlet.

Also present on board the vessel were Deputy Inspector DOUGLAS MATULEWICH, and police officer VINCENT TERMINE, both of the Suffolk County Police Dept. (SCPD)-Marine Bureau, as well as Messrs ROBERT DOHERTY and TOM LeBLANC, of the Defense Intelligence Agency (DIA).

[redacted] directed the vessel to the position he himself [redacted] had occupied when he and his friends observed TWA flight # 800 explode and crash.

Upon reaching that initial location, officer MATULEWICH using a naval compass, shot an azimuth, and further processed that information with a Garmin brand Global Positioning System (GPS-45) instrument.

This information was to be used/compared with that of other witness observations, and used in a calculation/rendering, to be completed by officer MATULEWICH.

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265A-NY

Transcribed on 7/21/96 at East Moriches, N.Y.

File # 265 A NY 259028

by SA WILLIAM F. LYNCH

SA PAUL SHEA

Date dictated

7/25/96

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SERIALIZED	<input type="checkbox"/>
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000223

648

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 21, 1996, [redacted], Date of Birth (DOB) - [redacted], of [redacted], Shirley, New York, home telephone number [redacted], was interviewed by Special Agent (SA) KEVIN C. MATHIESON. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview was regarding the July 17, 1996 plane crash of TWA Flight 800. [redacted] provided the following information:

[redacted] stated that at the time of the plane crash he was fishing on his 24 foot Center Counsel Proline boat, [redacted] off Great Gun approximately 1.5 miles out from the shoreline and approximately seven miles from the crash site.

[redacted] advised that at approximately 8:20 PM, he looked up at the sky and observed a faint yellow star-type object which he kept continuously in his sights. He advised that the star-type object began to produce a strong glow which he believed to be a possible meteor. [redacted] stated that the glow was moving in a east to westerly direction when it banked and turned downward toward the water. He stated that the glow became progressively more intense until producing a mushroom of white smoke and a rushing roar-type sound. At that instant, he observed a plane which separated into two flaming parts of the fuselage and the wing and then crashed into the water. Approximately 30 seconds after [redacted] observed the plane crash into the water he felt a strong water concussion which shook his boat. He then called "May Day" into the Coast Guard regarding the plane crash. He stated that at the time of the crash there were no other boats nor aircraft in sight. [redacted] advised that after the crash, he observed a C-130 plane circling over the area of the crash.

[redacted] stated that he attempted to travel by boat to the crash site but decided to stop and turn around after traveling about three miles due to a shortage of fuel.

265A-NY-259028-SUB CC 3-

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Investigation on 7/21/96 at Long Island, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON/dp *KCM*

Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, Special Agent (SA) WILLIAM F. LYNCH Federal Bureau of Investigation (FBI), interviewed Mr. [redacted] a white male, Date of Birth (DOB) [redacted] Social Security Account Number (SSAN) [redacted]. Mr. [redacted] resides at [redacted], Shirley, New York, [redacted], and is employed by [redacted], Patchogue, New York, [redacted], extension 116. Mr. [redacted] was interviewed regarding his observations concerning the crash of Trans World Airline (TWA) Flight 800, on July 17, 1996. He advised as follows:

OBSERVATIONS OF ALFRED LINKE:

On July 17, 1996, at approximately 8:25 p.m., Mr. [redacted] and two friends were fishing for striped bass, approximately one mile off shore, from Great Gun Beach, Town of Brookhaven, Long Island, New York. He described his boat as a twenty-four (24) foot PROLINE center console type and named his friends as [redacted] of Patchogue, New York, and [redacted], of Patchogue, New York.

The night was clear and while it was dusk, there was considerable daylight left. Visibility was excellent, and the sea was calm.

Mr. [redacted] stated after departing his marina in Shirley, New York, he and his two friends fished in several positions in the vicinity of Moriches Inlet, East Moriches, New York.

By 8:25 p.m., Mr. [redacted]'s boat the "[redacted]" was positioned, unanchored and drifting, approximately one mile off shore from Great Gun Beach, Town of Brookhaven.

[redacted] continued that at approximately 8:25 p.m., he first sighted what he thought might be a shooting star, moving in a downward, forty-five (45) degree sloping arc, and added that it was taking a northward turn, and appeared to be heading toward his boat. He described this light as yellow in color, and noted that it got progressively brighter and larger. He also noted that it was moving very fast, and he began to be concerned that it was heading toward him.

Investigation on 07/21/96 at East Moriches, New York

File # 265A-NY-259028

by SA WILLIAM F. LYNCH:hrg PW-7076

Date dictated 07/22/96

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FBI - NEW YORK	
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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/21/96, Page 2

As soon as he noted it, he exclaimed to his two friends, "Look at this," or words to that effect. At this same moment, he realized this object was an airplane, although he had no idea what type or size.

Mr. [REDACTED] continued that almost at the same instant that he identified the object as an airplane, he noted that it had rolled over onto it's left side, and seemed to be hooking northward and downward.

Immediately, the entire right wing separated from the fuselage, and peeled back, alongside the fuselage. Mr. [REDACTED] emphasized that the entire wing was intact as it separated, and stated that he did not see any engine pods on it. He added, however, that this may have been because he was viewing only the top of the right wing.

A FIRE STARTS:

[REDACTED] stated that at the instant the wing separated, a large "fire trail" erupted, which he described as a roaring, rushing sound, and added that he immediately felt a concussion on his chest when this happened. The separated wing disappeared into this fire trail.

The plane now dropping sharply, separated into two parts, being the right wing and the rest of the plane, dropped about one mile, and then hit the water as two separate pieces. As the two pieces hit the water a large curtain of water arose and Mr. [REDACTED] then saw black smoke coming from the impact area. At this point, Mr. [REDACTED] still had no idea of the type or size of the plane, and never did see any markings on it.

Mr. [REDACTED] stated that he became very excited and used his boat's radio to exclaim "MAYDAY" several times to the United States Coast Guard (USCG), and then transmitted "This is the [REDACTED]...I want to report an aerial burst and whatever it is crashed into the ocean."

Mr. [REDACTED] then drove his boat toward the fire and got about five (5) miles from the surface fire, having travelled approximately four (4) nautical miles. At this point, he could see surface ablaze, and while he considered going further toward it, decided against this, because he was low on fuel. He did, however, call the USCG again, to report that the "Water was on fire!" before returning to Moriches Inlet.

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/21/96 . Page 3

Upon entering the inlet, [REDACTED] heard radio traffic from other responding boats, which mentioned "many bodies" in the water.

The next day, July 18, 1996, Mr. [REDACTED] again phoned the Coast Guard to identify himself as the "MAYDAY" caller from the night before. He recalled that the Coast Guardsman he reached was, in fact, the same man to whom he had made his "MAYDAY" call, and added that the man remembered him, and took his ([REDACTED]'s) name and phone number.

During this interview, Senior Investigator JOHN F. CASSINO, New York State Police, and the Queens District Attorney's Office was also present.

Detective STANLEY PAWLOSKI, Suffolk County Police Department (SCPD) a Police Artist, also reviewed Mr. [REDACTED]'s observations with him, and based upon them, rendered a sketch of what Mr. [REDACTED] saw. That sketch is attached.

1st SIGHTING
GLOW

25 SECONDS

CLOUDS
BEGIN TO
LIGHTEN UP

WHITE CLOUD

APPEARS TO BE
1 TO
1 1/2 MICH FROM AL'S LOCATION OFF HORIZON

LOOKS LIKE HURDING
DIRECTLY TOWARD HORIZON

BLACK SMOKE

AT THIS POINT
NO SMOKE

MIN/SEC. LATER WITH
BURNS OFF +
INDEPENDENT FUEL FIRE
THAT / NO SMOKE
EVIDENT

FROM THIS LOCATION APPROX. 4 MI. FROM SITE AL'S SEET UNTIL OF FLAME +
SMOKE DRIFTS WEST



1/4 MILES

9 MILES
FEEL ZONE IS A HEAT FROM FLUORINE
WHICH IS UNIDENTIFIED CHEMICAL

952-6095

PARM... 770.1

Universal File Case Number 965-A-NY-259028-

Field Office Acquiring Evidence New York

Serial # of Originating Document _____

Date Received 7/22/96

From FBI
(Name of Contributor)

Mohalle, NY (C-27)
(Address of Contributor)

NY
(City and State)

By Wm F Lynch
(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: Tu + Feet # 800 work

Reference: _____ see in 146
(Communication Enclosing Material)

Description: Original notes re interview of [redacted]
[redacted] by SA W F Lynch, FBI, &
John F. Cassano, NY State Police.

Original notes: SA Wm F. Lynch FBI 000229
Also present: John F. Cassino Senior Investigator
N.Y. State Police Queens
DA's office

7/22/96

at Dayville

NMN.

Interview of:

[Redacted]

DOB

[Redacted]

SSN

[Redacted]

Home

Address

[Redacted]

Tel # 516- [Redacted]

Ave. Danville

Employer:

[Redacted]

Tel # 516- [Redacted]

Position Ryder and Patchogue

Military Experience

No

Married?

Yes

Done

Interviewed at
[Signature]
[Signature]

Try use their boat.

Approx 1 1/2 mile past the 2 mile
marker.

█ says he saw fire on the water.

They stand on a sand & also see
flames - flames now visible.

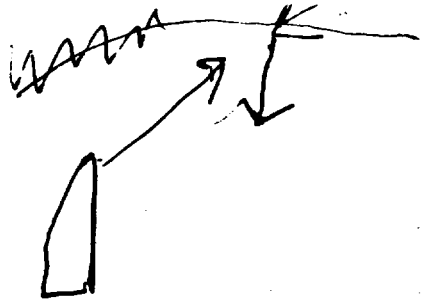
All 3 men return to marker in ~~land~~.

█ see boat lights bearing towards
crash site, + a helicopter bearing towards
the site, & hovering over site.

~~Also~~

█ never identifies this as a plane.
Saw no flames / fireworks launched.

Saw nothing launched up towards plane
No smoke trail up, etc.



Sofo
Wed 7/17/96

Approx. Was with [redacted]

Fishing. - Drifting [redacted]
Landed. - just off [redacted] Great Sun Beach.
Approx 200-300 lbs

Fishing for Striped Bass
Lane - master → Dock Lane
Beach Marina. 7PM,

Approx. 7:45-8PM [redacted] around [redacted]
Before. - Visibility was excellent & it was still light. [redacted] enough to spot.
[redacted] points toward sky - What's that

[redacted] look up. See [redacted] plane.

"Ball of light" - orange/yellow. ~~but didn't~~
~~first spot it was far away.~~ Not yet identified
as plane

Coming down fast - seemed to bank
toward the North. (Left turn) - ~~thought it~~
~~was a plane~~

The "ball" seemed to bank toward them
& get bigger. (Still don't recognize it as a plane)

All 3 men watch it.

"Ball" passes thru a small ~~thru~~
cloud. - Still see burning.

out of cloud, it becomes a big
flame/burst, but NO sound.

orange/yellow

~~██████~~ sees 2 pieces fall - Dark objects
still don't know this is a plane.

The piece to the left comes off & drops
down as 2 visible separate objects, each
surrounded in flame/smoke.

~~Distance 5 miles~~

Time bet 1st sighting & the 2
pieces separates = approx 8 seconds, all of this
in a downward dir., steep

Each piece hits the water, and looks like
the landing fairly close to each other.

See smoke on the ~~of~~ water (grey/white smoke)

See NO splash.

Several seconds later (3-4 seconds)
 Tony felt a "rush of air", and also feel
 a disturbance through the boat.

Two rising of water in 2 spots
 Still don't realize this was a plane.

[redacted] - immediately saw it was an
air airline.

All 3 men being in these fishing lines
 & headed toward the coast.

[redacted] & [redacted] were at helm - [redacted] at
 bow.

[redacted] reported to Coast Guard
 possibly on Channel 16. - Was very
 quiet.

* Tony saw surfer (3-4) off of
 Coast Guard Beach.

[redacted] called again to C.G. [redacted]
 (believe).

2367 [redacted] says "700 for you is) don't say "How's the
 gas?" "

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

██████████ was re-interviewed this date regarding TWA Flight 800 disaster. ██████████ furnished the following information:

██████████ advised on July 17, 1996, he was on his boat along with ██████████ and ██████████, the night was clear, and there was considerable daylight remaining. The ocean was extremely calm, similar to a lake and there was an absence of wind.

██████████ advised he began fishing about 300 feet off the beach, but there were several surfers in the area. In order to avoid the surfers, ██████████ moved his boat to a new position. ██████████ advised his new position was now approximately one mile off Great Gun Beach, directly in front of the white lifeguard chairs, and approximately one half mile from the Sea Buoye. ██████████ advised that at approximately 8:25 P.M., this date, he noticed what appeared to be a star. ██████████ stated he found this peculiar, since it was still daylight, and the star was approximately ten miles away, moving through the clouds.

██████████ advised he initially did not inform the others in his boat regarding the star. ██████████ stated the color of the star was a bright yellow, with orange coloring with the major field of yellow. There was no tail, or smoke emitting from the star. The star had a steady glow and was not flickering. ██████████ advised he now realized it was not a star or a meteor, but was a plane.

██████████ advised he now observed the plane banking and descending, at a 45 degree angle. The plane was now becoming brighter and brighter, and was now banking in the beach direction and still continuing its descent. ██████████ stated he now believed the plane was heading towards his boat, and he and his friends now became concerned, that they might be in danger. The plane transversed through a white cloud, and he ██████████ was now able to see the plane's fuselage, and the right wing of the aircraft. At the same time, the glow which had encompassed the entire aircraft stopped, making it possible for ██████████ to observe the before mentioned aircraft structures.

Investigation on 7/28/96 at Shirley, New York

File # 265A-NY-259028-CC3-520
AV

by SA DONALD W. MC CORMICK/MAM

Date dictated 7/29/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/28/96 . Page 2

[REDACTED] stated as he was observing the aircraft, the wing of the aircraft hinged off, and separated from the aircraft. The aircraft which was in the previously mentioned bank and, downward descent, was travelling at high rate of speed. [REDACTED] advised once the wing and the fuselage separation took place, a large white cloud appeared. As the wing and fuselage separate, the white cloud appeared, and a plume of fire appeared. [REDACTED] advised the plume of fire started at the elevation the aircraft was in, and followed its plumage downward for approximately a one mile waterfall of fire, and dropping to the ocean. [REDACTED] advised the white cloud which had form, did not ignite and remained intact at the elevation where the aircraft was situated prior to its separation.

[REDACTED] stated the aircraft fell to the ocean in two visible separate pieces, both pieces totally engulfed in flames. [REDACTED] advised the fuselage was falling on his right side and the wing on his left. [REDACTED] stated as the pieces fell to the ocean, a residual black cloud of smoke joined the white cloud, creating a mushroom cloud similar to a atomic bomb cloud. The white cloud was the top portion, with the black could forming the stem of the cloud.

[REDACTED] advised he believed the aircraft pieces fell approximately 8-10 miles off the coast. [REDACTED] attempted to reach the area, but because of the inferno with flames reaching approximately 200 feet in the area, and the tremendous area of the ocean on fire, he could not safely reach the area. [REDACTED] stated he had previously contacted the Coast Guard, and upon seeing rescue operations commencing, left the area. [REDACTED] stated his craft was running short of fuel and he had to return to port.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 29, 1996, SAS William F. Lynch, Peter C. Casazza and Paul Shea, FBI, received from Deputy inspector DOUGLAS MATULEWICH and VINCENT TERMINE, Suffolk county Police Dept., (SCPD)-Marine Bureau, a compass intersection rendering of witness sightings of TWA flight # 800, and/or a "flare", which appeared to have been launched in the direction of flight # 800, just before it exploded and crashed into the ocean approximately 8:30 PM, on Wednesday, 7/17/96.

This rendering was prepared by Messrs MATULEWICH and TERMINE, based upon witness observations given to all of the above personnel, and to Officer Charles Gerlach, SCPD-Marine Bureau, and Robert Doherty and Tom LeBlanc, of the Defense Intelligence Agency (DIA), over the period 7/20-29/96. The witness observations/interviews had been done jointly/severally, by the above personnel.

PURPOSE:

The purpose of this endeavor was to learn if the azimuth intersections of witness sightings might indicate a site or general area from which the aforementioned "flare" might have been launched.

GENERAL WITNESS INFORMATION:

The witness info upon which this rendering is based, consisted of; sightings of TWA flight # 800; sightings of an unusual "flare" launched in the direction of flight # 800, which "flare" seemed to adjust its own course; an orange impact/glow upon flight # 800; sightings of a subsequent large and violent aerial explosion; and the ultimate crashing of flight # 800 into the ocean.

Investigation on 7/20-29/96 at EAST MORICHES, N.Y.File # 265 A NY 259028by SA WILLIAM F. LYNCH
SA PETER C. CASAZZA. SA PAUL SHEADate dictated 7/29/96

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS , On 7/20-29/96, Page 2

WITNESS NAMES AND LOCATIONS:

Listed below are the names of the witnesses, and the sites they occupied at the time they observed either TWA flight # 800, or the "flare" which appeared to rise, to meet it.

NAMES

SITES OF OBSERVATIONS

[REDACTED]

[REDACTED]

645

[REDACTED]

East jetty, Moriches inlet. 643 129

[REDACTED]

[REDACTED] Westhampton, L.I.

644
646
647

[REDACTED]

Deck of Rogers Beach, Westhampton, L.i. 363

[REDACTED]

Dock on marina at Great Gun Beach, Smith Point Park Beach, Town of Brookhaven, L.I. 641 642

[REDACTED]

Smith Point Park Beach, ..directly in front of western-most steps on boardwalk. 640

[REDACTED]

From his boat, approx. 1 mile off shore from Moriches inlet, East Moriches, N.Y. 648

METHOD-EQUIPMENT USED:

During the period cited, the aforementioned FBI, DIA and SCPD personnel personally visited the exact sites which the witnesses had occupied at approx. 8:30 PM, on 7/17/96.

265 A NY 259028

Continuation of FD-302 of COMPASS INTERSECTIONS . On 7/20-29/96. Page 3

At each site, officers Matulewich and Termine used a naval compass and a Garmin Global Positioning System (GPS-45) instrument to shoot/process the azimuths along which the witnesses had reported their observations on the above date and time.

RESULTS:

Based upon the witness info, and upon the best calculations of officers Matulewich and Termine, the following results were obtained:

649

dup

619

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Westhampton Beach, New York, telephone number [redacted] Date of Birth - [redacted] was contacted regarding the sighting he observed near Westhampton Beach High School (WBHS). After being advised he provided the following information:

[redacted] was standing in the WBHS parking lot and looking toward the beach. At approximately 8:15 PM, he saw over the tree line at Mill Road what he described as a projectile ascend in the sky. [redacted] described the projectile as red or pink with a trail of whitish smoke. The projectile moved in a squiggly manner in a southwest direction. The projectile was airborne for six-seven seconds and then met with a shiny object that produced white smoke. The white smoke disappeared and then a red ball began to form. The red ball fell in an easterly position and at a much quicker pace than the projectile was ascending.

[redacted] point of reference on the Mill Road tree line was a telephone pole next to the yellow fire hydrant. This is the point from where he originally sighted the projectile.

265A-NY-259028-SUB CC1-

599
(K)

UPLOADED
WITH TEXT
WITH [redacted]
BY [redacted]
7/10/97

SEARCHED	INDEXED
SERIALIZED	FILED
APR 01 1997	
FBI - NEW YORK	

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

File # 265A-NY-259028

by SAs JAMES P. MIKALIC
RICHARD MCCARTHY (RM:dp)

Date dictated 7/21/96

0568

649

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

[REDACTED] Westhampton, New York, [REDACTED], and was advised of the identity of the undersigned Agents. Also present during the interview was his wife, [REDACTED] provided the following information:

On the evening of July 17, 1996, [REDACTED] explained that he had just finished exercising for approximately 23 minutes on the track located at the Westhampton High School. At approximately 8:15 PM or 8:25 PM, [REDACTED] began to walk in a south westerly direction to his vehicle parked in the school parking area. [REDACTED] stated while he was walking back to his vehicle, he observed just above his line of vision, and the tree line directly in front of him, an object (object number one) ascending from behind the trees. [REDACTED] stated that the object originated from the south beyond Mill Road in Westhampton, New York. [REDACTED] explained that the sun was directly behind him, above his shoulders, and there were no clouds in the direction he was facing.

[REDACTED] stated object number one appeared to be bright white light with a reddish pink aura surrounding it. [REDACTED] said the object continued to maintain that appearance throughout his observation, except for, the last second, when he believed the object impacted with another object. [REDACTED] compared the moving object to a "fire work."

Initially, object one ascended almost vertically beyond the tree line with no apparent direction and at moderate speed. Object one evolved into a "squiggly" pattern going up vertically and increasing in velocity and then arced off to the right in a south westerly direction. [REDACTED] stated that the object continued to stay just above his line of vision, and he never had to pick up his head up to observe the events.

[REDACTED] stated that he observed a second stationary object (object number two) that appeared to glitter in the sky. Object number one was heading toward object number two, which [REDACTED] said he would not have seen if it was not for object

Investigation on 7/19/96 at Westhampton, New York (telephonically)

File # 265A-NY-259028 - CCI-304

by SA WILLIAM JOHNSON
SA ROBERT DEBERRY (WD:dp)

Date dictated: 7/19/96

2403

265A-NY-259028

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

number one drawing his attention to it. However, object number one appeared like it was initially going to slightly miss object number two unless it made a dramatic correction at the last moment. In less than a second, [REDACTED] believed object number one impacted with object number two; however, [REDACTED] explained that it occurred when he must have blinked because he did not actually see the point of impact. [REDACTED] then observed a white "puff" (white flash) approximately the size of a small ball in the sky, however, he heard no noise. Out of the puff came two objects that arched upward from the initial impact trailing smoke. [REDACTED] said the objects then appeared to turn into large rectangular balls of fire descending at an angle down past the horizon of the trees. [REDACTED] stated that the rectangular fire balls were the equivalent in size to a quarter (1/4) of a piece of paper (8"X11") from his vantage.

Initially, [REDACTED] said the explosion appeared to be approximately 1.5 - 2.5 miles from where he observed the event, and he recalled he was concerned that the burning object might have landed on Dune Road or the outlying beach area.

After the burning object fell beyond the horizon of the trees he did not observe or hear anything else.

[REDACTED] believed, after some retrospect, the entire chain of events took approximately seven (7) seconds from the time he first sees object number one and when the explosion occurred.

[REDACTED] further described object number one as an elongated object that had an oval "head" with an extremely bright white center that had a reddish pink "aura" about the object. The tail was the size of his pinkie nail which seemed to become smaller as it ascended in the air. The tail, grey in color, moved in a "squiggly" pattern which provided a sense of direction.

After the explosion, [REDACTED] got into his vehicle with the windows down and the radio off and drove in the direction of this occurrence. [REDACTED] drove to Dune Road, Westhampton, where he met his wife. [REDACTED] believed he had witnessed some type of explosion over the beach area; however, he did not know actually what he had observed. Later that day, [REDACTED] learned of the plane crash and realized that he had observed the entire occurrence.

2404 At the conclusion of the interview, [REDACTED] brought the undersigned Agents to the exact location where he made his above

000243

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

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 7/19/96 . Page 3

described observations and he reenacted the events prior, during and immediately following the event. In addition, a rough draft drawing was created. [REDACTED] point of reference was a telephone pole next to a yellow fire hydrant located on Mill Road.

2405

000244

1A-1617

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

Universal Case File Number 265A-NY-259028-302

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 7/19/96

From _____
(Address of Contributor)

Westhampton NY
(City and State)

By SA William C Johnson
(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:

see CCI-304

Reference: _____
(Communication Enclosing Material)

see Sn 2859

Description: Original notes re interview of
_____ 7/19/96

2406

196

7-19-96.

[REDACTED]

W. Hampton, NY

- sd he was exercising on the W. Hampton beach track on the evening of the explosion.
- \approx 23 min of exercise
- walking back to his car - strutting - walking SW to car.
- in line of vision look straight ahead observed something behind trees (coming up from) (S) of High School beyond Mill Road.
- observed what was described as bright-colored object that changed color from a reddish-pink - bright white w/ pink aura. object stayed bright white w/ pink aura (firework).
- object initially came up above tree line vertically (sd. appeared vertical) and evolved into a squiggly pattern going up.
- slightly above his line of sight w/ having to move head up much.
- Observed something glittering, but not original moving object (object #2). Very short time (split second) object #1, the moving object, hits the glitter spot.
- Observed a white "puff" not large possibly size of a small ball w/ no sound
- heard no sounds during event.
- Out of the "Puff" two objects arced upward - from the puff. Both objects trailing off w/ smoke.

appeared
 testimony
 compared to
 1.
 2/21

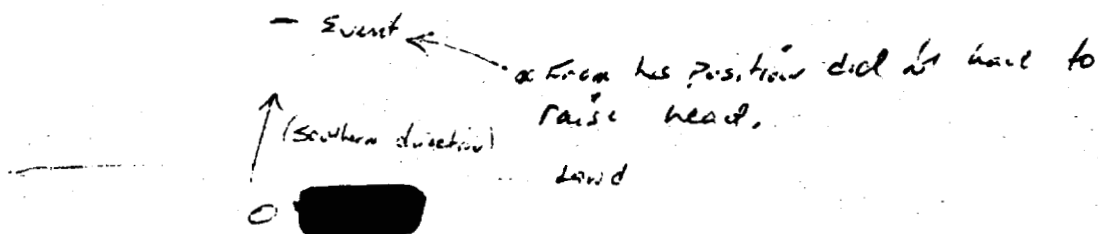
2407

(i.e. space shuttle explosion).

- sd didn't see any metal pieces of debris falling
- next observation, a big ball of fire descending, appeared to be "expanding rectangular" in shape, descending in the distance behind the horizon of the tree line. Falling object descended @ a distinct angle and not straight to the ground.

① i.e. object appeared to be approx. $\frac{1}{4}$ of a 8" x 11" sheet of paper.

- Initial Impression, object did not seem to be that far in the distance (in 1.5-2.5 Miles). i.e. DUNE Rd + Beach.
- Recalled being concerned for Family @ beach.



- sd the object was approx. 1 digit or a finger over the tree line where he stood.

- After the object disappeared into horizon of trees did not observe anything or hear anything

Phantom of Events

- Initially, believed took a 20-25 secs, after counting believed it took approx. 7 secs.

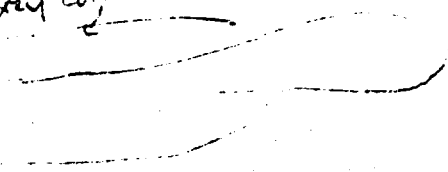
2408 - thinks when he blinked, he missed 2 objects actually hitting each other before separating.

#3
Smoke Trail - oval "head" w/ extremely bright w/ white center and reddish pink "aura" and a tail size of a pinkie nail and seemed to get smaller as it ascended. Sd the fall provided the direction and a squiggly motion.

(Sd w/ a second the #1 object + #2 object turn into one object - seemed to be in less than it takes to blink.)

The object #1, appeared to be going in the general direction of object #2, however not directly and seemed as though it would have missed the object object #2 unless it corrected itself at the last second.

Grey color



Bright white - appeared as a flash ahead of smoke trail. Appeared to have oval head and a reddish pink aura.

- Sd the sun was above his shoulders directly behind him, and time was approx. 8¹⁵ - 8²⁵ p - The sky had no clouds in the direction of the object or event.

2409 Initially noticed a spot above tree lined moving definitely in upward direction. Object became faster once it began to squiggle. Initially having vertical direction to the ground and after it began to "squiggle" it angled off to the

- against - sd., "Squiggly" does not initially appear to be heading toward the very small pt. (object #2) but then all of a sudden the two objects connect (Black of an eye).

- sd he would have never seen object #2 if it was not for the squiggly that went in that general direction.

sd he didn't know that object #2 was a plane until he found out later that a plane had gone down.

- he explained that he only saw the white dot "head" most of the way to the object #2, however, the last second it disappeared.

- sd he can't attest to smoke trail below object #1, the moving squiggly - only that it appeared gray.

sd he got in his car w/ windows rolled down and radio off to check on his family's safety. Met wife @ beach on Dune Rd.

sd, also present @ interview, sd. she believed she observed plane go overhead @ approx 800-810 when she was on way to Cupogue Beach (county beach) @ the W. Hampton Dunes. (1)

- While driving on Dune Rd - heading SW, on (R) side she noticed an aircraft appeared low, Large Aircraft.
- Didn't observe flames or hear explosion.
- by time she arrived at beach, PD helicopter arrived @ flew over head direction of Center Moishes.
- Act up w/ [redacted] @ 8³⁵-8⁴⁵ p.m.

[redacted] Cont. . .

- Said he drove in direction of the event toward the Westhampton Main Beach - thinking it was related to the ~~movie~~ movie company shooting near the beach.
- thought something exploded by mistake..
- [redacted] believes that from his observation - squiggly missed the object #2 and then must have really turned toward the object to have hit it, but he did not actually see the actual contact.
- saw "glowing" stationary spot & then a puff and a "bang bang" →
- puff was a white cloud.

000250

(From memory) x = 2/5 miles to beach

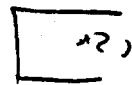
License

x

West Hampton N.S.

Trash bins

Sun position



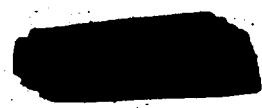
Work
Lamp post
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no wind



x



649

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

On July 20, 1996, three locations were visited. The purpose of these visits was to record general sighting information from three (3) previously interviewed witnesses who, at these respective locations, made observations of Trans World Airlines (TWA) flight 800 and/or "a flare" which seemed to be launched in the general direction of TWA flight 800 at approximately 8:30 PM on July 17, 1996.

The three (3) locations visited were:

- (1) Rogers Beach, West Hampton Beach, New York (NY), for plotting observations previously reported by [redacted] 650
- (2) West Hampton Beach High School Parking Lot, for plotting observations previously reported by [redacted] 649
- (3) East side of Center Moriches inlet, end of jetty, for plotting observations previously reported by [redacted] 129

The personnel making these visits were: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; Suffolk County Marine Bureau (SCMB) - Deputy Inspector Douglas Matulewich, Police Officer Vincent Termine, Sergeant Charlie Gerlach; Suffolk County Police Department (SCPD) - Police Officer Ken Treder; Defense Intelligence Agency (DIA) Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

At the above locations, azimuth directions based on witness statements were taken by SCMB personnel using a GPS 45 Personal Navigator and a hand bearing magnetic compass.

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

265A-NY-259028-SUB 302

Investigation on 7/20/1996 at West Hampton Beach, New York

File # 265A-NY-259028

by SAs WILLIAM F. LYNCH
PETER C. CASAZZA, PAUL SHEA (PS:iaw)

Date dictated 7/20/1996 NEW YORK

TC

1890

70

CC-

X

TC

619

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/14/97

On May 8, 1997, [REDACTED] Eastern Suffolk Board of Cooperative Educational Services, Oakdale, New York, [REDACTED] [REDACTED] was interviewed at Westhampton Beach High School parking lot regarding his observations on the evening of July 17, 1996. Present at the interview was [REDACTED] [REDACTED] Naval Air Warfare Center, China Lake, California. [REDACTED] was introduced to [REDACTED] as a member of the Department of Defense. [REDACTED] was advised of the identity of the interviewing agents and the nature of the interview. During the course of the interview, [REDACTED] first drew a picture of what he saw on the night of July 17, 1996, on a piece of paper on which had already been drawn a tree line and ground line approximating his view of these frames of reference and the sky while facing south (this drawing was labeled #1). The tree line was visually estimated to extend approximately two (2) degrees maximum above the ground line. At the conclusion of the interview, after [REDACTED] had drawn his own sketch of his observations, [REDACTED] was given a drawing taken from a slide presentation of the Central Intelligence Agency's Office of Weapon's Technology and Proliferation (a copy of this drawing was labeled as drawing #2a). This drawing was the C.I.A. office's probable trajectory of TWA Flight 800 after the last transponder reading when viewed by a hypothetical witness perpendicular to the flight path of the aircraft. [REDACTED] was informed that this drawing was done by another observer so as not to taint his observations as conflicting with a government agency's analysis. [REDACTED] was also informed the orange 'bursts' on the drawing indicated probable points of explosions. [REDACTED] drew his modifications on this drawing (drawing #2b). During the interview [REDACTED] provided the following information:

On July 17, 1996, [REDACTED] had just finished exercising at the track at Westhampton Beach High School and walked in an approximate direction of southeast toward his car in the parking lot of the school. He stopped in the parking lot to stretch facing south, shoulders square to the Southern boundary of the parking lot. [REDACTED] was located a foot or two east of a speed bump which ran towards the shore and was located just west of the second row of parking north of the softball fields of the high

Investigation on 5/8/1997 at Westhampton Beach, NY

File # 265A-NY-259028 - CC 15610 Date dictated 5/14/1997
 by SA Bradley S. Morrison
SA Steven A. Bongardt (SAB:sab)

0072

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 5/8/1997

, Page 2

school. [REDACTED] leaned all the way forward bending at the hips while straddling his legs for a few short moments and then leaned back, rotated up and looked at the sky. [REDACTED] stated that the sky was clear at this point. A very short time later [REDACTED] stated words to the effect of "I could have missed it if I had not been looking"), [REDACTED] observed an object, like "a firework", rise straight-up, neither angling to the right or left, ascend in the sky close to a telephone pole (near a fire hydrant). This telephone pole was near the tree line on his horizon. The object ascended "fairly quick" and [REDACTED] impression was that it had risen from somewhere behind and below the tree line as there was no space between the tree line and where he had first observed it. He could not recall seeing an actual physical object but did recall seeing a small flame or plume. At some small vertical distance above the tree line, this "firework" (object) angled to the right (west) and appeared to "slow" and "wiggle" while doing so, still ascending upward. After this change in direction, the object appeared to "speed up" and then [REDACTED] lost sight of it. [REDACTED] did not know why he lost sight of the object and mentioned that he "might have blinked". At the point he lost it, the object was still moving up and to the right (west).

The next two observations [REDACTED] recalled making almost simultaneously. First, in the direction the object was traveling, but at a higher point in the sky, [REDACTED] saw a second object. [REDACTED] stated that he saw this second object because he was looking in the direction of the first object and the second object appeared to "glimmer". [REDACTED] stated the "glimmering" object appeared to be reflecting light as opposed to emitting light. Second, almost immediately after [REDACTED] noted the second object, and "microseconds" or "seconds" after he had "lost" the first object, [REDACTED] saw a "red dot" at the "glimmering" object followed by a "puff". Very quickly after that first "puff", [REDACTED] saw a second "puff" up and to the left (east) of the first "puff". [REDACTED] stated he then observed the "red dot" a little to the right of the second "puff". The second "puff" turned into a "fire box" about the size of a finger nail as it descended from right to left (west to east) in an increasingly downward sloping arc. [REDACTED] stated that the "red dot" was more magenta colored at this point and that both it and the "fire box" descended at the same rate of speed - approximately half the speed of the object or "firework" he had observed ascend. [REDACTED] could not recall the "fire box" changing in any way as he

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 5/8/1997

, Page 3

lost sight of it below the tree line. The "fire box" came down in the same location on the tree line as [REDACTED] had seen the first object, or "firework", ascend.

While [REDACTED] explained what he saw he used his hands to simulate the movement of the objects he had observed - up and to the right at an angle above the horizon for the "firework" object and down and to the left (left half of an upside down "U" shape) for the "fire box" and dot descending down to his visual horizon (the tree line). [REDACTED] recalled the duration that he saw the ascending "firework" object as five (5) seconds and the total duration of his entire observations as twenty (20) seconds. He estimated the time that it took the second "puff" to descend to the horizon was approximately ten (10) seconds. [REDACTED] was given a nautical plotting tool, a Weems and Plath Parallel Plotter, which consisted of a clear plastic rectangle on a small roller. The clear plastic rectangle had various measurement scales on it, one of which was nautical miles for a chart of scale 1:80,000. [REDACTED] estimated the height of the first "puff" and "glimmering" object to have been at approximately six (6) Nautical Mile Units above the ground line while he held the plotter at an arm's length. This equated to 5.6 inches. While [REDACTED] repeated his observations, [REDACTED] again estimated the first "puff" (and where he saw the "glimmering" object) to have been at a relative height of just greater than the combined height of two school buses relative to a standard school bus that he observed approximately thirty (30) yards away. [REDACTED] further estimated that the first "puff" (and "glimmering" object was horizontally observed somewhere between the small building located immediately in front of him (just south of the parking lot and immediately west of the softball field) and the larger building to the right of the smaller building (located just east of the intersection of Depot Road and Mill Road).

[REDACTED] initially thought he had observed a firework and decided to attempt to watch more of them down at the beach (in the direction his observations occurred) where he was to meet his girlfriend. He stated that when he went down to the beach he was asked by another man if he had come to the beach to watch the fireworks. [REDACTED] replied in the affirmative and the man informed him that he did not think there was a fireworks display occurring. When [REDACTED] heard reports of an airplane crash while returning home, he started to wonder whether or not he had seen

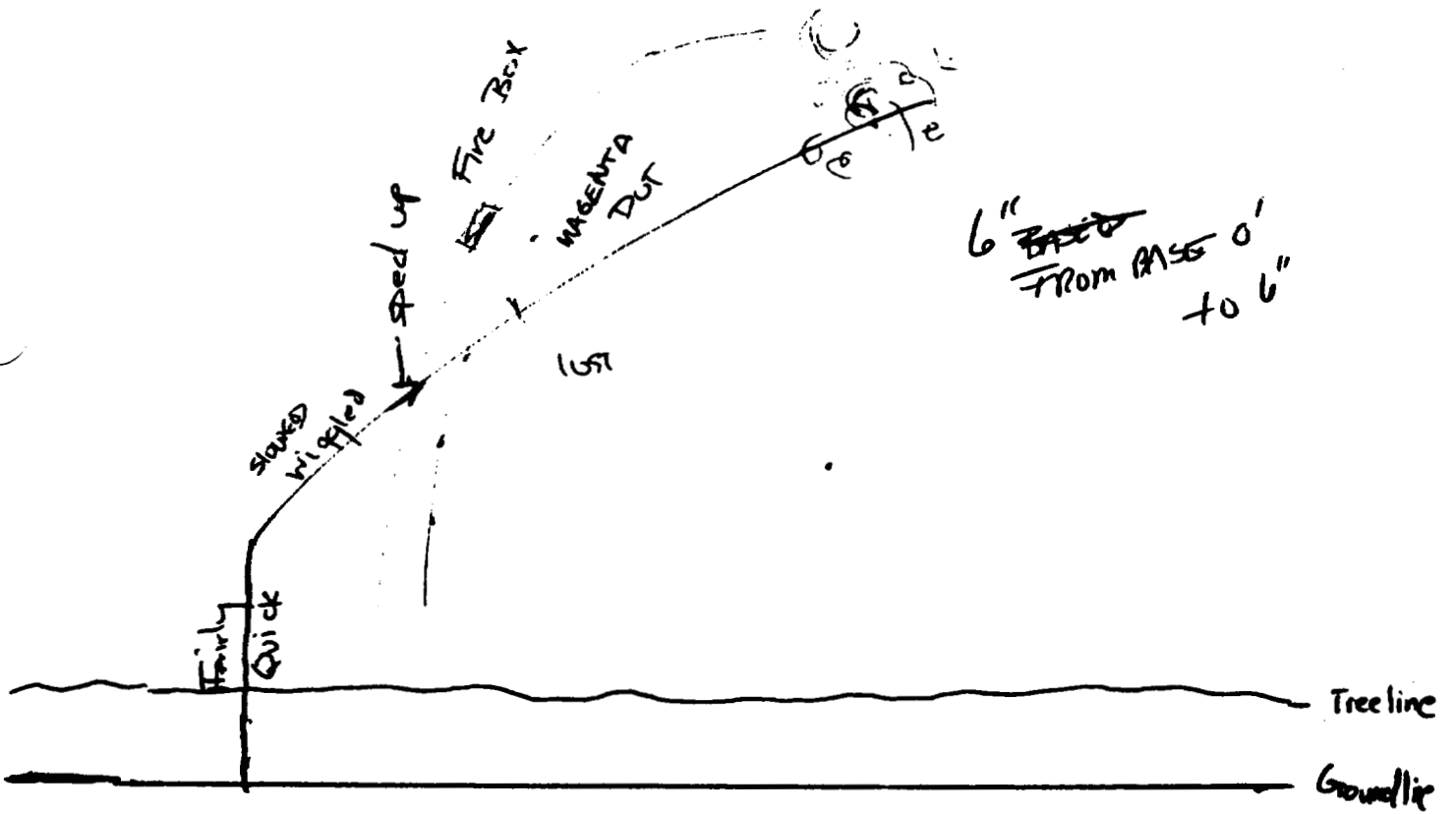
265A-NY-259028

Continuation of FD-302 of [REDACTED], On 5/8/1997, Page 4

something accidentally hit an aircraft. When he learned it was a Boeing 747 he felt that only a missile could have hit an aircraft at that height. In the last several months, [REDACTED] started to question his recollection of what he had observed because he had not heard of any determination as to the cause of the crash being do to a missile. Although his recollection of his observations had faded somewhat, [REDACTED] stated that what he felt he remembered was accurate and consistent with what he recalled of the incident immediately after it occurred. [REDACTED] further stated his observations were not altered by his ideas about what he thought he had observed as he learned more about what actually happened.

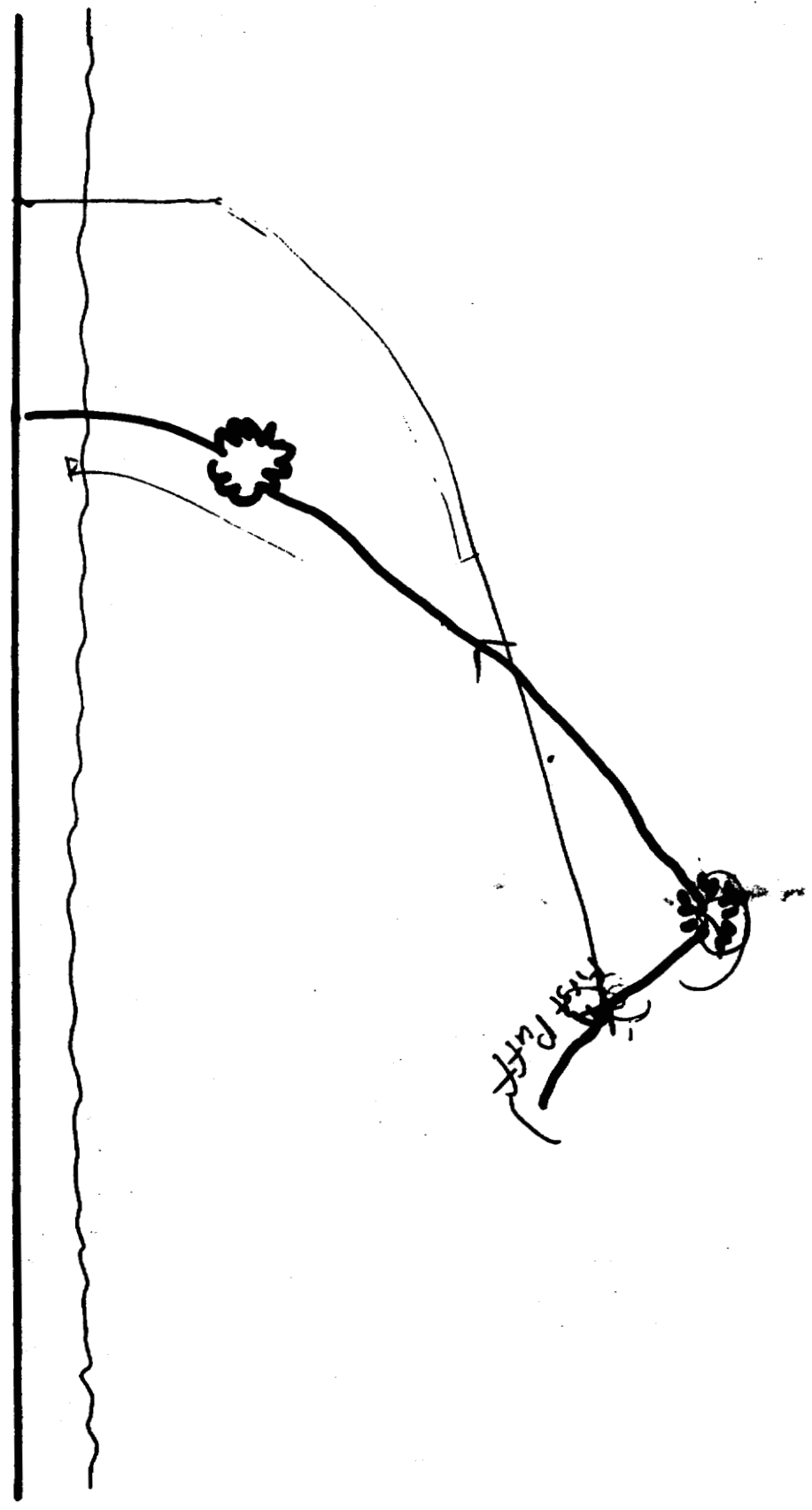
[REDACTED] drew a sketch of what he remembered on a sheet of paper that he was given which included an approximate tree line and ground line (Drawing #1). When given Drawing #2a, [REDACTED] felt it was pretty accurate except that it was "missing the entire first part" and sketched that part of his observations into the drawing (Drawing #2b). He also added the two separate lines of objects descending to the primary thicker black line already in the drawing.

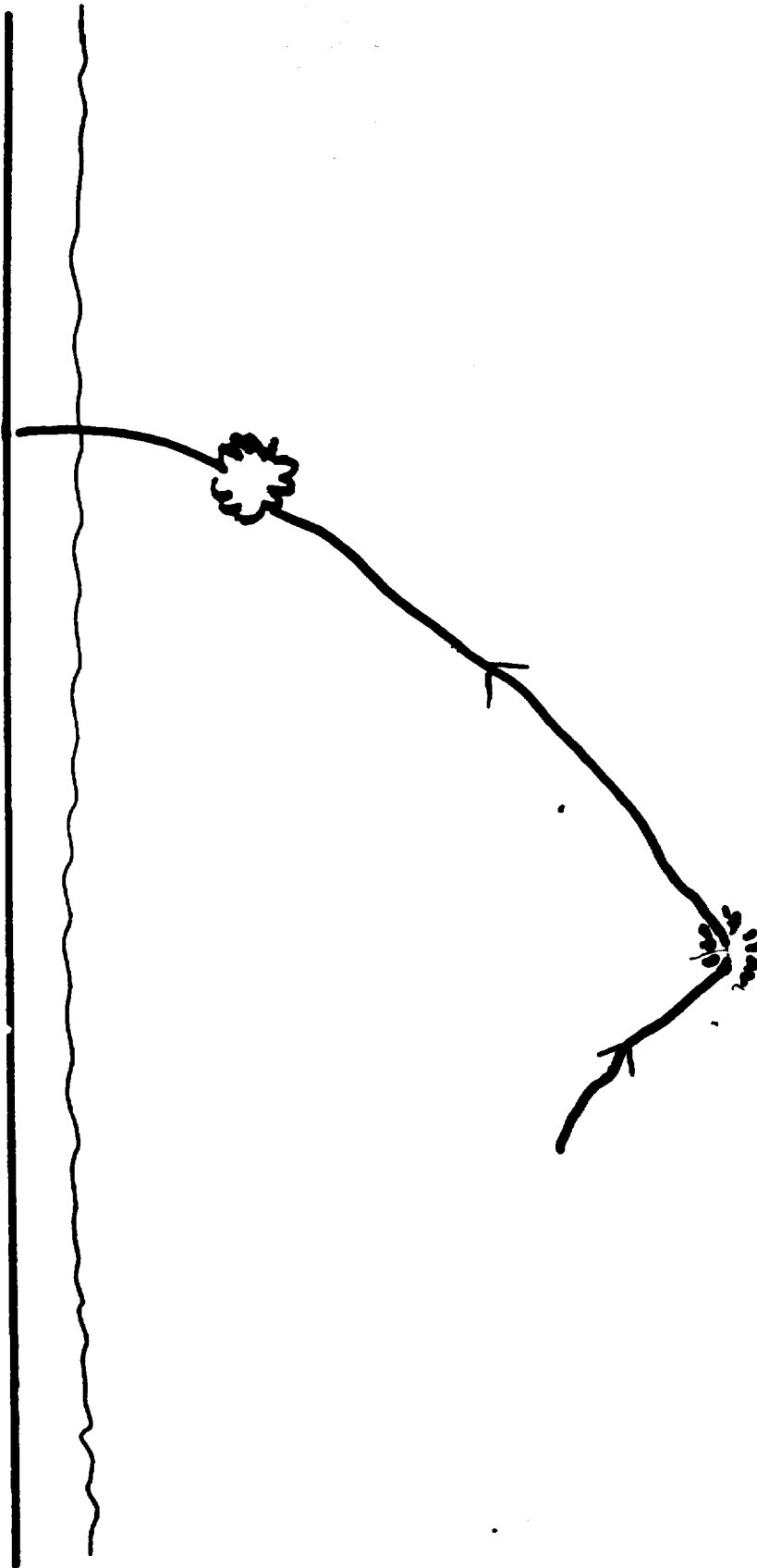
ON 5/8/97
at WHB High School





on 5/8/97
@ WHB Hig.





649

(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

256

2282

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

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

000264

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°.

[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°.

[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°.

[REDACTED] 527
[REDACTED] 694

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°.

650

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED]
 [REDACTED] Westhampton, New York,
 [REDACTED] was advised of the identity of
 the interviewing agent and the purpose of the interview. [REDACTED]
 provided the following information:

At approximately 8:20 PM on July 17, 1996, [REDACTED] was walking on the beach at Rogers Pavillion on Dune Road, Westhampton Beach, New York. [REDACTED] was with her three nieces. While she was looking at the sky, she observed a white colored object that appeared to be fireworks travel up into the sky. The object traveled fast and left a trail. The object appeared to come from the water. Seconds later, [REDACTED] observed a big, reddish/orange fireball. Two fireballs fell from the sky. Up to this point, [REDACTED] did not hear any sounds. The second fireball was smaller than the first. After the second fireball fell, [REDACTED] heard a thunderous noise for about five seconds. [REDACTED] advised that approximately seven other people were on the beach at the time of this incident.

2/2/97

Investigation on 7/19/96 at Westhampton Beach, New York (telephonically) 265A-NY-259028
 File # 265A-NY-259028
 by SA CHARLES J. RUSSELL: mxb *[Signature]* Date dictated 7/19/96 **OCT 31**

SEARCHED	INDEXED
SERIALIZED	FILED

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650

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/1996

On July 20, 1996, three locations were visited. The purpose of these visits was to record general sighting information from three (3) previously interviewed witnesses who, at these respective locations, made observations of Trans World Airlines (TWA) flight 800 and/or "a flare" which seemed to be launched in the general direction of TWA flight 800 at approximately 8:30 PM on July 17, 1996.

The three (3) locations visited were:

- (1) Rogers Beach, West Hampton Beach, New York (NY), for plotting observations previously reported by [redacted] 650
- (2) West Hampton Beach High School Parking Lot, for plotting observations previously reported by [redacted] 649
- (3) East side of Center Moriches inlet, end of jetty, for plotting observations previously reported by [redacted] 129

The personnel making these visits were: Federal Bureau of Investigation (FBI) - Special Agent (SA) Paul Shea, SA Peter C. Casazza, SA William F. Lynch; Suffolk County Marine Bureau (SCMB) - Deputy Inspector Douglas Matulewich, Police Officer Vincent Termine, Sergeant Charlie Gerlach; Suffolk County Police Department (SCPD) - Police Officer Ken Treder; Defense Intelligence Agency (DIA) Senior Intelligence Officer Robert A. Doherty; and Surface to Air Missile Armaments Analyst Thomas F. LeBlanc.

At the above locations, azimuth directions based on witness statements were taken by SCMB personnel using a GPS 45 Personal Navigator and a hand bearing magnetic compass.

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

265A-NY-259028-SUB 300
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Investigation on 7/20/1996 at West Hampton Beach, New York

File # 265A-NY-259028

by SAS WILLIAM F. LYNCH
PETER C. CASAZZA, PAUL SHEA (PS:iaw)

Date dictated 7/20/1996 NEW YORK

TC

1890

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/1996

[redacted] Date of Birth [redacted]
 residence [redacted] West Hampton Beach, New York (NY),
 was recontacted for the purpose of obtaining azimuth directions
 for her observations on July 17, 1996 of Trans World Airlines
 (TWA) flight 800 and/or "a rocket" which was reported in previous
 July 19, 1996 interview by Federal Bureau of Investigation (FBI)
 Special Agent (SA) Angela DiBella. [redacted] was taken to the
 location of those observations at Rogers Beach, West Hampton
 Beach, NY, where she provided information to Suffolk County
 Marine Bureau (SCMB) Deputy Inspector Douglas Matulewich, who
 plotted readings using a GPS 45 Personal Navigator and a hand
 bearing magnetic compass. Also present during this contact were
 the following individuals: FBI: SA Paul Shea, SA Peter Casazza;
 Defense Intelligence Agency (DIA) Senior Intelligence Officer
 Robert A. Doherty, and Surface to Air Missile Armaments Analyst
 Thomas F. LeBlanc.

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

265A-NY-259028-SUB CC

Investigation on	<u>7/22/1996</u>	at	<u>West Hampton Beach, New York</u>	SEARCHED	INDEXED
File #	<u>265A-NY-259028</u>				
by	<u>SA PETER C. CASAZZA</u> <u>SA PAUL SHEA (PS:iaw)</u>				
					<u>7/23/1996</u>

000277

651

651

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

of Birth: [redacted] Date of Birth: [redacted] Place
 [redacted] was interviewed at his residence,
 [redacted] Shirley, New York, telephone: [redacted]
 by Special Agent WILLIAM HANSEN of the Federal Bureau of
 Investigation, New York Office; and Investigator JOHN P. KEARY of
 the New York State Police, Troop L. [redacted] was advised of the
 identity of the interviewers and that the purpose of the
 interview concerned TWA Flight 800. [redacted] thereafter, provided
 the following information:

[redacted] advised on July 17, 1996, from 7:30-10:00 p.m.,
 he was fishing with his two friends, [redacted] and [redacted]
 on the pier at the end of Union Street, Center Moriches, New
 York. The pier is a U-shape projection into the bay. [redacted]
 indicated they were fishing from the middle of the U, facing
 south, and [redacted] was to his left.

[redacted] advised a little pink/red dot appeared in the
 sky for 30 seconds to a minute which he initially thought was a
 distress flare. [redacted] noted a dot arced upward, and then there
 was a massive explosion. An oval mass of flames descended
 downward. [redacted] noted he did not hear any sounds relating to
 the explosion.

[redacted] indicated the pink/red dot went from his right
 to his left heading southeast.

265A-NY-259028-SUB ⁵⁵⁵

B

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

LEONARD

File # 265A-NY-259028
 Inv. JOHN P. KEARY NYSP/
 by SA WILLIAM HANSEN FBI/WH/emf

Date dictated 7/20/96

0629

652

265A-NY-259028

JPK:cam

RE

[redacted] was telephonically interviewed by Investigator JOHN P. KEARY of the New York State Police Department. The interview was conducted on July 19, 1996.

662 [redacted] advised she was on a sailboat in Shinnecock Bay.. She advised that she only saw the burst of flames in the air and did not see anything prior to that.

681 [redacted] Date of Birth [redacted] same address, was also interviewed with similar results.

It is noted that the [redacted] were sailing as part of the "lightning fleet" based out of the Southampton Yacht Club.

265A-NY-259028-SUB C

551

AB
LEONAR E

653

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[redacted] Post Office Box [redacted] Remsenburg, New York, [redacted] telephone [redacted] was contacted at the Westhampton Beach Yacht Squadron (WBYS). After being advised of the identity of the interviewing agent [redacted] provided the following regarding what he witnessed on July 17, 1996.

[redacted] said at approximately 8:30 P.M. he was on the deck of the WBYS. His attention was called to what he described as an orange or red flare ascending over the Atlantic Ocean. [redacted] thought the flair or projectile, which was already airborne, went straight up into the sky beyond the Barrier Island. [redacted] advised that the WBYS is on Moriches Bay and is about 1/2 mile from the Barrier Island of Westhampton Beach, New York.

[redacted] thought the projectile was in the air for about 30 seconds. [redacted] said the flair at some point disappeared and the next thing he saw was a red ball that ultimately fell into the ocean.

265A-NY-259028

Investigation on 7/18/96 at Westhampton Beach, New York
File # 265A-NY-259028
by SA JAMES P. MIKALIC/MAM Date dictated 7/21/96

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265A-NY-259028
PTP:dp

On July 19, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation:

[redacted] and [redacted] were interviewed independently at their residence, [redacted] Remsenburg, New York. The [redacted] were dining at the WESTHAMPTON YACHT SQUADRON seated on the deck overlooking the ocean. Each [redacted] saw a stick-like flare, orange/yellow in color, at a given point in the sky. No movement of the flare or sound was associated with this observation. In addition, [redacted] observed the flare separate into two distinct fireballs. As the fireball descended, it was accompanied by a trail of black smoke.

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265A-NY-259028

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265A-NY-259028
PTP:dp

On July 19, 1996, the following investigation was conducted by Special Agent PAUL T. PALUMBO of the New York Office of the Federal Bureau of Investigation:

[redacted] and [redacted] were interviewed independently at their residence, [redacted] Remsenburg, New York. The [redacted] were dining at the WESTHAMPTON YACHT SQUADRON seated on the deck overlooking the ocean. Each observed a stick-like flare, orange/yellow in color, at a given point in the sky. No movement of the flare or sound was associated with this observation. In addition, [redacted] observed the flare separate into two distinct fireballs. As the fireball descended, it was accompanied by a trail of black smoke.

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265A-NY-259028

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[redacted] East Islip, New York, was advised of the identity of the interviewing agent and the purpose of the interview, and provided the following information:

[redacted] works for [redacted] as a Captain. [redacted] was with [redacted] and a single passenger whose name he does not know. The ferry was heading south and was less than a mile from the turn buoy when to the east, he saw a red and white dot.

[redacted] described the dot as moving as if it were a ball thrown into the air and at its highest point it slows and arcs over the top. [redacted] said he only saw the red and white dot as it arced a little and then he saw a huge red explosion. The explosion appeared to be a starburst that was a brilliant red.

[redacted] thought it was very close to their boat because of the brightness of it and was shocked to find that it was so far away.

CC 3-296
265A-NY-259028-SUB-C

Investigation on 07/20/96 at East Islip, New York (telephonically)

File # 265A-NY-259028

SEP 19 1996

by SA ERICK J. LAUBER/hrg

Date dictated 07/20/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

[REDACTED]
[REDACTED] Sayville, New York (NY) 11782, [REDACTED]
0810, was interviewed at his place of employment.

[REDACTED] advised that he is a captain as designated by the United States Coast Guard (USCG), and has been employed as a deckhand and/or captain for the last thirteen (13) years.

On July 17, 1996, [REDACTED] stated he was on the ferry boat [REDACTED] heading southbound, heading out towards Fire Island, about a mile from the Pine Turn buoy. [REDACTED] was acting as a deckhand for [REDACTED] who was in command of the boat. [REDACTED] was in the wheelhouse by the port side door. [REDACTED] stated he saw a reddish/whitish dot of light at the top of an arc and starting to descend. At some point below the initial sighting, [REDACTED] advised he saw a "brilliant" red flare descend with no definable shape. [REDACTED] estimated the approximate time period between seeing the dot of light and seeing the red flare at two (2) to three (3) seconds.

The weather conditions were described as very clear, wind blowing between five (5) and ten (10) miles. After seeing the flash, [REDACTED] stated [REDACTED] called the USCG and informed them that a distress flare had been seen on the Great South Bay. [REDACTED] initially called the USCG on Channel 16, and switched to Channel 22, the emergency line.

Upon returning to Sayville, [REDACTED] filled out the [REDACTED]

Information on [REDACTED]

Date of Birth:
Social Security
Account Number:
Address:

Employment:

Telephone:

[REDACTED]

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


File # 265A-NY-259028-203-591 22
by SA Timothy Lanzon, SA Richard Duggy/ATF
SGT. LARRY BOYLE/SCPD

Date dictated 07/20/96

000289

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

265A-NY-259028

Continuation of FD-302 of  , On 07/20/96 , Page 2

Summer Employment:

Military Service:
Criminal Record:



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656

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Date of Birth (DOB) [redacted] Medford, New York, telephone [redacted] was interviewed at his residence. [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] observed what appeared to be a roman candle shoot up over the ocean from land. This occurred at approximately 8:25 p.m. This device shot off a large quantity of red and yellow sparks. However, there was an explosion at the end of its flight. [redacted] was standing at the end of the dock at the CENTER YACHT CLUB in Center Moriches facing southeast when he observed this.

[redacted] date, [redacted] (Last Name Unknown) (LNU) telephone [redacted] also observed this after [redacted] pointed it out.

[redacted] place of employment is [redacted] Bellport, New York, telephone [redacted]

265A-NY-259028-SUB CC1 -

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FBI - NEW YORK	

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

File # 265A-NY-259028

by SA KEVIN P. MORRISEY
SA MICHAEL BROOKS (MB:hrg) Date dictated 07/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/17/96 [redacted] of the New York Air National Guard (ANG), [redacted] stationed at [redacted] West Hampton Beach, NY, provided the attached interview summary to DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT.

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FBI - [redacted]	

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Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028

by DET. WAYNE T. PAROLA

by DET. KENNETH ENGELHARDT Date dictated 7/19/96

18 July 1996 INTERVIEW WITH [REDACTED] 490 [REDACTED] 657 AND [REDACTED] 658
 CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
 FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR NATIONAL GUARD, WHO WAS STANDING ON THE GROUND AT GABRESKI FIELD NOTICED A RED OBJECT FALLING OUT OF THE SKY (THIS OBJECT WAS POSSIBLY ON FIRE BUT FLAMES COULD NOT BE DISCERNED DUE TO HIGH ALTITUDE.) THE OBJECT DESCENDED ON AN ESTIMATED 50 DEGREE TRAJECTORY MOVING WEST TO EAST. MR. [REDACTED] WATCHED THE OBJECT FALL FOR ABOUT 5-8 SECONDS WHEN IT BURST INTO A LARGE SWATCH OF FLAMES. THIS WAS A SUDDEN EVENT, NO SOUND OF AN EXPLOSION WAS HEARD BY ME [REDACTED] WHEN THE OBJECT SUDDENLY BURST INTO FLAMES IT WAS AT AN ANGLE OF APPROXIMATELY 40 DEGREES ABOVE THE HORIZON WITH MR. [REDACTED] FACING SSW APPROXIMATELY 11NM FROM THE MAIN AREA OF DEBRIS.

[REDACTED] 657 A HH60 FLIGHT ENGINEER AND [REDACTED] 658 A HH60 PILOT WERE FLYING AT AN ALTITUDE OF APPROXIMATELY 300 FEET AT THE END OF RUNWAY 24 AT GABRESKI AIRPORT. THEY WITNESSED WHAT APPEARED TO BE A LARGE SECTION OF DEBRIS (POSSIBLY A SECTION OF WING BOX AND FUSELAGE) ENGULFED IN FLAMES, FALLING VERTICALLY, SPIRALING WITH A CORKSCREW SMOKE TRAIL ABOVE. AS IT DESCENDED A LARGE PIECE ALSO ENGULFED IN FLAMES BROKE OFF. BOTH STRUCK THE WATER AND SANK. THE HELICOPTER WAS ABOUT 7NM FROM THE IMPACT POINT AND IMMEDIATELY PROCEEDED TO THE AREA. APPROXIMATELY 1NM FROM THE IMPACT POINT THEY NOTICED DEBRIS, SOME OF WHICH WAS ON FIRE, STILL RAINING DOWN. [REDACTED] ESTIMATES THAT THE ALTITUDE OF THE LARGE PIECE OF FLAMING DEBRIS WAS FIRST SPOTTED BY THEM AT APPROXIMATELY 4-5000 FEET.

THE MAIN PIECE OF DEBRIS APPARENTLY WAS BUBBLING UP FUEL WHICH IGNITED ON THE SURFACE AND CAUSED A CIRCULAR AREA OF FLAMES APPROXIMATELY 200 FEET IN DIAMETER. THE FLAMES CONTINUED TO SPREAD AS MORE FUEL CAME TO THE SURFACE. THERE WERE A FEW BODIES NOTICED IN THIS AREA. APPROXIMATELY 50 FEET FROM THE BURNING AREA, [REDACTED] 658 NOTICED A SECTION OF AIRCRAFT POSSIBLY BELONGING TO THE TAIL SECTION. IT WAS WHITE WITH SOME RED COLOR. THIS SECTION SANK APPROXIMATELY 1-2 MINUTES LATER AND WAS NOT ON FIRE AT THE TIME. THE CO-ORDINATES OF THIS POSSIBLE RUDDER OR STAB SECTION SANK AT WAS N40.39.0, W07237.63. APPROXIMATELY 1/2 NM SOUTHWEST OF THE FLAMING DEBRIS AREA AN ELONGATED AREA OF SMALL PIECES OF FLOATING DEBRIS APPROXIMATELY 300 FEET IN LENGTH. THIS DEBRIS WAS NOT ON FIRE AND CONSISTED OF STYROFOAM LIKE MATERIAL ALONG WITH FUSELAGE WINDOW SECTION. IN THE IMMEDIATE AREA SURROUNDING AND AMONG THIS DEBRIS WERE ABOUT 20-30 BODIES. THESE BODIES SHOWED EVIDENCE OF HIGH IMPACT DAMAGE WITH CLOTHING BLOWN OFF AND DISMEMBERMENT. NONE OF THE BODIES HAD LIFE JACKETS ON. AT LEAST ONE AND POSSIBLY TWO AIRCRAFT SLIDE RAFTS WERE ALSO NOTICED NEAR THIS AREA OF DEBRIS ONE WAS APPROXIMATELY HALF INFLATED AND HAD ITS LIGHTS ACTIVATED.

ADDENDUM: I, [REDACTED] 659 AT HOME APPROXIMATELY 15 NM FROM THE CRASH SITE AT APPROXIMATE 2028 LOCAL I FELT AND HEARD A MUFFLED EXPLOSION WHICH RATTLED THE WINDOWS OF MY HOUSE AND WHICH I ASSUMED WAS A SONIC BOOM

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] New York Air National Guard (NYANG) was interviewed at the headquarters of the NYANG by Special Agents Joseph P. Fanning and Kurt B. Huertas, who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI), on July 20, 1996, [redacted] was re-interviewed by Special Agent Fanning and New York City Police Department (NYCPD) Detective Thomas Corrigan on a routine follow-up interview. [redacted] then supplied the following information:

[redacted] Woodbury, New York (NY). [redacted] usually does two weekday a week shifts at the NYANG and an occasional weekend.

On Wednesday evening, July 17, 1996, [redacted] was involved in a routine training flight at the Westhampton NYANG base where he is assigned. He was the engineer on an HH60 helicopter. The HH6 was being flown at the time by co-pilot [redacted] who was sitting in the left seat. [redacted] was making the second pass at a drop sight when he heard [redacted] over the radio say, [redacted] is that a pyro?" [redacted] explained that pyro is a term for a flare. They were going to be working that night with a HC-130, but no mention had been made of flares being dropped in the initial briefing. [redacted] was also in the cockpit with [redacted]

[redacted] then looked up and saw a fire erupting and spreading out in the sky to the south and dropping down. The helicopter then informed the tower, who had also seen the fire, that they were proceeding towards it. [redacted] reported it took about eight (8) seconds for the major part of the fire to hit the water.

Richardson's initial thought was that two small planes had collided at the beach. When the helicopter got to the beach, the fire was still out to sea about five (5) miles. During the flight out to the site, [redacted] was still in the back of the helicopter getting ready for a rescue.

Investigation on _____ at Westhampton, New York
File # 265A-NY-259028 ^{ces} 1515
by SA Kurt B. Huertas; NYCPD Detective Thomas Corrigan
SA Joseph P. Fanning (JPF:amo) Date dictated 07/20/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On _____

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When the helicopter arrived at the scene, debris was still falling down and it was [REDACTED] job to keep an eye out for falling debris. After the debris had finished falling, the C-130, which also had been in the air, flew over the scene and dropped a marker flare. After reviewing the debris, which included a tail section and window panel, the helicopter notified the NYANG tower that an airplane was down. The tower radioed back that Kennedy Tower had lost a 747.

[REDACTED] saw a large group of bodies and an oval debris field 100 by 300 feet in the water. The helicopter then flew back to the base to pick up [REDACTED] Pararescue EMT. After picking up [REDACTED] the helicopter returned to the crash scene. In the ten (10) minutes it took to go back to get [REDACTED] and return, the group of bodies had already drifted about four (4) miles to the south/southwest. [REDACTED] reported they overflew the area for awhile, attempting to assist the Coast Guard. No survivors were observed so they attempted no rescue operations.

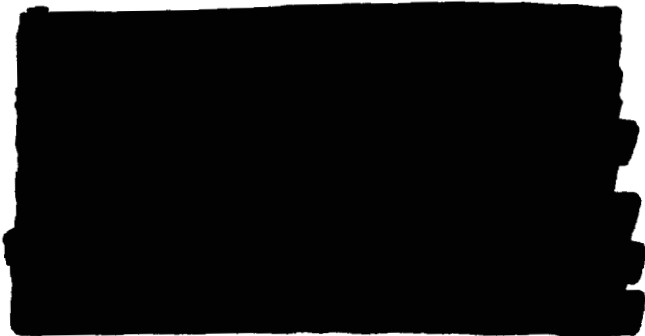
The explosion went from west to east. [REDACTED] knew at the time it was a fuel fire. The smoke trail from the dropping debris' was black and it cork screwed downward.

The HC-130 that was up in the air at the time did not deploy any flares prior to the explosion. It did deploy over eighty flares after the explosion at the request of the Coast Guard.

The following descriptive data for [REDACTED] was obtained by interview and observation:

Date of Birth:
Social Security
Account Number:
Address:

Home telephone:
Height:
Weight:
Hair:
Eyes:



658

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/17/96 [redacted] of the New York Air National Guard (ANG), [redacted] stationed at [redacted] West Hampton Beach, NY, provided the attached interview summary to DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT.

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Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028
by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT Date dictated 7/19/96

18 July 1996 INTERVIEW WITH [REDACTED] 490 [REDACTED] 657 AND [REDACTED] 658
 CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
 FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR NATIONAL GUARD, WHO WAS STANDING ON THE GROUND AT GABRESKI FIELD NOTICED A RED OBJECT FALLING OUT OF THE SKY (THIS OBJECT WAS POSSIBLY ON FIRE BUT FLAMES COULD NOT BE DISCERNED DUE TO HIGH ALTITUDE.) THE OBJECT DESCENDED ON AN ESTIMATED 50 DEGREE TRAJECTORY MOVING WEST TO EAST. MR. [REDACTED] WATCHED THE OBJECT FALL FOR ABOUT 5-8 SECONDS WHEN IT BURST INTO A LARGE SWATCH OF FLAMES. THIS WAS A SUDDEN EVENT, NO SOUND OF AN EXPLOSION WAS HEARD BY ME [REDACTED] WHEN THE OBJECT SUDDENLY BURST INTO FLAMES IT WAS AT AN ANGLE OF APPROXIMATELY 40 DEGREES ABOVE THE HORIZON WITH MR. [REDACTED] FACING SSW APPROXIMATELY 11NM FROM THE MAIN AREA OF DEBRIS.

[REDACTED] 657 A HH60 FLIGHT ENGINEER AND [REDACTED] 658 A HH60 PILOT WERE FLYING AT AN ALTITUDE OF APPROXIMATELY 300 FEET AT THE END OF RUNWAY 24 AT GABRESKI AIRPORT. THEY WITNESSED WHAT APPEARED TO BE A LARGE SECTION OF DEBRIS (POSSIBLY A SECTION OF WING BOX AND FUSELAGE) ENGULFED IN FLAMES, FALLING VERTICALLY, SPIRALING WITH A CORKSCREW SMOKE TRAIL ABOVE. AS IT DESCENDED A LARGE PIECE ALSO ENGULFED IN FLAMES BROKE OFF. BOTH STRUCK THE WATER AND SANK. THE HELICOPTER WAS ABOUT 7NM FROM THE IMPACT POINT AND IMMEDIATELY PROCEEDED TO THE AREA. APPROXIMATELY 1NM FROM THE IMPACT POINT THEY NOTICED DEBRIS, SOME OF WHICH WAS ON FIRE, STILL RAINING DOWN [REDACTED] ESTIMATES THAT THE ALTITUDE OF THE LARGE PIECE OF FLAMING DEBRIS WAS FIRST SPOTTED BY THEM AT APPROXIMATELY 4-5000 FEET.

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ADDENDUM: I, [REDACTED] 659 AT HOME APPROXIMATELY 15 NM FROM THE CRASH SITE AT APPROXIMATELY 2028 LOCAL I FELT AND HEARD A MUFFLED EXPLOSION WHICH RATTLED THE WINDOW OF MY HOUSE AND WHICH I ASSUMED WAS A SONIC BOOM

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[REDACTED] New York Air National Guard (NYANG) was interviewed at the headquarters of the NYANG by agents Joseph F. Fanning and Kurt B. Huertas, who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI). Baur then supplied the following information:

[REDACTED] is employed as a pilot for the United States Customs Service, and is assigned to [REDACTED] operating out of MacArthur Airport, Ronkonkoma, New York (NY), telephone number [REDACTED]

[REDACTED] for the NYANG and is assigned to the 106th Squadron, located at Westhampton, NY. At approximately 8:30PM, [REDACTED] was piloting an HH60 helicopter on a routine training flight at an altitude of approximately 300 feet, over Runway 24, at Gabreski Airport, Westhampton, NY. Also on board was [REDACTED] the pilot, and flight engineer [REDACTED]

[REDACTED] first noticed what he thought was a flare and said into the helicopter's radio, "Is that a pyro?" [REDACTED] explained pyro is a term for a flare. There was then a succession of multiple explosions which bled into a fiery monolith. [REDACTED] first thought was that two things had flown into each other. The explosions spread into a huge fireball. He witnessed what appeared by shape to be like a boomerang, engulfed in flame, falling vertically and spiraling with a corkscrew smoketrail above. As it descended, he saw large pieces break off that were also engulfed in flames. These pieces struck the water in about eight (8) seconds.

The helicopter was about seven (7) nautical miles from the impact point and he immediately flew it towards the area. Approximately one (1) nautical mile from the impact point they noticed debris, some of which was on fire, still coming down. Baur estimated the large piece of flaming debris that corkscrewed into the ocean was at about four thousand to five thousand feet (4000'-5000') when it was first observed by them.

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

File # 265A-NY-259028-CC3/EST6
 by SA Kurt B. Huertas; NYCPD Detective Thomas Corrigan;
 SA Joseph P. Fanning (JPF:amo) Date dictated 7/20/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/20/96 Page 2

When they arrived at the scene, he observed a large section of water with jet fuel floating on the surface which was on fire. Nearby he saw two (2) large sections of debris, one which was red and one which was white. [REDACTED] believes these were the rudder and elevator. At about this time, his flight control at the base radioed him that the Federal Aviation Administration (FAA) had just reported that they had lost contact with a Trans World Airlines (TWA) 747. [REDACTED] immediately knew that he was looking at the debris of that plane. Not far from this debris was a semi-inflated liferaft or escape chute. Approximately one-half (1/2) mile to the southwest of the fire was a contained oval body of debris which had a lot of bodies on each side of it. [REDACTED] saw two (2) other bodies closer to the fuel fire on the water. A fuselage window section was also floating near the escape chute.

A lot of the bodies in the water showed evidence of high impact damage with most of their clothing off. A number of bodies were headless.

In recalling the events of that night, [REDACTED] believes that he might have observed something in the air prior to the initial explosion that led him to believe that two (2) objects had collided in the air.

[REDACTED] and his flight crew had estimated that they had observed approximately eighty (80) dead bodies in the water.

The helicopter's GPS fixed the coordinates of the rudder and elevator at N40.39.0 and W07237.63.

[REDACTED] advised he never saw a missile smoke trail and stated that since he had been a military aviator he had seen many of these and believes he would recognize one.

The following descriptive information is available for [REDACTED]

Date of Birth:
Social Security
Account Number:
Address:

Telephone:



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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

⁶⁹² [redacted] and [redacted] were re-interviewed at Mill Pond Lane, East Moriches, New York. They provided the following information:

On July 20, 1996, ⁶⁹² [redacted] had told previous interviewing Agents that he was with ⁶⁹² [redacted] and others aboard a helicopter on July 17, 1996. ⁶⁹² [redacted] stated that something was } ⁶⁵⁸ bothering him, in that he felt he knew more than what he could recall. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that he wanted to be hypnotized.

⁶⁵⁸ [redacted] contacted ⁶⁹² [redacted] on below date and advised that he was hypnotized last night by ⁶⁵⁸ [redacted], a Major and trained in hypnosis, who is in ⁶⁹² [redacted] Air National Guard Unit. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the session was audio taped. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that ⁶⁹² [redacted] the tape will demonstrate that the explosion was as a result of a missile.

⁶⁹² [redacted] and ⁶⁵⁸ [redacted] discussed on this date what was revealed under hypnosis. ⁶⁵⁸ [redacted] recalled something coming from east to west that had a ⁶⁹² [redacted] multiple explosion sound. At that point in the conversation, ⁶⁹² [redacted] told ⁶⁵⁸ [redacted] to stop talking and stated, "Let me interject something - snap, crackle, pop." ⁶⁵⁸ [redacted] face lit up and he said, "Give me a high five," apparently because he had heard the same thing. ⁶⁵⁸ [redacted] initially saw a white streak just prior to the explosion, which appeared to be horizontal, not ascending. ⁶⁹² [redacted] saw an orange, red streak of light, also not ascending, but vertical, along with wisps of smoke. He speculated that at sunset, white smoke could appear an orange/red color.

⁶⁹² [redacted] also saw bodies descending straight down and passing debris that was travelling at a slower rate. He felt it did not make sense that the bodies would not have fallen quicker until he thought of a possible explanation. ⁶⁹² [redacted] stated that the thrust of an explosion could have carried the victims initially in an upward motion.

⁶⁹² [redacted] stated that he and the others are willing to also be hypnotized.

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7 25 96 East Moriches, New York 265A-NY-259028-SUB
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SHEEHAN JS:reg
S. TURNER
AUG 28 1996

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[REDACTED] United States Customs pilot, was interviewed at his place of employment at Islip MacArthur Airport, Ronkonkoma, New York. [REDACTED] was advised of the identity of the interviewers. [REDACTED] was further advised that the purpose of the interview was to conduct a routine follow-up interview of his observation on the evening of July 17, 1996. [REDACTED] was shown a copy of a draft FD-302 of his initial interview which he read thoroughly. [REDACTED] then supplied the following information:

[REDACTED] were on a routine night training aerial refueling mission in an HH-60 helicopter for the 106th National Aerospace Rescue Squadron of which they are all members. The 106th is based in Westhampton. [REDACTED] Also during this mission [REDACTED] were to make training approaches to a drop zone. In addition, [REDACTED] needed to make a parachute jump from a HC-130.

[REDACTED] had already completed his practice approach in the pilot's right seat. [REDACTED] had taken over piloting the aircraft in his left seat and had begun his approach.

It was at this time that [REDACTED] observed a flare like object he described as appearing like a white beam with the head of the beam appearing to be red and crackily. This flare type object appeared to come from left to right and then exploded. A series, or group, of explosions then worked their way back from the initial explosion. The flames from the explosion were a brilliant red. Whatever the flare type object hit had no trajectory after the explosion. It appeared to stop and go straight down in flames. The major piece of debris that fell appeared to have almost a boomerang shape and was completely engulfed in flames. The explosions were red and the series of explosions were on a plane or straight line.

The smoke plume that followed the boomerang type debris that fell in flames was bronze in color.

Investigation on 7/25/96 at Ronkonkoma, New York

File # 265A-NY-259028 cc3-108

by SA JOSEPH P. FANNING/ JPF
Det. THOMAS CORRIGAN/ TCC/CPD/JPF/pan

Date dictated 7/26/96

1743

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/25/96 , Page 2

[REDACTED] had the impression that something had struck the front of the airplane. [REDACTED] immediately flew the HH-60 toward the area of the explosion. When he reached the area, debris' were still falling from the sky. [REDACTED] observed a large patch of fire on the surface. Nearby this fire [REDACTED] observed two airplane parts, one being red and the other white, floating on the surface of the ocean. Not far from this wreckage he observed two bodies and an airplane escape chute floating on the surface.

Approximately one-half mile south, southwest of the fire [REDACTED] observed a large oval shaped debris field that had multiple bodies floating on both sides.

[REDACTED] then flew the HH-60 back to the Westhampton base of the 106th to pick up a couple of parachute rescue specialists. The HH-60 then returned to the area in an attempt to assist with any needed rescues. Unfortunately no survivors were observed and the helicopter and its crew eventually returned to base.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/17/96 [redacted] of the New York Air National Guard (ANG), [redacted] stationed at [redacted] West Hampton Beach, NY, provided the attached interview summary to DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT.

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9

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

000307

18 July 1996 INTERVIEW WITH [REDACTED] 490 [REDACTED] 657 AND [REDACTED] 658
[REDACTED] CONCERNING TWA FLIGHT 800. TAKEN BY FAA INSPECTOR [REDACTED]
FSDO 15

AT APPROXIMATELY 2030 LOCAL TIME [REDACTED] 490 A MEMBER OF THE AIR NATIONAL GUARD, WHO WAS STANDING ON THE GROUND AT GABRESKI FIELD NOTICED A RED OBJECT FALLING OUT OF THE SKY (THIS OBJECT WAS POSSIBLY ON FIRE BUT FLAMES COULD NOT BE DISCERNED DUE TO HIGH ALTITUDE.) THE OBJECT DESCENDED ON AN ESTIMATED 50 DEGREE TRAJECTORY MOVING WEST TO EAST. MR. [REDACTED] WATCHED THE OBJECT FALL FOR ABOUT 5-8 SECONDS WHEN IT BURST INTO A LARGE SWATCH OF FLAMES. THIS WAS A SUDDEN EVENT, NO SOUND OF AN EXPLOSION WAS HEARD BY MR. [REDACTED] WHEN THE OBJECT SUDDENLY BURST INTO FLAMES IT WAS AT AN ANGLE OF APPROXIMATELY 40 DEGREES ABOVE THE HORIZON WITH MR. [REDACTED] FACING SSW APPROXIMATELY 11NM FROM THE MAIN AREA OF DEBRIS.

[REDACTED] 657 A HH60 FLIGHT ENGINEER AND [REDACTED] 658 A HH60 PILOT WERE FLYING AT AN ALTITUDE OF APPROXIMATELY 300 FEET AT THE END OF RUNWAY 24 AT GABRESKI AIRPORT. THEY WITNESSED WHAT APPEARED TO BE A LARGE SECTION OF DEBRIS (POSSIBLY A SECTION OF WING BOX AND FUSELAGE) ENGULFED IN FLAMES, FALLING VERTICALLY, SPIRALING WITH A CORKSCREW SMOKE TRAIL ABOVE. AS IT DESCENDED A LARGE PIECE ALSO ENGULFED IN FLAMES BROKE OFF. BOTH STRUCK THE WATER AND SANK. THE HELICOPTER WAS ABOUT 7NM FROM THE IMPACT POINT AND IMMEDIATELY PROCEEDED TO THE AREA. APPROXIMATELY 1NM FROM THE IMPACT POINT THEY NOTICED DEBRIS, SOME OF WHICH WAS ON FIRE, STILL RAINING DOWN [REDACTED] ESTIMATES THAT THE ALTITUDE OF THE LARGE PIECE OF FLAMING DEBRIS WAS FIRST SPOTTED BY THEM AT APPROXIMATELY 4-5000 FEET.

THE MAIN PIECE OF DEBRIS APPARENTLY WAS BUBBLING UP FUEL WHICH IGNITED ON THE SURFACE AND CAUSED A CIRCULAR AREA OF FLAMES APPROXIMATELY 200 FEET IN DIAMETER. THE FLAMES CONTINUED TO SPREAD AS MORE FUEL CAME TO THE SURFACE. THERE WERE A FEW BODIES NOTICED IN THIS AREA. APPROXIMATELY 50 FEET FROM THE BURNING AREA, [REDACTED] NOTICED A SECTION OF AIRCRAFT - 658 POSSIBLY BELONGING TO THE TAIL SECTION. IT WAS WHITE WITH SOME RED COLOR. THIS SECTION SANK APPROXIMATELY 1-2 MINUTES LATER AND WAS NOT ON FIRE AT THE TIME. THE CO-ORDINATES OF THIS POSSIBLE RUDDER OR STAB SECTION SANK AT WAS N40.39.0, W07237.63. APPROXIMATELY 1/2 NM SOUTHWEST OF THE FLAMING DEBRIS AREA AN ELONGATED AREA OF SMALL PIECES OF FLOATING DEBRIS APPROXIMATELY 300 FEET IN LENGTH. THIS DEBRIS WAS NOT ON FIRE AND CONSISTED OF STYROFOAM LIKE MATERIAL ALONG WITH FUSELAGE WINDOW SECTION. IN THE IMMEDIATE AREA SURROUNDING AND AMONG THIS DEBRIS WERE ABOUT 20-30 BODIES. THESE BODIES SHOWED EVIDENCE OF HIGH IMPACT DAMAGE WITH CLOTHING BLOWN OFF AND DISMEMBERMENT. NONE OF THE BODIES HAD LIFE JACKETS ON. AT LEAST ONE AND POSSIBLY TWO AIRCRAFT SLIDE RAFTS WERE ALSO NOTICED NEAR THIS AREA OF DEBRIS ONE WAS APPROXIMATELY HALF INFLATED AND HAD ITS LIGHTS ACTIVATED.

ADDENDUM: I, [REDACTED] 659 AT HOME APPROXIMATELY 15 NM FROM THE CRASH SITE AT APPROXIMATE 2028 LOCAL I FELT AND HEARD A MUFFLED EXPLOSION WHICH RATTLED THE WINDOWS OF MY HOUSE AND WHICH I ASSUMED WAS A SONIC BOOM

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000309

229 = He
660 = She

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/22/96

On July 18, 1996, Special Agent Robert M. Lewicki interviewed [redacted] Date of Birth [redacted] [redacted] Aquebogue, New York [redacted] at the United States Coast Guard Station in East Moriches. [redacted] provided the following information:

On the night of Wednesday, July 17, 1996, at approximately 8:30PM, [redacted] was travelling west on Sound Avenue in Northville. As he made a left onto Tuthills Lane, Mr. [redacted] wife, [redacted] observed a glowing airplane travelling in a straight line to the south out over the Atlantic Ocean. [redacted] then observed what appeared to be a red beacon emanating from the aircraft. At this point, both [redacted] and [redacted] observed the aircraft steeply decline approximately forty-five degrees, then explode, followed instantly by a second explosion. The latter was larger than the first.

The explosions resulted in a flaming orange/red fireball which rapidly descended beyond their sight. Flames were distinctly visible. The elapsed time between observation of the glowing aircraft and the initial explosion was approximately three (3) seconds. Neither individual heard anything relative to their observations.

Investigation on 07/18/96 at East Moriches, New York
File # 265A-NY-259028
by SA Robert M. Lewicki TW-7020 Date dictated 07/18/96

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265A-NY-259028

[redacted] was interviewed by Detective CALVIN POWELL and Detective STEPHEN JENSEN of the Suffolk County Police Department. The interview was conducted on July 19, 1996.

In furtherance of the investigation of the crash of TWA, Flight 800, on July 19, 1996, at 17:15 Hours, conducted an interview of Mr. and Mrs. [redacted]. The [redacted] of 60 Apollo Drive, Aquebogue, New York, report that while driving southerly on Church Lane, Aquebogue, New York, they observed the following details:

Mrs. [redacted] relates observing while looking southerly, a golden glowing, moving object, easterly direction above the tree top line. The unusual golden color of the elongated object drew Mrs. [redacted] attention. Mrs. [redacted] noticed a red light on the object and though approximately 15-20 miles out, assumed it to be a plane. Mrs. [redacted] states, suddenly the plane took an unusual, 45 degree dive with no visible flames or smoke. Below the tree top line, a large reddish, flaming fireball immediately rose above the tree line, where the plane had descended. The entire observation was approximately (90) seconds in duration. No observation of any object or projectile from the ground to plane, was witnessed. Mr. [redacted] also submitted a drawing of his recollection of the explosion, see attached drawing.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] Mastic Beach, New York (NY) [REDACTED] was contacted at her residence by Special Agent (SA) Scott W. Korman, Federal Bureau of Investigation; SA Barthelomew Aversano, Alcohol Tobacco and Firearms (ATF) and Suffolk County Police Department Detective William Jardsz. [REDACTED] provided the following information:

The night of the plane crash, at approximately 8:40PM or 8:45PM, [REDACTED] was watering the flowers on her deck which faces the water. At that time she saw an orange light in the southeast sky which she believed was a light on an airplane. She had never seen an orange light on a plane before. She kept watching the light and it was moving similar to the way an airplane would move across the sky. As the object moved across the sky, the orange light grew to the size of a baseball. Then the orange light dropped and exploded into flames. [REDACTED] said after the explosion it looked like fire was dripping from the sky. The fire fell to the water below. After, the flames appeared to drop into the water. [REDACTED] heard what she described as three (3) instances of what sounded like thunder. [REDACTED] did not see anything that appeared to be going up into the sky prior to seeing the orange light.

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Investigation on 07/24/96 at Mastic Beach, New York

File # 265A-NY-259028

by SA Barthelomew Aversano (ATF); SCPD Det. William Jardsz
SA Scott W. Korman (SWK:amo) Date dictated 07/24/96

[Handwritten signature]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[redacted] Date of Birth [redacted] was interviewed at his residence, [redacted] Lake Ronkonkoma, New York, telephone [redacted] by Special Agent WILLIAM HANSEN of the Federal Bureau of Investigation, New York Office; and Investigator JOHN P. KEARY, New York State Police, Troop L. [redacted] was advised of the identity of the interviewing personnel and that the purpose of the interview concerned TWA flight 800. [redacted] thereafter provided the following:

[redacted] advised on July 17, 1996 at 8:30 PM, he was on his boat with his brother, [redacted] and his son, [redacted] fishing on the bay just east of the Moriches Inlet. [redacted] indicated the boat was drifting, motor off, and the stern of the boat was facing south. [redacted] indicated he was fishing off the stern of the boat facing due south. [redacted] noted a bright, orange/red ball ascending slightly, arcing, and then descending prior to the development of two distinct ribbons of fire, which fell toward the ground. [redacted] did not hear any sounds that would indicate an explosion took place.

[redacted] indicated he had to look in a southeasterly direction to see the flare, which crossed the Cupsogue Beach County Park on the horizon. The flare also appeared to be traveling in a southeast direction away from him.

[redacted] then drove his boat through Moriches Inlet.

265A-NY-259028-SUB

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Investigation on 7/20/96 at Lake Ronkonkoma, New York
File # 265A-NY-259028
by SA WILLIAM HANSEN (FBI)
Investigator JOHN P. KEARY (NYSP) Date dictated 7/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Hampton Bays, New York, [redacted] was interviewed at Port Jefferson, New York, at 2:30 PM. She was advised of the identities of the interviewing agent, Special Agent STEWART J. ISMAN; and Detective DANNY CALEMINA, and the nature of the interview, she provided the following information:

While traveling westbound on Montauk Highway at approximately 8:20-8:30 PM, just east of the Route 104 intersection when she saw a grey object in the sky. It was southwest of her location. She was heading to Quogue. After spotting the grey object, she looked away and then looked back and saw a round orange fireball, for about five seconds, and then saw the fire wall in a tear drop shape go straight down to the ocean. She did not see smoke initially, but then grey smoke after the fire fell.

[redacted] also stated that she had heard a small airplane circling Hampton Bays at around 8:00 PM. The plane headed north.

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265A-NY-259028

Investigation on 7/22/96 at Port Jefferson, New York

File # 265A-NY-259028

by SA STEWART J. ISMAN: mxb

Date dictated 7/22/96

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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. He provided the following information:

On July 17, 1996 at approximately 8:30 PM, he and his wife [redacted] were walking on the beach at Smith Point Campground. They were walking east when [redacted] was notified by his wife of a flare-type object in the southeast sky at about 30 degrees off the horizon. All [redacted] could see at that point was a large fireball falling straight down from the sky and a trailing thick black smoke line. He stated to his wife that it was not a flare because of the black smoke. He then stated that the fireball disappeared into the horizon. That is all that [redacted] saw and could recollect.

[redacted] resides at [redacted], North Shirley, New York, telephone [redacted]. He is employed as a Federal Aviation Administration inspector of aircraft antennas by [redacted] of [redacted], New York, telephone [redacted].

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265A-NY-2590

Investigation on 7/20/96 at North Shirley, New York
File # 265A-NY-259028
by Det. SCOTT BLANSFIELD (SCPD) SB
SA JAMES MCCARTHY (FBI) (JM:mx) Date dictated 7/20/96

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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.

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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 07/21/96

[REDACTED], Shirley, New York, telephone number [REDACTED], was interviewed on July 19, 1996 at [REDACTED], East Moriches, New York, 11940, telephone number [REDACTED]. After being advised of the identity of the interviewing agents and the nature of the interview, [REDACTED] provided the following information:

At approximately 8:00 PM on July 17, 1996, [REDACTED] began cleaning his boat while it was docked in his slip at ABBOTTS HARTS COVE MARINA. While cleaning his boat, he was talking to two people, who were also cleaning their boat, in a boat two slips away from his boat. [REDACTED] does not know their names.

[REDACTED] was standing on the dock next to his boat and looking south of the Moriches Inlet, when he saw a "flare" rising in the sky. He immediately thought someone in Moriches Bay was having trouble. He yelled to the people on the other boat, "I think someone in the bay is having trouble. He sent up a may-day flare." The "flare" traveled straight up into the sky on a southerly course, and then hooked southwest. Then, he saw a large red/orange explosion at the end of the flare's course of travel.

[REDACTED] saw what appeared to be "wreckage" from a plane falling from the site of the fireball. The "wreckage" took approximately ten seconds to come down to earth, and fell in one large fireball, and many other smaller fireballs.

[REDACTED] did not see a plane prior to him seeing the explosion. However, he believes that the explosion was caused by the "flare" hitting a plane.

[REDACTED] said that there was an ultralight aircraft flying in the area of East Moriches at the time of the explosion.

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

File 265A-NY-259028

Date dictated 07/21/96

by William Inzerillo

SEP 19 1996

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254A-NY-259028

RH:axh

The following investigation was conducted by Detective RICHARD HIGGINS and Detective GENE GROSS #438 Command 3120:

Interview was at [redacted] Shirley, New York (NY) on July 23, 1996 at 5:30 PM. Interviewed were [redacted] of [redacted] Shirley, NY, [redacted] and [redacted] [redacted], Shirley, NY, [redacted] b66 b65

Both subjects stated that on Wednesday evening, July 17, 1996, sometime during dusk, they were standing on a floating dock located at [redacted], East Moriches, NY, [redacted]. They stated they had just come off [redacted] boat.

R.H.
666 [redacted] stated he only saw the object ascending for a split second when he observed an orange or light colored object ascending from the southwest direction. He stated it ascended for approximately five seconds, and just prior to what appeared to be it's maximum height, it hooked to the right and then exploded. [redacted] stated as it was ascending it was leaving a light colored smoke trail. He stated the smoke trail went all the way to the point of impact. [redacted] states that he was approximately ten miles away from the ascending object. He stated that the leading edge of the smoke trail had an orange glow. b65 b66

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254A-NY-259028
RH:axh

The following investigation was conducted by Detective RICHARD HIGGINS and Detective GENE GROSS #438 Command 3120:

Interview was at [redacted] Shirley, New York (NY) on July 23, 1996 at 5:30 PM. Interviewed were [redacted] of [redacted] Shirley, NY, and [redacted], Shirley, NY, [redacted]

Both subjects stated that on Wednesday evening, July 17, 1996, sometime during dusk, they were standing on a floating dock located at [redacted], East Moriches, NY, [redacted]. They stated they had just come off [redacted] boat.

665
RH.
666 [redacted] stated he only saw the object ascending for a split second when he observed an orange or light colored object ascending from the southwest direction. He stated it ascended for approximately five seconds, and just prior to what appeared to be it's maximum height, it hooked to the right and then exploded. [redacted] stated as it was ascending it was leaving a light colored smoke trail. He stated the smoke trail went all the way to the point of impact. [redacted] states that he was approximately ten miles away from the ascending object. He stated that the leading edge of the smoke trail had an orange glow.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

The following investigation was conducted by SA Nikki Allen on 7/19/96 via telephone with [REDACTED] Valley Stream, Long Island, [REDACTED] stated that he was traveling West on Highway 27 on the evening of 7/17/96 when on his left he saw a orange and red "shooting star" coming from the West. The object was slowly dropping at a downward angle. The object had an orange tail. [REDACTED] stated that he saw the object burst into flames and saw an outline of a plane, specifically a wing. Then he saw the debris and flames rapidly fall towards the ground. [REDACTED] stated that the outline of the plane resembled a small Sesna. He stated that the whole incident occurred within approximately 15 seconds.

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Investigation on 7/19/96 at NEW YORK, NEW YORK (telephonically)

File # _____

by SA NIKKI ALLEN

Date dictated 7/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

[REDACTED]
 [REDACTED] Valley Stream, New York, 11581
 [REDACTED]

[REDACTED] was advised of the official identity of the interviewing agents and purpose of the interview. [REDACTED] provided the following information:

[REDACTED] stated he was traveling in his vehicle on Highway 27 (Sunrise Highway), on July 17, 1996. He was traveling in a westbound direction. [REDACTED] stated at approximately 8:30 p.m., he was approximately one mile north of the shore at East Moriches, New York, and looked southward. He noticed something that looked like a shooting star in the sky traveling east to west and downward in a slightly steeper than forth-five (45) degree angle. It was small, orange-red in color, and appeared to twinkle. It left a trail like a comet, but smaller than a comet. He described the trail as a streak that disappeared very quickly. The orange-red streak was consistent in color. It traveled slowly, in a direct path, with no curve, for approximately ten seconds. He did not observe smoke following the streak, but stated that he was observing the streak and not looking at what, if anything, was following it. This streak then exploded in the air. He described this explosion as a dash of fire and then large flames. He observed an airplane wing and debris falling down through the flames. He believed this event occurred close to the shore. He observed smoke at this point. He thought the airplane was small, like a Cessna. He did not think that the shooting star streak image and the explosion image were two objects coming together, but rather something that was on fire and the fire got larger. He heard no explosion sounds, but attributed this to having his car radio at a high volume. He was driving approximately sixty (60) miles per hour (mph) with his windows down.

[REDACTED] stated the sun was down but the sky was not dark yet.

Investigation on 7/20/96 at Sag Harbor, New York

File # 265A-NY-259028

by SA STACY R. DIAMOND
SA PAUL T. PALUMBO (PTP:hrg)

Date dictated 7/20/96

265A-NY-259028

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On July 22, 1996, Doctor [redacted] [redacted] Ocean Beach, New York, [redacted] advised that she observed an orange flare on July 17, 1996. She stated the orange flare came up from the east and disappeared. The flare looked like a comet. [redacted] stated that she was looking to the west when the flare appeared.

[redacted] volunteered this information to Special Agent (SA) JOHNSON and Detective JOSEPH BRITELLE, Suffolk County Police Department (SCPD), while checking records at the Ocean Beach Police Department.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

On July 22, 1996, Special Agent GORDON JOHNSON, Federal Bureau of Investigation (FBI) and Detective JOSEPH BRITTELLI, Suffolk County Police Department, interviewed [redacted] Beach, New York.

[redacted] New York, New York, [redacted] concerning the incident on July 17, 1996. After being advised of the identities of the investigators, Dr. [redacted] advised as follows:

[redacted] stated that while sitting on the bay side at Ocean Beach, across from [redacted] at dusk into night, she observed what she described as a "comet". [redacted] stated that it started from ground level between East Island and the Main Land, went skyward and traveled from the west to the east. [redacted] stated that the duration of the event lasted from eight to ten seconds. The comet had an orange tail and it maintained its tail while skyward. [redacted] does not know if she turned away from the object or it burnt itself out. [redacted] direction of view from Ocean Beach was northwest.

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Investigation on 7/22/96 at Long Island, New York

File # 265A-NY-259028

by SAs GORDON JOHNSON/
Detective JOSEPH BRITTELLI/SCPD/GJ/dxa Date dictated 8/5/96

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265A-NY-259028
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The following investigation was conducted by
Special Agent LORRAINE MARTYNIAK:

[REDACTED] small-engine flight instructor, along with [REDACTED] also an instructor, stated they took off from MACARTHUR AIRPORT in Ronkonkoma at 8:30 p.m., on July 17, 1996, the night of the TWA Flight 800 plane crash. They flew east over land. At approximately 8:40 p.m, they see at their 2:00 o'clock position a white cloud of smoke at approximately 8,000 feet. East of this cloud and 2,000 feet over is an orange ball which hangs in the sky a few seconds and then falls to the ocean in two columns of flames, described as a waterfall of flames. They are directed by the control tower to go to the crash site. First to arrive, they see two distinct objects in the water in flames, described as cylindrical and close to each other and at an approximate 120 degree angle to each other.

265A-NY-259028-SUB - 462

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED], College Point, New York (NY), [REDACTED], was interviewed at MacArthur Airport, Ronkonkoma, NY where he is a flight instructor. Also present for the interview was BARTHOLOMEO AVERSANO, Special Agent, Alcohol Tobacco & Firearms. This interview was generated from lead #TW07094. After being advised of the identity of the interviewing Agent and the nature of the interview, [REDACTED] provided the following information:

[REDACTED] along with [REDACTED] took off from MacArthur Airport at 8:30 pm in a twin engine plane on Wednesday night, July 17, 1996 and headed east.

[REDACTED] was piloting the plane and was flying "instruments only", wearing special restrictive flight glasses called "foggles".

At approximately 8:40-8:45 pm, [REDACTED] happened to look up from the instruments to check the compass when he saw a light in the sky, at the same time [REDACTED] also saw the light in the sky.

[REDACTED] stated that when he first saw the light it looked like the orange-florescent street lights that are on the beach. [REDACTED] described it as a round ball. He stated he heard someone on the TV describe it as, "what the sun looks at sunset." He thought that that was also a good description but added that it was much bigger than the sun at sunset.

[REDACTED] stated that the orange ball of light hung in the sky for a few seconds then it broke into two columns of flames that fell to the ocean. [REDACTED] described it further as "2 main columns of flames that looked like a waterfall of flames." [REDACTED] thought that, "it looked like some kind of fireworks display that had gone wrong." [REDACTED] stated that as the flames and debris fell to the ocean, it left a trail of dark smoke which got darker as it fell.

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

File # 265A-NY-259028-CC-283

by SA LORRAINE MARTYNIAK/dap

Date dictated 7/26/96

245A-NY-259028

Continuation of FD-302 of [REDACTED], On 7/26/96, Page 2

At the same time that [REDACTED] saw the orange ball in the sky, he also saw a cloud of white smoke. [REDACTED] describes this cloud as thick white smoke; a white cloud of smoke that looked just like the white cloud of smoke that was seen when the spaceship Challenger exploded.

[REDACTED] described the relationship of the white cloud to the orange ball as follows:

The white cloud was approximately 8,000 feet in the air (his initial estimate), the orange ball was lower, perhaps 5,000. The orange ball was east of the cloud.

[REDACTED] position was as follows:

[REDACTED] was flying over land, crossing the Sunrise Highway at Brookhaven, flying at 3500 feet when he first saw the orange ball in the sky. He was approximately over Brookhaven Airport when he saw the orange ball begin to fall apart into the water. [REDACTED] stated that the orange ball was approximately 2,000 feet lower than the cloud. He stated that it is very difficult to judge the distance between the two. They could have been one mile or five miles apart. When [REDACTED] went to the crash site, he was very surprised at how far out over the water they were. [REDACTED] was flying east when they first spotted the orange ball. He described it at the 2 o'clock position from them.

At the time he was flying over Brookhaven Airport other pilots also reported seeing something falling in flames from the sky. [REDACTED] was in radio contact with New York Approach (NYA) on radio frequency 1180. They are located in Hempstead and are run by TRICOM. Two other planes also got a good description. [REDACTED] heard New York Approach ask for the call numbers and phone numbers of the other two planes. NYA then directed him to fly to the crash site. It took him approximately five minutes to get there. He was flying at 160 knots.

When [REDACTED] got to the crash site he circled it. In the water he saw what appeared to be two separate objects on fire which were very close together and looked like a flat V shape. [REDACTED] described two objects at approximately 120 degree angle to each other). Looking down at the objects they seemed intact. [REDACTED] stated that at this time he had no idea what these

245A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/26/96 , Page 3

objects were and thought two small planes had crashed. He described this as looking like two cigar butts or two long cans, or two cylinders on fire. [REDACTED] stated that other pilots who had not seen it fall out of the sky described it as an oil tanker on fire.

[REDACTED] reported to NYA what he saw. He then saw a helicopter and C-130 below him and decided to leave. He was approximately at 2,000-2,500 feet and ten miles from shore. His partner thought something hit the plane. After he landed, he looked at the plane and there was a grease mark on the wing which he wiped off.

[REDACTED] stated that it was a very clear evening, no clouds in the sky, and visibility more than ten miles. He could see Easthampton from where he was. There was still a light blue sky when he first saw the orange ball of light in the sky.

[REDACTED] was flying at Beach Travel Air twin engine plane, 4-seater, call number N2084C, tan, with dark brown stripe with a little orange in the stripe.

[REDACTED] is a private flight instructor working out of AVIA PRO AVIATION c/o MID-ISLAND AVIATION, MacArthur Airport. [REDACTED] has been instructing for two and one-half (2 1/2) years and has been a pilot for three and one-half (3 1/2) years. He has 1,600 flight hours. [REDACTED] usually works Monday, Wednesday, Friday and weekends. He can be reached at [REDACTED] or [REDACTED].

[REDACTED] saw no other planes or boats in the area.

[REDACTED] provided a sketch of the position of the fireball and cloud relative to his position.

TWO 7094

1A-1562

FD-340 (Rev. 8-18-89)

Universal File Case Number 265 A NY-259028-300

Field Office Acquiring Evidence NYO

Serial # of Originating Document _____

Date Received 7-26-96

From [REDACTED]
(Name of Contributor)

(Address of Contributor)

(City and State)

By SA Lorraine Matygnik
(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:

EXPANSION OF FLIGHT 800

Reference: NOV CC-283 ref SA 2737
(Communication Enclosing Material)

Description: Original notes re interview of

[REDACTED]

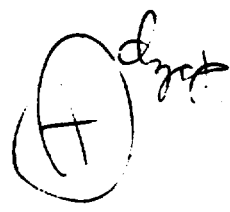
→ Sketch from [REDACTED]

7/24/61

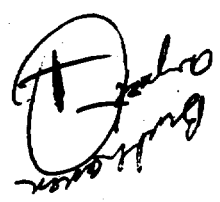
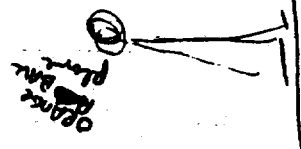


SKETCH BY

Good
K-1
C-1



Sanisaba
at
Bunkers
Plane



Local line

LAND

E-W
N-S

grass

7/26/92

took off 58.3 pm for Mt. Lehto
took off to East
53500 ft

~ 8:40 8:45 pm just on leg
just west of Brothers

happened to hit

a piece fell

Clouds a 5 or 8,000 ft
A whole cloud hit Challenger
Explosion

weary foggy mist over
we check compass

saw a light - looks like orange-flame

2476

short light

look at that in bus for bus

000338

hang in
for several the lake
I saw columns of

you at Brookline

dent outside when you down to
water fall of flowers sea got dark

Heavy EAST 20 West for SE of them

plane was already in water by the way
in Brookline at Brookline airport
other plane a knowledge see planes
when in Brookline

2 other airplanes were getting good deal
New York Approach at the same time
1780 - frequency TRICOM
at Hempstead in Shore

white cloud 5,000 ¹ feet guess on 8,000

plane lower - 5,000 guess

the got the plane was

saw no other plane in air in border

could see more than 10 mi

very clear blue sky like full moon

Light plane Beach Travel Air

N2084C ⁴ same sign

4 seats TAN DR Br steps

in a little orange

TRK came along to 2 other pilots

met me week & circled it

Sighted few to side

5 mins

160 knots top 170

were descending when got there
10 miles out

parade things family his (R) wing

He was (L) seat


Saw C130 ^{below} ~~below~~ us
& helicopter

at 2500, 200 feet

2479

After you take off you are under off
to approach control

Unknown take care of service of Banker

? students 2, body 

Or a sunset

Can't really judge? 1 mile cont.

height was definitely more E for
cloud

just looked round
them

2

looked like 2 stages into

the looked like like 2 cylinders
long cars on feet
couldn't tell

thought it was 2 small planes

thought it was

2480

though it was not an clear
dredge that face out

separate at an angle close
I look

flat V shape
in water

seemed pretty in fact

other pilot say oil tank &
sun approx
water

[REDACTED]

Colleges PT, NY

h [REDACTED]
w 576 [REDACTED] 1-800 [REDACTED]

~~MacARTHUR Cup~~

~~Arco~~ Arco Pro Aviation
 90 Mel Island Ave

private instructor

fuel 2 1/2 yrs

pilot 3 1/2 yrs a pilot

1600 hrs

Usually work MW-F
 & weekend

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670

000346

669
670

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265A-NY-259028
LM:cxk

The following investigation was conducted by
Special Agent LORRAINE MARTYNIAK:

[REDACTED] small-engine flight instructor, along with [REDACTED] also an instructor, stated they took off from MacARTHUR AIRPORT in Ronkonkoma at 8:30 p.m., on July 17, 1996, the night of the TWA Flight 800 plane crash. They flew east over land. At approximately 8:40 p.m, they see at their 2:00 o'clock position a white cloud of smoke at approximately 8,000 feet. East of this cloud and 2,000 feet over is an orange ball which hangs in the sky a few seconds and then falls to the ocean in two columns of flames, described as a waterfall of flames. They are directed by the control tower to go to the crash site. First to arrive, they see two distinct objects in the water in flames, described as cylindrical and close to each other and at an approximate 120 degree angle to each other.

265A-NY-259028-SUB

- 462

handwritten scribble

3/29/97

1348

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED] Date of Birth, [REDACTED]
 residence address, [REDACTED] Ronkonkoma, New York (NY),
 telephone number [REDACTED] was contacted at his residence by
 Special Agents (SAs) SCOTT W. KORMAN, Federal Bureau of
 Investigation (FBI) and BARTHOLOMEW AVERSANO, Alcohol Tobacco &
 Firearms and Suffolk County Police Department Detective WILLIAM
 JAROSZ. SCHAFF provided the following information:

On July 17, 1996, [REDACTED] and [REDACTED] were practice
 flying. Both [REDACTED] and [REDACTED] are flight instructors. On the
 night of July 17, 1996, at approximately 8:15 pm, [REDACTED] and
 [REDACTED] took off in a twin engine, Beach Travel Air airplane from
 the airport of Islip, NY. After takeoff, they headed due east
 towards the Hamptons. [REDACTED] was flying the plane and [REDACTED]
 was seated on the right side of the plane. [REDACTED] described
 [REDACTED] as being under the hood, which means [REDACTED] was using
 only the airplane instruments to fly the plane. At approximately
 8:40 pm or 8:45 pm, [REDACTED] and [REDACTED] were flying at an altitude
 of approximately 3500 feet when [REDACTED] saw a bright flash out of
 the corner of his eye. At that time he got [REDACTED]s attention
 to look at the flash. [REDACTED] described what he saw as a ball of
 flames which separated into two pieces and fell towards the
 water. The flash appeared in the southeast. [REDACTED] believes the
 explosion was approximately 1500 to 2000 feet higher than the
 altitude that he and [REDACTED] were flying. After the explosion,
 [REDACTED] and [REDACTED] headed towards the area it appeared in. He
 believed it took approximately 5 to 10 minutes to get to the
 area. [REDACTED] noted that they were flying at a speed of
 approximately 150 to 160 mph. When they reached the site, [REDACTED]
 believes a piece of debris from the explosion hit their plane so
 they decided to leave the area.

[REDACTED] described the color of the smoke as white and it
 looked similar to a cloud. As the smoke extended down towards
 the water, the color of the smoke trail grew dark.

[REDACTED] could not see if there were any boats in the
 area of the explosion. However, he did see a C-130 airplane in
 the area.

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Investigation on 7/24/96 at Ronkonkoma, New YorkFile # 2050
265A-NY-259028 - 540 CC3by SA SCOTT W. KORMAN/dapDate dictated 7/26/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/28/96

[REDACTED]

[REDACTED] Ronkonkoma, New York, was telephonically contacted. [REDACTED] After being advised of the identity of the interviewing agent and the purpose of the interview, [REDACTED] provided the following information:

On July 17, 1996, between approximately 6:30 pm and 7:00 pm, [REDACTED] and her husband, [REDACTED] arrived at Smith Point County Park in their Ford Bronco. Behind the Bronco they towed a 24-foot travel trailer. They found a spot on the beach and set up a campsite. [REDACTED] and her husband have camped at Smith Point many times, and they are familiar with the beach. The beach was nearly empty that night, except for a few people whom [REDACTED] observed driving past her trailer in pickup trucks carrying fishing poles. [REDACTED] did not see any suspicious vehicles, boats or individuals on the beach. [REDACTED] trailer was parked near an orange marker on the beach. [REDACTED] advised that she could locate this marker if necessary.

At dusk, between approximately 8:30 pm and 8:45 pm, [REDACTED] husband said, "Come here, look at this." [REDACTED] went to a large picture window in her trailer and her husband pointed to an object in the sky. The window was facing south, toward the ocean. The sky was clear, not very dark, and stars were beginning to be visible, as she looked south and a little toward the east. [REDACTED] saw a red object going up into the sky over the ocean which looked like a flare or a bottle-rocket type of firework. As the object went up, she saw a whitish-colored piece of the object fall off the left side of it and travel downward in an "arch" shape. The flare-like object then traveled straight down. [REDACTED] then saw black smoke in the sky in a spiral shape where the object had been. The whole incident lasted a few seconds. [REDACTED] did not hear any loud noises or witness any explosions.

[REDACTED] then saw helicopters fly out toward the ocean and park rangers driving on the beach. Later that evening, she heard on the radio that a plane had crashed into the ocean 10 miles south of East Moriches.

Investigation on 7/24/96 at East Moriches, New York

File # 265A-259028

by SA PETER M. BRADY:cam

Date dictated 7/24/96

265A-NY-259028

SEP 25 1996

FBI-NEW YORK

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/24/96

Page 2

[REDACTED] advised that her husband could be reached at [REDACTED]
[REDACTED]

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431

[redacted] was interviewed by Detective STEPHEN C. JENSEN and Detective CALVIN POWELL of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

The undersigned reporter accompanied by Detective CALVIN POWELL, number 835, also of the 6th Squad Detectives, interviewed [redacted] Lake Ronkonkoma, New York 11779.

The interview took place at the witnesses residence on July 20, 1996, at approximately 1130 hours. [redacted] stated that he and his wife were camping on Smiths Point Beach, one-fourth mile east of the camping marker east of Smiths Point Park. They were in their camper at about dusk when [redacted] looked out his window and observed an orange glow in the sky and thought it was a distress flare, he observed no smoke at that time.

[redacted] observed an explosion and two objects drop into the ocean with smoke trailing. He could not determine how far away the incident occurred from his location. Incident was south to south east from his location.

Witness observed a tan light aircraft flying low over beach, wheels down just prior to incident.

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OCT 30 1996

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2/26/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

[redacted]
[redacted] Ronkonkoma, New York, was telephonically contacted [redacted]. After being advised of the identity of the interviewing agent and the purpose of the interview, [redacted] provided the following information:

On July 17, 1996, [redacted] and his wife, [redacted] arrived at the Smith Point outer beach camp area at approximately 6:30 pm or 7:00 pm. They parked their trailer approximately 20 or 30 feet from the water, on the beach. While on the beach, [redacted] observed a small yellow propeller plane flying at a very low altitude over the beach from time to time, but this plane looked unusual because it flew very low and its landing gear was down. The plane looked like an old crop duster. Other than this distraction, the beach was quiet, and [redacted] observed only a few individuals passing by.

About 45 minutes to an hour later, at approximately 8:30 pm or 8:45 pm, [redacted] was sitting at the kitchen table in his trailer. He looked outside the window, south, toward the ocean, and saw a bright orange, large flame which was expanding in a mushroom shape in the sky over the ocean. The sky was overcast and somewhat hazy, and it was dusk. [redacted] observed this flame for approximately five or ten seconds. [redacted] then saw a second flaming object which was long and flat in shape. This object fell from the sky parallel to the ocean. As it fell, [redacted] saw a funnel-shaped trail of smoke spiraling down toward the ocean with the object. [redacted] observed this for about 15 or 20 seconds. [redacted] heard no loud noises or explosions. After the objects disappeared, [redacted] looked out at the ocean again, this time with the aid of binoculars, but he saw nothing. At approximately 9:30 pm, [redacted] heard a news report that a plane had crashed into the ocean.

265A-NY-259028-SUB

Investigation on 7/24/96 at East Moriches, New York (telephonically)

File # 265A-NY-259028

by SA PETER M. BRADY ^{pin}cam

Date dictated 7/24/SEP 25 1996

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 25 1996	
FBI-NEW YORK	

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[REDACTED] was contacted aboard the fishing vessel [REDACTED] at the State Pier, Fall River, Massachusetts (MA). He was advised of the official identity of the interviewing Agent and he thereafter provided the following information:

He resides at [REDACTED] Dighton, MA, and has home telephone number [REDACTED]. He has one semester remaining to obtain his college degree from WENTWORTH INSTITUTE, Boston, MA, and he joins fishing crews to obtain salary as needed.

He was First Mate on the [REDACTED] on July 17, 1996, and was "running the watch" in the wheelhouse after relieving Captain [REDACTED]. They had left an area called TOWER RUINS, and were fishing the 26-500 line. They then moved to the 43-700 line, and were roughly following the 700 in an easterly direction off Moriches, Long Island. To his left, at "about 10 o'clock" in sky position he saw what appeared to be a flare. He immediately called to Captain [REDACTED] "Hey [REDACTED] check out the flare". [REDACTED] had just left the wheelhouse, but returned at once. The "flare" then erupted into a huge fireball, which broke into two fireballs, and fell into the sea. [REDACTED] believes that the [REDACTED] was within six miles of the impact area because it was within the six mile sweep of TROPICO's radar. There were two vessels much closer to the scene, and a UNITED STATES COAST GUARD cutter, which passed the [REDACTED], had requested those two vessels to respond to the scene. The [REDACTED] did not respond to the impact area. There was a lot of smoke, fuel smell, and honey comb pieces of debris. [REDACTED] advised that upon hearing the first vessel radio transmissions about an airplane explosion, he and [REDACTED] thought it might have been a small "Piper Cub" type airplane which had been flying around their area a short time earlier. [REDACTED] was asked to focus on "the flare", and he stated that his initial observation was of a flare-like ascending light that preceded the large explosion. He stated that it was possible that "the flare" was TWA Flight 800 in an ascending climb rather than an "earth to sky" type flare launch. His attention was drawn to a bright ascending light which almost

Investigation on 8/12/96 at Fall River, Massachusetts 265A-NY-259028-SUB CC

File # 265A-NY-259028

by SA LAWRENCE S. FERREIRA/jeb

Date dictated 8/12/96 AUG 28 1996

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

265A-NY-259028

Continuation of FD-302 of [REDACTED], On 8/12/96, Page 2

immediately exploded, broke in two burning pieces, and fell to the sea. [REDACTED] is the only crew member who saw the "flare".

[REDACTED] is available for recontact.

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NY CASES

FIDIS 10006 2262038

NR 00001

1320317 AUG 96

FBI BOSTON (265A-NY-259028) (P)

FBI NEW YORK/IMMEDIATE/

INCLAS

REF: //3090//

ASS: SQUAD 116

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17, 1996; AUF-LEAD; LEAD TW 3490; OO:NY.

REFERENCE NY TT TO BOSTON, 8/10/96; HS TT TO NY 8/3/96; NY TT TO BOSTON 8/3/96.

CREW OF FISHING VESSEL TRAPPED LOCATED AND INTERVIEWED AT

MILL RIVER, MA, 8/12/96. ENQUIRY WITH [REDACTED]

[REDACTED] DETERMINED THAT NO

OTHER VESSELS OPERATED BY CORBAIR CORP., CARE OCEANIC

WAS IN THE VICINITY OF CAPTIONED

EXPLOSION. FISHING VESSEL CAPTIONED WAS MORE THAN 200 MILES

(X) 7

MAIL TO
MAIL

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~~2230~~

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SEARCHED	INDEXED
SERIALIZED	FILED
AUG 13 1996	
FBI - NEW YORK	

578

PAGE TWO DE FAJDS 0006 UNCLAS

AND REPORTED NO OBSERVATION AT THE INCIDENT. LEAD TW
490 COVERED AT BOSTON.

CREW OF FISHING VESSEL TROPICO WAS CONTACTED AT THE STATE
TER, FALL RIVER, MA, ON THE AFTERNOON 8/12/96. VESSEL
RETURNED TO PORT THAT AFTERNOON, AND CREW WAS COMPLETING
LEAN-UP PRIOR TO DEPARTING FOR HOME.

[REDACTED]
UNION, MAINE. HE ADVISED THAT ON 7/17/96, HE HAD
JUST BEEN RELIEVED AT THE HELM BY [REDACTED] AND WAS
IN A SMALL CABIN AREA JUST AFT OF THE WHEELHOUSE WHEN [REDACTED]
SAID, "IS THAT A FLARE?" HE RETURNED TO THE BRIDGE AREA (A
DISTANCE OF ONLY 4 - 6 FEET), LOOKED INTO THE SKY, AND SAW ONE
BALL OF FIRE DIVIDE INTO TWO BALLS OF FIRE WHICH FELL
INTO THE SEA. [REDACTED] ESTIMATED THEIR DISTANCE FROM THE
INCIDENT AREA AS NINE MILES. HE HEARD ANOTHER BOAT CALL THE
COAST GUARD AND A USCGC EL PASO PASSED THEM IN A SHORT TIME. THE
VESSEL DID NOT PARTICIPATE IN ANY SEARCH OR RECOVERY EFFORTS,
BUT DID OBSERVE AT LEAST TWO OTHER FISHING BOATS
IN THE AREA AND REPORTED DIFFICULTY IN RETRIEVAL
OPERATIONS DUE TO THEIR ELEVATED DECKS. [REDACTED] SAW NOTHING

THRU TO
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2211

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PAGE FOUR DE BUJHS 0006 UNCLAS

AND A USCG CRAFT WHICH PASSED THE TROPICO HAD REQUESTED THAT THOSE TWO VESSELS RESPOND TO THE SCENE. THE TROPICO DID NOT RESPOND TO THE IMPACT AREA. THERE WAS A LOT OF SMOKE, OIL SMELL, AND HONEY COMB PIECES OF DEBRIS. [REDACTED] ADVISED THAT HEARING THE FIRST VESSEL'S RADIO TRANSMISSIONS ABOUT AN AIRPLANE EXPLOSION, HE AND [REDACTED] THOUGHT IT MIGHT HAVE BEEN SMALL "PIPER CUB" TYPE AIRPLANE WHICH HAD BEEN FLYING AROUND THEIR AREA A SHORT TIME EARLIER. [REDACTED] WAS ASKED TO FOCUS ON "THE FLARE", AND HE STATED THAT HIS INITIAL OBSERVATION WAS A FLARE-LIKE ASCENDING LIGHT THAT PRECEDED THE LARGE EXPLOSION. HE STATES THAT IT WAS POSSIBLE THAT "THE FLARE" WAS TWO FLIGHT BOO IN AN ASCENDING CLIMB RATHER THAN AN "EARTH QUAKE" TYPE FLARE LAUNCH. HIS ATTENTION WAS DRAWN TO A BRIGHT ASCENDING LIGHT WHICH ALMOST IMMEDIATELY EXPLODED, BROKE IN TWO BURNING PIECES, AND FELL TO SEA. [REDACTED] IS THE ONLY CREW MEMBER WHO SAW "THE FLARE". HE IS A WELL SPOKEN INDIVIDUAL.

[REDACTED]

[REDACTED] WAS BORN IN MAINE 1974, WAS ON THE MAIN DECK IN THE "CUTTING BOX", CUTTING

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CC-
MAY 5 1982

PAGE FIVE DE, #BBS 0006 UNCLAS

OPS. HE SAW NOTHING EXCEPT A TRAIL OF SMOKE AND THE
DEBRIS FOR THE REMAINDER OF THE TRIP.

[REDACTED] FALL RIVER,
MA, [REDACTED] ADVISED THAT AT THE TIME OF THE TWA
EXPLOSION, HE WAS DOWN ON THE MAIN DECK "BOXING UP" FISH. HE
SAW NOTHING EXCEPT SMOKE, FOAM AND DEBRIS.

[REDACTED] FALL RIVER, MA,
[REDACTED], ADVISED THAT HE WAS ASLEEP IN HIS BUNK. HE
HEARD OTHER CREWMEN SAY SOMETHING WAS BURNING IN THE WATER,
BUT HE DID NOT LEAVE HIS BUNK. HE SAW DEBRIS FOR THE
REMAINDER OF THAT TRIP, AND OCCASIONALLY ON THE TRIP COMPLETED
THAT DAY, BUT SINCE THE PIECES WERE SMALL, THEY ARE THROWN
BACK INTO THE SEA.

[REDACTED] AT THE FALL RIVER SATE
TER FOR CAPE SPRAY FISHERIES, REVIEWED HIS COMPUTER FOR SHIP
PERSONNEL FROM THE DROPTOP FOR THE TRIP INCLUSIVE OF 7/17/96.
NO ADDITIONAL PERSON WERE [REDACTED] AND [REDACTED]
[REDACTED] COMPANY, [REDACTED] MOVED, AND HIS LOCATION
[REDACTED] NO LONGER [REDACTED] FOR THE COMPANY. HIS
[REDACTED] ACCORDING TO
[REDACTED] AND OTHER CREWMEN, NEITHER

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PAGE SIX DE PERS 0006 UNCLAS

NOR [REDACTED] SAW THE FLARE OR EXPLOSION, AND THEIR OBSERVATIONS WERE LIMITED TO THE AFTERMATH, I.E. DEBRIS AND SMOKE.

AD-302 OF INTERVIEW OF [REDACTED] WILL BE FORWARDED BY SEPARATE EC.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] a ninety six foot commercial fishing vessel officially home ported out of Montauk, Long Island, New York was interviewed on the [redacted], berthed at the piers at Galilee/Point Judith regarding the crash of TWA Flight 800 off Long Island on July 17, 1996.

[redacted] a commercial fisherman for eight and one half years, has been working on the [redacted] for three months. He explained that even though the boat is officially home ported at Montauk, the vessel works primarily out of Point Judith for convenience. The [redacted] has been working off the East Moriches Inlet off Long Island for one and one half months and [redacted] is familiar with the area.

The [redacted] departed Point Judith for the fishing grounds off East Moriches the evening of July 16th., arriving there at approximately 4:30-5:00 a.m. July 17th. They immediately set the nets for squid and dragged for approximately four hours, hauled, then reset the nets. It was good visibility all day. [redacted] noticed no other vessels except draggers that day. He spent the day topside on the stern "picking" and hauling.

The [redacted] stopped fishing at 6:30-7:00 p.m. because fishing was bad, turned easterly and started hauling the nets. They hauled the nets halfway, continuing to drag them behind the boat for the purpose of cleaning them. [redacted] and [redacted] remained on the stern cleaning up, the net still in the water.

At approximately 8:45 p.m., [redacted] looking directly over the stern, saw two bright yellow-orange fireballs due west at approximately 5,000-6,000 feet, 65-70 degrees high in the sky falling very fast slightly from right to left/southerly. These fireballs were one hundred to five hundred yards apart and very large, about the size of a hand held at arm's length. The first/lower fireball was a bit larger than the second. Streaking smoke was trailing behind both balls. [redacted] saw no aircraft. The balls were falling very fast at the same rate of speed. This lasted for ten to fifteen seconds, maybe twenty seconds, when

265A-NY-259028-SUB

Investigation on	<u>7/22/96</u>	at	<u>NARRAGANSETT, RHODE ISLAND</u>	SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
File #	<u>265A-NY-259028</u>			SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
by	<u>SA THOMAS J. CARSON JR./dmi</u>			OCT - 17 1996	
	<u>SA CHRISTOPHER NEUGUTH</u>	Date dictated	<u>7/22/96</u>	FBI-NEW YORK	

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Continuation of FD-302 of [REDACTED]

, On 7/22/96 , Page 2

they disappeared at the horizon. No explosion on impact was noted. He did not hear anything during this incident, but it was very noisy on the deck because of machinery. [REDACTED] noted he had never seen anything this bright in the sky at night at sea.

[REDACTED] initially estimated the fireballs at eight miles but the debris turned out to be fourteen to fifteen miles away. The weather was clear but hazy and it was approaching dusk, not completely dark. The boat was five miles off the beach and about two to three miles east of SHINNECOCK INLET at this time.

[REDACTED] then confirmed what he saw with [REDACTED] and ran to the wheelhouse to report same to [REDACTED] the Captain. [REDACTED] questioned that it might have been flares, to which [REDACTED] advised that he was sure it was something big and not flares. [REDACTED] then ordered the net be brought in, turned the boat westerly and proceeded to the site.

In the meantime, the Captain had notified the COAST GUARD of the sighting and that the [REDACTED] was en route.

[REDACTED] after retrieving the net, began to clear the deck because they had heard over the radio that a 747 had crashed. [REDACTED] saw nothing until the boat was three to five miles away, at approximately 9:15 p.m. Upon arrival two COAST GUARD helicopters and one "110" cutter were on the scene. The [REDACTED] was the first civilian boat there.

The COAST GUARD requested the [REDACTED] assistance and assigned them an area to search south of the wreck. There were flames twenty - thirty feet high about the size of two football fields, floating human bodies and debris consisting of plane parts, insulation and seats. The initial objective was to locate survivors. [REDACTED] advised that another Point Judith fishing boat, the GREEN ARROW, was also at the scene.

The [REDACTED] assisted with the recovery of bodies until approximately 4:30 a.m. July 18th. Because of the [REDACTED] high freeboard, recovery operations from that boat were not feasible, so [REDACTED] primary mission was to locate bodies for pick up by the smaller sport fishing craft that had arrived. The [REDACTED] did recover one body, a female in her twenties, nude and partially burned. The body was transferred to a NASSAU COUNTY POLICE DEPARTMENT boat.

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[REDACTED]

7/22/96

3

Continuation of FD-302 of _____, On _____, Page _____

The [REDACTED] arrived in the vicinity of Point Judith the morning of July 19th but was diverted to fish an area south of MARTHA'S VINEYARD. The boat returned to Point Judith Saturday evening, July 20th.

[REDACTED] could not recall any unusual boats, lights, or aircraft anytime either before or after the incident.

Personal background on [REDACTED] is as follows:

DATE OF BIRTH: [REDACTED]

PLACE OF BIRTH: [REDACTED]

RESIDENCE: [REDACTED]

HOME PHONE: [REDACTED]

SOCIAL SECURITY ACCOUNT NUMBER: [REDACTED]

WORK PHONE (CALLI): [REDACTED]

000367

675

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED]
[REDACTED] Riverhead, New York, 11901, [REDACTED], was advised of the identity of the interviewing agent and the purpose of the interview. [REDACTED] then provided the following information:

On the night of TWA Flight 800's crash, [REDACTED] and a group of friends were at a waterhole located off Old Country Road, Speonk, New York, in the vicinity of the Suffolk County Police Department's Firearms Range. [REDACTED] was on the west bank of the waterhole approximately four (4) feet in the water when he noticed an orange flare ascending from the south traveling in a west-northwest direction trailing white or light gray smoke. He then observed the flare strike what looked like an eastbound Cessna airplane on the port side. [REDACTED] saw a small burst of flame erupt from the port side wing near the fuselage. Approximately two (2) seconds later he saw the plane go into a spiral and explode. The fireball descended and [REDACTED] lost sight of it below the tree line. Within five (5) seconds he heard what sounded like thunder and felt the ground shake.

265A-NY-259028-SUB - CCL 280

SEARCHED	INDEXED
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Investigation on 7/24/96 at Speonk, New York

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR. /man Date dictated 7/24/96

1176

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/20/97

On June 20, 1997, [REDACTED]

[REDACTED] Riverhead, New York 11901, [REDACTED] was re-interviewed at a private water hole located just south of Old Country Road and approximately one quarter of a (statute) mile east of the intersection of Old Country Road and Speonk Riverhead Road in Speonk, New York. [REDACTED] was advised of the identities of the interviewing agents and the nature of the interview. During the course of the interview [REDACTED] was given a standard ruler from which he made various measurements at an arm's length. The top of the tree line from approximately eye-level was measured to be one (1) inch. [REDACTED] provided the following information:

On the evening of July 17, 1996, [REDACTED] was with four friends at a water hole located on private property which was owned by a relative of one of [REDACTED] friends present that evening, [REDACTED]. The other three friends present were [REDACTED] and [REDACTED]. [REDACTED] was wading in the water approximately four (4) feet from the bank and was located on the western side of the water hole facing in an approximate southeastern direction. His four friends were located behind him on the bank of the water hole.

[REDACTED] was looking in a direction he believed to be southeast at a clear sky when he observed the following series of events:

An "orange flare" flew up into the air from the direction of southeast immediately above the tree line from a direction of left to (a direction of) right. The spot on the tree line from which this occurred was above and between two fence posts that had a horizontal pole joining them which was located behind two bushes on the other side of the water hole. The "orange flare" ascended to, and appeared to impact with, a "speck" in the air above and at a higher altitude from where the "orange flare" was first observed. Because of the small size of the "speck", it was believed that the "speck" was a Cessna. The "speck" was light grey in color. A piece of the aircraft, believed to be a wing, came straight down in a near vertical path to the tree line from the "speck". The rest of the "speck",

Investigation on 6/13/1997 at Speonk, New YorkFile # 265A-NY-259028 CC-653 Date dictated N/Aby Christina Gust
Steven A. Bongardt (sab)

0983

6/20/97

On June 20, 1997

[REDACTED] Riverhead, New York 11901, [REDACTED] was re-interviewed at a private water hole located just south of Old Country Road and approximately one quarter of a (statute) mile east of the intersection of Old Country Road and Speonk Riverhead Road in Speonk, New York. [REDACTED] was advised of the identities of the interviewing agents and the nature of the interview. During the course of the interview [REDACTED] was given a standard ruler from which he made various measurements at an arm's length. The top of the tree line from approximately eye-level was measured to be one (1) inch. TOOKER provided the following information:

On the evening of July 17, 1996, [REDACTED] was with four friends at a water hole located on private property which was owned by a relative of one of [REDACTED] friends present that evening, [REDACTED]. The other three friends present were [REDACTED] and [REDACTED] was wading in the water approximately four (4) feet from the bank and was located on the western side of the water hole facing in an approximate southeastern direction. His four friends were located behind him on the bank of the water hole.

[REDACTED] was looking in a direction he believed to be southeast at a clear sky when he observed the following series of events:

An "orange flare" flew up into the air from the direction of southeast immediately above the tree line from a direction of left to (a direction of) right. The spot on the tree line from which this occurred was above and between two fence posts that had a horizontal pole joining them which was located behind two bushes on the other side of the water hole. The "orange flare" ascended to, and appeared to impact with, a "speck" in the air above and at a higher altitude from where the "orange flare" was first observed. Because of the small size of the "speck", it was believed that the "speck" was a Cessna. The "speck" was light grey in color. A piece of the aircraft, believed to be a wing, came straight down in a near vertical path to the tree line from the "speck". The rest of the "speck", believed to be the rest of an aircraft, descended at a slight angle from a direction of right to (a direction of) left. Approximately three (3) to five (5) seconds after the remainder of the "speck" descended behind the tree line, an "earthquake rumble" was heard and felt [REDACTED] later stated the time elapsed between these two observations as approximately two and a half (2.5) to three (3) seconds).

[REDACTED] initially, also called the "orange flare", a "missile". He stated he saw no actual object but did see an

Case ID : 265A-NY-259028-302
265A-NY-259028-CC1

Serial : 3598
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orange light with a "spotted" contrail that seemed to be "propelled by something". The contrail was approximately one and a quarter (1.25) inch in length. [REDACTED] recalled observing the "orange flare" travel the entire the way up to the "speck". He heard nothing associated with the observations of the "orange flare". The path of the "orange flare" was further described as ascending vertically and arching to the right, the final angle of its path being approximately fifteen (15) degrees to the right of a vertical line from the tree line. [REDACTED] was certain of the left to right direction but recalled that the amount of movement across the horizon in a horizontal direction was very small. The "orange flare" was consistent in its speed which was described as "very quick". Based on his recollections of observing aircraft, [REDACTED] estimated this ascending object traveled at approximately twice the speed of a normal aircraft and took approximately three and one half (3.5) seconds to reach the grey "speck".

The "orange flare" ascended to the exact same point in the sky as the grey "speck" and exploded - increasing from the "size of a penny to the size of a quarter" and from a ripe peach color to a lighter "orange-orange" color. The point of this explosion was approximately one and five eighths (1.625) inches above the tree line. Immediately, as the explosion occurred, the piece that [REDACTED] thought was a wing came off and fell almost straight vertically downward - fifteen (15) degrees left of a vertical line drawn to the tree line - in about one half (.5) seconds. It came down approximately one quarter (.25) of an inch to the left (east) of the position of the explosion. This piece appeared to rotate.

The bigger (remaining) piece of the aircraft consisted an orange light - a ball of flames which left a trail of black smoke. This piece descended at an approximate forty-five (45) degree angle (from a horizontal line with the point of the explosion) until it went behind the tree line. This bigger piece came down approximately one (1) inch to the left (east) of the position of the explosion. The flames were approximately three quarters as long as the length of the ball which did not appear to rotate. The smaller piece was one quarter the size of this bigger fireball.

[REDACTED] recalled that he had the impression that all three objects, the "orange flare", the smaller piece, and the large fireball, were coming toward him as opposed to away from or at a constant distance from him. [REDACTED] estimated that the entire event, from the time he first observed the ascending object, to the time the bigger fireball went behind the tree line, took approximately five and a half seconds.

[REDACTED] started to observe the sequence of events just after [REDACTED] started to witness them. After the fireball went behind the tree line, [REDACTED] and his friends left the water hole. [REDACTED] went home and told his mother what he had observed.

[REDACTED] contacted the Federal Bureau of Investigation three to four days later to report what he had seen. [REDACTED]

stated he had waited until that time because he had felt that a lot of people would probably have witnessed what had occurred and that his statement would not have been needed. After a few days, when he had not heard anything conclusive about the cause of the crash on the news, he decided to contact the Federal Bureau of Investigation because he thought that he might be able to help.

██████████ disliked the media and had not contacted nor been contacted by them. He had no plans to do so.

██████████ had no flight experience but was building a "gyrocopter" with his girlfriend's father. He had 20/20 vision and was not color blind.

██████████ stated that, since the explosion, he has looked up surface-to air missiles in a book belonging to his uncle. TOOKER further stated that what he saw did not look like the pictures he had seen in the book, in that the pictures in the book were taken closer distance than from where he had made his observations.

At the conclusion of the interview, ██████████ was asked to replay the sequence of events he witnessed that evening with respect to the "orange flare" and ensuing fireball in his mind or aloud - whichever he preferred. His silent recollection of these events took approximately twenty seconds.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, [redacted] was interviewed by Special Agent (SA) DONALD W. MCCORMICK, Federal Bureau of Investigation (FBI), and SA JAMES DIMARIA, Alcohol Tobacco and Firearms (ATF), at his residence.

[redacted] advised that on July 17, 1996, he and [redacted] were walking on the beach at Smith Point State Park. [redacted] advised he looked up into the sky, and viewed the area over the ocean. [redacted] stated he noted a small orange glow in the sky. [redacted] advised he was unable to determine whether the glow was an aircraft, or not.

[redacted] stated he initially thought the orange glow might have been a flare from a boat. [redacted] advised he did not actually see a flare projected from a boat. [redacted] advised he took his eye off the glow for a second or two looking for a boat. Not noting any boat, [redacted] returned his glance to the glow still in the sky.

[redacted] stated he returned his vision to the orange glow, which he viewed for an additional second or two. [redacted] advised he now noted a flash developed from the area of the glow. The flash then became a more noticeable fire or explosion. Two distinct separate pieces of fiery material began dropping to the ocean. [redacted] advised, he initially believed there was a mid-air collision between two aircraft because of the two separate fiery materials. [redacted] advised he continued to view the two fiery pieces until it fell into the ocean.

[redacted] advised a few minutes after the pieces fell into the water, a plume of smoke drifted over the beach. 265A-NY-259028-SUB cc1 - there after, rescue operations began.

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Investigation on 07/21/96 at Medford, New York

File # 265A-NY-259028

by SA DONALD W. MCCORMICK
SA JAMES DIMARIA (ATF)

Date dictated 07/21/96

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AD:cam

The following investigation was conducted by Special Agent (SA) ANDREW DE CICCO, SA KEVIN MATHIESON, and Senior Investigator from the New York State Police JOHN F. CASSINO, at the Smith Point County Park on July 20, 1996:

[REDACTED] St. James, New York, telephone [REDACTED] advised he is a lifeguard at [REDACTED] and worked Wednesday, July 17, 1996, from 9:30 am - 5:30 pm. He stated he did not notice anything unusual on the beach that afternoon, but stated the beach was crowded because it was a beautiful day.

[REDACTED] Sussex, New Jersey, telephone [REDACTED] advised she was staying at her sister's, [REDACTED] Mastic, New York, telephone [REDACTED] and they were both on the beach at Smith Point on Wednesday, July 17, 1996, from 11:00 am - 3:30 pm, and did not see anything unusual. Both women stated the beach was crowded with many people that day.

[REDACTED] Brentwood, New York, telephone [REDACTED], Date of Birth [REDACTED] advised she was in the Smith Point camping ground on Wednesday night, July 17, 1996, and did not see anything. She did not see any fire or smoke in the sky.

[REDACTED] Commack, New York, telephone [REDACTED], Date of Birth [REDACTED] advised he was at the Smith Point camping ground on Wednesday, July 17, 1996, and did not see anything.

[REDACTED] Shirley, New York, Date of Birth [REDACTED], and [REDACTED] Mastic, New York, Date of Birth [REDACTED] advised they were at the Smith Point camping ground, Spot [REDACTED] on Wednesday, July 17, 1996. and did not hear or see anything concerning the crash of the airplane.

[REDACTED] Mastic Beach, New York, telephone [REDACTED], Date of Birth [REDACTED] advised she was at the Smith Point camping ground, Spot 137, on Wednesday, July 17, 1996, but did not see anything.

[REDACTED] Mastic Beach, New York, telephone [REDACTED], Date of Birth [REDACTED] advised he came over the bridge toward the Smith Point camping ground at approximately 8:30 pm, on Wednesday, July 17, 1996, and did not hear or see anything unusual until he got near the pavilion when he saw smoke and everyone looking toward it.

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The following individuals, who possess Connecticut commercial fishing licenses, were contacted by Special Agent John P. McKenna on July 26, 1996, regarding any unusual activities they may have seen in the vicinity of Port Jefferson, Long Island, during the early hours of July 12, 1996, or on July 17 and 18, 1996.

[REDACTED]
[REDACTED] East Haven, Connecticut, [REDACTED], owner of [REDACTED] and [REDACTED] described himself as a lobsterman who typically operates in the middle of the Long Island Sound. [REDACTED] said he can see the Port Jefferson area clearly at times, but he saw nothing of significance on the dates in question. However, [REDACTED] recommended speaking to [REDACTED], a lobsterman with 4 to 5 boats in the Wading River section of Long Island just east of Port Jefferson, [REDACTED] also recommended speaking to [REDACTED], who has a turkey farm in Guilford, Connecticut, and owns a boat. [REDACTED] thought he recalled hearing that [REDACTED] had said he saw something of note on the night the plane exploded.

[REDACTED]
[REDACTED], New Haven, Connecticut, [REDACTED] has for 7 years been captain of a charter boat named [REDACTED] operates primarily in the Block Island area, and did not see anything significant on the dates in question.

[REDACTED]
[REDACTED] East Haven, Connecticut, [REDACTED], owner of [REDACTED] is a lobsterman who typically stays toward the middle of the Long Island Sound. He described Port Jefferson as too far away for him to see clearly, so he did not see anything significant on the dates in question.

[REDACTED]
[REDACTED] East Haven, Connecticut, [REDACTED], owner of [REDACTED] goes on his boat a couple of times a week looking for lobsters. [REDACTED] typically heads toward Faulkner Island, outside of Guilford, Connecticut. [REDACTED] did not see anything significant on the dates in question.

[REDACTED]
[REDACTED] East Haven, Connecticut, [REDACTED] advised that his father, [REDACTED] is the owner of [REDACTED], purchased this boat in May, 1996, in the same month that he sold [REDACTED] [REDACTED] advised that his father is a lobsterman, and he goes out on the boat with [REDACTED]

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his father every day, seven days a week. [REDACTED], said that neither he nor his father saw anything significant on the dates in question.

[REDACTED] West Haven, Connecticut, advised that he is the owner of [REDACTED]. However, [REDACTED] said he has not had the boat out for 3 weeks, that he has the boat up for sale, and that he did not see anything significant on the dates in question.

[REDACTED] West Haven, Connecticut, [REDACTED] verified that he is the owner of an unnamed 21-foot vessel, [REDACTED]. [REDACTED] said he has a lobster license. However, he has not been on his boat for the past month, and he saw nothing of significance on the dates in question.

[REDACTED] West Haven, Connecticut, [REDACTED] owner of [REDACTED], said he was in the Bahamas on 7/12/96, and did not have the boat out on either 7/17/96 or 7/18/96. Thus, [REDACTED] saw nothing unusual on the dates in question.

[REDACTED] West Haven, Connecticut, [REDACTED] owner of [REDACTED] said he had not been on his boat since either 7/13/96 or 7/14/96. [REDACTED] saw nothing of note on the dates in question.

The following individuals possessing Connecticut commercial fishing licenses were contacted by Special Agent John P. McKenna on July 29, 1996, regarding any unusual activities they may have seen in the vicinity of Port Jefferson, Long Island, during the early hours of July 12, 1996, or on July 17 and 18, 1996.

[REDACTED] East Haven, Connecticut, [REDACTED] owner of [REDACTED] has been a lobsterman for over 30 years. He usually operates in the middle of the Long Island Sound. [REDACTED] saw nothing significant on the dates in question.

[REDACTED] West Haven, Connecticut, [REDACTED] owner of [REDACTED] owns a small construction business, and uses the boat for recreational purposes. [REDACTED] belongs to the U.S. Coast Guard Auxiliary. [REDACTED] saw nothing of significance on the dates in question. However, on Saturday morning 7/27/96, at 9:30 a.m., [REDACTED] found what he believed to be a piece of insulation from TWA

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JPM/tfr

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Flight 800 in the water. [REDACTED] turned in the item to the U.S. Coast Guard at Montauk, New York.

The following individuals possessing Connecticut fishing licenses were contacted by Special Agent John P. McKenna on July 31, 1996, regarding any unusual activities they may have seen in the vicinity of Port Jefferson, Long Island, during the early hours of July 12, 1996, or on July 17 and 18, 1996.

[REDACTED] New Haven, Connecticut, [REDACTED] owner of [REDACTED] has a lobster license, and fishes occasionally in the afternoons. [REDACTED] saw nothing of significance on the dates in question.

[REDACTED] West Haven, Connecticut, [REDACTED] owner of [REDACTED] is a lobsterman who typically operates in the waters off of Milford and Bridgeport, Connecticut. He said he can see the powerhouse stacks near Port Jefferson, but he can't see the harbor from where he usually fishes. [REDACTED] saw nothing unusual on the dates in question.

[REDACTED] New Haven, Connecticut, [REDACTED] owner of [REDACTED] typically operates his vessel off the waters of Groton, Connecticut, and can not see Port Jefferson clearly from where he operates. [REDACTED] did not see anything significant on the dates in question.

[REDACTED] New Haven, Connecticut, [REDACTED] owner of [REDACTED] is a lobsterman who typically stays in the waters off of New Haven, Connecticut. [REDACTED] said he can't see Port Jefferson clearly from where he operates, and he did not see anything significant on the dates in question.

The printout of 1996 Connecticut Fishing Licenses identified a [REDACTED] West Haven, Connecticut, 06516, [REDACTED] Directory Assistance for New Haven advised on 7/31/96 that there was no listing for such a person in West Haven, Connecticut.

The printout of 1996 Connecticut Fishing Licenses identified a [REDACTED], 88 Union Avenue, West Haven, Connecticut 06516, [REDACTED] Efforts to reach [REDACTED] at that number were unsuccessful. Directory Assistance for New Haven advised on 7/31/96 that [REDACTED] number is a non-published number.

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The printout of 1996 Connecticut Fishing Licenses identified a [REDACTED] East Haven, Connecticut 06512, [REDACTED] Directory Assistance for New Haven advised on 7/31/96 that there was no listing for such a person in East Haven, Connecticut.

On August 15, 1996, [REDACTED], [REDACTED] West Haven, Connecticut, [REDACTED] was contacted telephonically at her residence. [REDACTED] advised that her husband, [REDACTED] possessed a Connecticut fishing license, and is the owner of [REDACTED]. However, neither [REDACTED] nor her husband were out on their boat on the dates in question, and saw nothing significant relating to this matter.

On August 20, 1996, [REDACTED], [REDACTED] Guilford, Connecticut, [REDACTED] was contacted telephonically at his residence. [REDACTED] said that he had been out on his boat, [REDACTED] on the evening of July 17, 1996, and that he believed he saw what appeared to be a flare travelling from the water toward the sky, and then a bright flash afterwards. [REDACTED] boat was somewhere south of Faulkner's Island when he witnessed this, and he estimated he was 12 to 15 miles from this sight. It was only when he turned on a television set 15 minutes to a half hour later, and saw news reports indicating that TWA Flight 800 had exploded over the water, that Gozzi realized what it was that he had witnessed. [REDACTED] advised that he had been visited by a male FBI agent several weeks ago to discuss this matter, but could not recall the agent's name. 678

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 24, 1996, Special Agent (SA) WILLIAM F. LYNCH, Federal Bureau of Investigation (FBI), while doing random interviews between the hours of 5:00 PM to 10:00 PM at Smith Point Beach, Town of Brookhaven, New York (NY), interviewed [redacted] a while male, who resides 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]

[redacted] is a coach of the Suffolk County Special Olympics team, and he and several other coaches are readying their runners for the Special Olympics Marathon, and take them to Smith Point Park every Wednesday, approximately 5:30 PM to run around the parking lot, which is exactly one mile in circumference.

On the evening of July 17, 1996, at approximately 6:30 PM to 7:15 PM, he saw two cars parked in the far, northeast corner, a few yards away from the large garbage container that is emplaced nearby and he noted that the two cars were not parked between the parking stripes, but were parked directly behind each other, and he thought this strange.

[redacted] recalled that one of these vehicles was a small white car, while the other was a blue car, and was parked directly behind the white one, so that it could not move unless the blue car was moved.

He continued that he also observed two dark complected individuals, a male and a female, who were "not Americans" and who walked away from those two cars, and down to the nearby bay water's edge.

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Investigation on 7/24/96 at Smith Point Park, New York
File # 265A-NY-259028
by SA WILLIAM F. LYNCH/axh Date dictated 7/25/96

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Continuation of FD-302 of [REDACTED], On 07/24/96, Page 2

He described the male as approximately 5'10" to 6' tall, 240 pounds, and stocky. He had long trousers and a short sleeve shirt. [REDACTED] estimated this man to be in his 40's.

[REDACTED] had little descriptive information regarding the female, other than to guess that she too was in her 40's.

[REDACTED] stated that he was at the Smith Point parking lot on July 17, 1996 until 8:30 PM, but did not see TWA flight #800, either before or after it exploded. He did recall hearing a "bang" or "pop", like a tire exploding, and recalled that this was at 8:30 PM to 8:35 PM. He also recalled that there was a lot of boat traffic on the bay side on the evening of July 17, 1996.

[REDACTED] did state that two of his coaches, named [REDACTED] Last Name Unknown (LNU), and [REDACTED] LNU, did see flight #800 go down, and added that while he does not have their last names he does have their phone numbers, and promised to either get those numbers for SA LYNCH, or bring the two coaches to talk to the FBI.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, at about 2 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present in the vicinity of Smith Point County Park, Shirley, Long Island. Motorist and passersby were interviewed in an effort to further the investigation regarding downing of Trans World Airline (TWA) Flight Number 800. The results are as follows:

2:00 PM - [redacted], Smith Point Campground Security, [redacted] was not working on July 17, and has no information that may aid this investigation.

2:04 PM - [redacted] residing in trailer spot [redacted] keeper number [redacted] states that at about 8:30 PM, July 17, she was at her trailer. She noticed an airplane flying easterly and low flying. The next time she looked, she saw a "white flash" and two (2) cylindrically shaped masses of fire falling to the ground. [redacted] has not seen suspicious people in the area.

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2:35 PM - [redacted] white male, age 14, trailer spot number [redacted] telephone number [redacted] and [redacted] white male, age 14, trailer spot number [redacted] telephone [redacted], both report seeing two (2) large fiery objects falling to the ground.

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3:00 PM - Police Chief PETERS of the Smith Point County Park Police was conferred with. No information has been reported to him as to suspicious people in the area.

3:20 PM - [redacted] and [redacted] Parking Lot Attendants at Smith Point Park, had nothing to report.

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Investigation on 07/19/96 at Shirley, New York
File # 265A-NY-259028
by Sergeant FRED DELUCA
Detective NICHOLAS GARCIA (SO-9) (NG:hrq) Date dictated 07/23/96

0254

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 20, 1996, [REDACTED]

[REDACTED] was 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], thereafter, provided the following information:

[REDACTED] stated that on the evening of July 17, 1996, he was riding his bicycle in the parking area of the Smith Point Park campgrounds, where he was visiting with his parents, when at approximately 8:30 PM he looked up at the sky in an easterly direction and saw two bright red cylinder-type shapes fall down toward the water in opposite directions.

[REDACTED] stated that he did not hear any unusual noises but that he did see dark smoke come up from the water.

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Investigation on 7/20/96 at Long Island, New York

File # 265A-NY-259028

by SA KEVIN C. MATHIESON/dp Km

Date dictated 7/23/96

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JPK:cam

SR

[redacted] was telephonically interviewed by Investigator JOHN P. KEARY of the New York State Police Department. The interview was conducted on July 19, 1996.

662 [redacted] advised she was on a sailboat in Shinnecock Bay.. She advised that she only saw the burst of flames in the air and did not see anything prior to that.

681 [redacted] Date of Birth [redacted] same address, was also interviewed with similar results.

It is noted that the [redacted] were sailing as part of the "lightning fleet" based out of the Southampton Yacht Club.

265A-NY-259028-SUB C

551

AB

LEONARD

000390

682

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Date of Birth: [redacted]
 Social Security Account Number: [redacted] home address: [redacted]
 [redacted] Westhampton Beach, New York [redacted] home telephone
 number: [redacted] owner of [redacted]
 Highway Center Moriches, New York, work telephone number:
 [redacted] was advised of the identity of the interviewing
 Agents and the purpose of the interview. [redacted] then provided
 the following information:

Between 7:00 p.m. and 8:30 p.m., she and [redacted]
 [redacted] were in [redacted] boat traveling south on a canal located
 near the Westhampton Yacht Basin. She was looking east as they
 were preparing to turn east into the bay. [redacted] then stated,
 "Look at that." [redacted] looked in a south to southwest direction
 and noticed two (2) fireballs falling in a west to east
 direction. She did not see the fireballs impact the ocean
 because they were on the bay and her view was blocked by
 Dune Road. [redacted] believes the fireballs did impact the ocean
 because she viewed white smoke rising from the area where she
 assumed the fireballs would have hit the water.

265A-NY-259028-SUB CC3

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 363

Investigation on 7/24/96 at Center Moriches, New York

File # 2039 265A-NY-259028

by SAs CINDY A. PEIN
JOSEPH D. FOELSCH, JR/CAP cjk

Date dictated 7/24/96

000392

683

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

683 Major [REDACTED] - Pilot; [REDACTED]
 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
 685 Capt. [REDACTED] - Navigator; [REDACTED]
 686 TSgt. [REDACTED] - Engineer; [REDACTED]
 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 SUBS - 39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

684

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

683 Major [REDACTED] - Pilot; [REDACTED]
 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
 685 Capt. [REDACTED] - Navigator; [REDACTED]
 686 TSgt. [REDACTED] - Engineer; [REDACTED]
 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 00350-39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] W, FRANCIS S. GABRESKI AIRPORT (ANG), 150 Old Riverhead Road, Westhampton Beach, New York 11978-1201, telephone number [redacted] facsimile number [redacted] was advised of the identity of Special Agent ROBERT C. ALDRICH of the Federal Bureau of Investigation and the nature of the interview:

[redacted] stated he was the Co-Pilot on ANG C-130 Aircraft number [redacted] during a routine training flight in and around the local area on July 16, 1996. Take off time from the base was 8:00 PM EST and flying altitude was a 1500'. The training mission planned was to execute an in-flight refueling maneuver with an ANG HH-60 helicopter that was also flying in the local training area.

[redacted] stated at approximately 8:35 PM EST, he observed a comet-like fireball descending from an altitude of about 4000'. The fireball disappeared into the sea. The aircraft headed in the direction where the fireball entered the water. The aircraft remained in the area and communicated with the United States Coast Guard inasmuch as it had been determined a passenger aircraft (TWA Flight 800) had crashed in the water off Center Moriches, Long Island, New York.

[redacted] stated that about 10:35 PM EST the United States Coast Guard requested the drop of parachute illuminating flares from the ANG C-130. [redacted] stated the ANG aircraft routinely carries a load of parachute flares for search and rescue operations.

[redacted] stated that two sorties were flown in support of the United States Coast Guard's rescue mission and a total of 84 flares were dispensed. The aircraft returned to the base after its second sortie at approximately 3:15 AM July 17, 1996.

480
CC3

Investigation on 2179 7/18/96 at Westhampton Beach, New York
File # 265A-NY-259028-540 CC 3
by SA ROBERT C. ALDRICH dp Date dictated 7/22/96

685

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

- 683 Major [REDACTED] - Pilot; [REDACTED]
- 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
- 685 Capt. [REDACTED] - Navigator; [REDACTED]
- 686 TSgt. [REDACTED] - Engineer; [REDACTED]
- 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
- 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 000398-39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

000399

686

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

683 Major [REDACTED] - Pilot; [REDACTED]
 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
 685 Capt. [REDACTED] - Navigator; [REDACTED]
 686 TSgt. [REDACTED] - Engineer; [REDACTED]
 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 683-688-39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

000401

687

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [REDACTED] provided the following information:

683 Major [REDACTED] - Pilot; [REDACTED]
 684 Colonel [REDACTED] - Co-pilot; [REDACTED]
 685 Capt. [REDACTED] - Navigator; [REDACTED]
 686 TSgt. [REDACTED] - Engineer; [REDACTED]
 687 TSgt. [REDACTED] - Loadmaster; [REDACTED]
 688 TSgt. [REDACTED] - Radio Operator; [REDACTED]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 683-688-39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

000403

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/19/96

On 7/18/96 DET. WAYNE T. PAROLA and DET. KENNETH ENGELHARDT were present at Gabreski Airport, West Hampton Beach, NY, relative to the crash of Trans World Airlines (TWA) flight 800. Upon presentation of identification and advising them as to the purpose of this interview, the following members of the New York Air National Guard (ANG), [redacted] provided the following information:

- 683 Major [redacted] - Pilot; [redacted]
- 684 Colonel [redacted] - Co-pilot; [redacted]
- 685 Capt. [redacted] - Navigator; [redacted]
- 686 TSgt. [redacted] - Engineer; [redacted]
- 687 TSgt. [redacted] - Loadmaster; [redacted]
- 688 TSgt. [redacted] - Radio Operator; [redacted]

At approximately 8:37 pm on 7/17/96 the individuals identified were flying an ANG C-130 aircraft at 1500 feet in the vicinity of Moriches Bay, NY. At that time all reported seeing what was later identified as flight 800 erupt into flames approximately 14 miles from their area of operation. This aircraft was said to have broken into "two large comet shaped, orange colored pieces." The fireball subsequently disappeared into the sea. Immediately thereafter the ANG aircraft proceeded to the area at which the fireball entered the water, remaining in the area and maintaining communication with the U.S. Coast Guard, and supporting a rescue mission through the utilization of dropped illuminating flares. The ANG flight flew two sorties in support of this mission and returned to it's base at approximately 3:15 am on 7/18/96.

Investigation on 7/18/96 at West Hampton Beach, NY

File # 265A-NY-259028 683-688-39

by DET. WAYNE T. PAROLA
DET. KENNETH ENGELHARDT

Date dictated 7/19/96

689

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[REDACTED]
center Moriches, New York [REDACTED] is employed at [REDACTED]

[REDACTED] was advised of the identities of the interviewing agents and the purpose of the interviewing. Suffolk County Police Detective DENNIS RAFFERTY was also present for the interview. [REDACTED] provided the following information:

[REDACTED] said on the evening of July 17, 1996 he was surfing off of the Meriches Inlet when he noticed the plane descending to the ground. [REDACTED] said he saw a large ball of flames heading towards the ground but did not see it land. [REDACTED] said the plane fell over the horizon so he wasn't able to see the actual crash. [REDACTED] said he did not see anything happen to the plane before it exploded.

[REDACTED] said he then returned to his boat and headed out between 120 and 150 degrees towards the direction of the plane crash.

[REDACTED] said he was with two of his friends, [REDACTED] (PH) and [REDACTED] when he saw the plane explode.

[REDACTED] was asked by the interviewing agents if he had seen any suspicious boats or activity leading up to the day of the plane crash. [REDACTED] said he noticed a 40 foot red tug boat which had entered the Meriches Inlet on the two previous weekends before 07/17/96. [REDACTED] also saw this red tug boat enter the Inlet on the day of the plane crash but has not seen it since that day. The tug boat did not seem to have any working function because he never saw any crew members or any tools or gear on the boat. [REDACTED] added that he never saw the operator of the tug boat.

[REDACTED] said the tug intered the Inlet and traveled in a westward direction. When the tug boat left the Inlet [REDACTED] traveled back out into the ocean it headed in an eastward direction. [REDACTED] said the tug stayed in the Inlet for [REDACTED]

Investigation on 07/19/96 at Center Moriches, New York

File # 265A-NY-259028

by SA Frederick R. Schmied
SA Martin Bernstein

Date dictated 07/24/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 22 1996	
FBI - NEW YORK	

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FD-302a (Rev. 11-15-88)

265A-NY-259028

Continuation of FD-302 of [REDACTED] , On 07/19/96 , Page 2

approximately an hour before leaving. [REDACTED] had not seen this tug boat in the Inlet before initially seeing it on the weekend of 07/06 and 07/07/96.

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000408

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, at about 2 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present in the vicinity of Smith Point County Park, Shirley, Long Island. Motorist and passersby were interviewed in an effort to further the investigation regarding downing of Trans World Airline (TWA) Flight Number 800. The results are as follows:

2:00 PM - [redacted], Smith Point Campground Security, [redacted] was not working on July 17, and has no information that may aid this investigation.

2:04 PM - [redacted] residing in trailer spot [redacted] [redacted] states that at about 8:30 PM, July 17, she was at her trailer. She noticed an airplane flying easterly and low flying. The next time she looked, she saw a "white flash" and two (2) cylindrically shaped masses of fire falling to the ground. [redacted] has not seen suspicious people in the area.

691

2:35 PM - [redacted] white male, age 14, trailer spot number [redacted] telephone number [redacted] and [redacted] white male, age 14, trailer spot number [redacted] telephone [redacted], both report seeing two (2) large fiery objects falling to the ground.

680
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3:00 PM - Police Chief PETERS of the Smith Point County Park Police was conferred with. No information has been reported to him as to suspicious people in the area.

3:20 PM - [redacted] and [redacted] Parking Lot Attendants at Smith Point Park, had nothing to report.

265A-NY-259028-SUBCC

71

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

File # 265A-NY-259028

by Sergeant FRED DELUCA Detective NICHOLAS GARCIA (SO-9) (NG: hrg) Date dictated 07/23/96

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000411

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, at about 2 PM, Sergeant FRED DELUCA and Detective NICHOLAS GARCIA, SO-9, were present in the vicinity of Smith Point County Park, Shirley, Long Island. Motorist and passersby were interviewed in an effort to further the investigation regarding downing of Trans World Airline (TWA) Flight Number 800. The results are as follows:

2:00 PM - [redacted], Smith Point Campground Security, [redacted] was not working on July 17, and has no information that may aid this investigation.

2:04 PM - [redacted] residing in trailer spot [redacted] [redacted] states that at about 8:30 PM, July 17, she was at her trailer. She noticed an airplane flying easterly and low flying. The next time she looked, she saw a "white flash" and two (2) cylindrically shaped masses of fire falling to the ground. [redacted] has not seen suspicious people in the area.

691

2:35 PM - [redacted] white male, age 14, trailer spot number [redacted] telephone number [redacted] and [redacted] white male, age 14, trailer spot number [redacted] telephone [redacted], both report seeing two (2) large fiery objects falling to the ground.

680
690

3:00 PM - Police Chief PETERS of the Smith Point County Park Police was conferred with. No information has been reported to him as to suspicious people in the area.

3:20 PM - [redacted] and [redacted] Parking Lot Attendants at Smith Point Park, had nothing to report.

265A-NY-259028-SUB CC

71

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

File # 265A-NY-259028

by Sergeant FRED DELUCA Detective NICHOLAS GARCIA (SO-9) (NG:hrq) Date dictated 07/23/96

692

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

07/24/96

[REDACTED]
[REDACTED] interviewed at the United States Coast Guard Station, East Moriches, New York. [REDACTED] was advised as to the identities of the interviewing agents and the nature of the inquiry, wherein he provided the following information:

[REDACTED] advised he is a Helicopter Pilot with the New York Air National Guard. [REDACTED] holds the rank of Major. [REDACTED] Shinnecock Hills, New York, [REDACTED]

On the evening of July 17, 1996 (Wednesday), [REDACTED] was the Pilot of an H-60 Helicopter, flying a night refueling mission. [REDACTED] advised the co-pilot was [REDACTED] and the Crew Chief was [REDACTED]. [REDACTED] advised the helicopter took off from Gabreski Airport at approximately 8:00 to 8:05 p.m. Sunset was scheduled for approximately 8:19 p.m. [REDACTED] said he flew some approaches during what remained of the daylight hours. [REDACTED] described approaches as flying out over the water and then returning back to the airport.

[REDACTED] stated that at approximately 8:25-8:30 p.m., the helicopter was in a hover over runway 24 at Gabreski Airport. [REDACTED] was flying the aircraft. The helicopter was facing southwest. [REDACTED] noted he was sitting in the right seat, [REDACTED] was behind in the left gunner's seat, and [REDACTED] as Co-Pilot was in the left seat. [REDACTED] said he saw a streak of red light moving very fast from his right to his left, or from west to east. [REDACTED] described the streak of light as having the trajectory and image of a shooting star. The streak moved from a higher elevation to a lower elevation in a gently descending curve. The streak was almost horizontal. [REDACTED] observed the streak for one to two seconds after which he saw an explosion. [REDACTED] noted he did not hear anything. He was wearing a helmet and earphones for voice communication with the helicopter crew. [REDACTED] described the explosion as a red burst with smoke. Approximately one to two seconds later there was a second explosion which engulfed the first. The second explosion was

Investigation on 07/19/96 at East Moriches, New York

File # 265A-NY-259028 - Sub LL-16a

by SA DAVID S. EDWARD
SA ANTHONY JACKSON (DSE:hrg)

Date dictated 07/20/96

1959

tremendous and continued to expand. [REDACTED] described the fire ball as being four times the size of the setting sun. The fireball descended slowly with thick, black, opaque smoke. [REDACTED] said it took approximately eight to ten seconds for the fireball to impact the ocean. A huge column of black smoke emanated from the fireball. The fireball impacted the ocean to [REDACTED] left. [REDACTED] observed debris falling.

[REDACTED] noted [REDACTED] was still flying the aircraft. They were flying toward the impact site. The flames from the fire were very high, approximately sixty feet. [REDACTED] noted as they approached the impact site the helicopter made left turns as there were two sets of eyes, [REDACTED] and [REDACTED] on the left side of the aircraft. This maximized their observation capability. [REDACTED] said the altitude of the aircraft was at one hundred feet. [REDACTED] advised he wanted to stay high enough so the rotor wash would not affect the surface of the ocean. [REDACTED] said he observed four bodies at the northwest edge of the fire. [REDACTED] said [REDACTED] advised him there was no sign of life in any of these bodies.

[REDACTED] advised he saw an air foil shape in the water which he further described as a piece of an aircraft wing or a section of the tail. [REDACTED] also observed red and white markings on the air foil objects. [REDACTED] noted the size of the fire and his observation of interior window liners led him to believe this was a large aircraft, potentially a commercial airline. [REDACTED] recalled [REDACTED] reported seeing many bodies in the water. [REDACTED] also observed what appeared to be a raft or aircraft chute with a strobe light. [REDACTED] said they continued to fly around the impact area and debris path in an effort to locate survivors.

[REDACTED] stated he was reporting these events to the Air National Guard and was marking the location of the bodies with dye packs. [REDACTED] advised he returned to Gabreski to pick up Major [REDACTED]. [REDACTED] said the flight time from the crash site to Gabreski was approximately five minutes. [REDACTED] said approximately thirty minutes had past since the time he first saw the explosion to the time he initiated his return to Gabreski.

[REDACTED] said upon returning to Gabreski, [REDACTED] replaced him in the right seat as Aircraft Commander. [REDACTED] remained in the left gunner's seat. Additionally, two rescue swimmers [REDACTED] and [REDACTED] joined the crew. [REDACTED] said they returned to the crash site. At this time they were using night vision gear to enhance their ability to see in the low light conditions. [REDACTED] noted this is the reason [REDACTED] replaced him as Aircraft Commander.

By the time they returned to the scene there were Coast Guard vessels and other surface aircraft dropping illumination flares. [REDACTED] said the bright illumination from the flares and from the lights of the surface vessels interfered with the night vision equipment. [REDACTED] said after flying around the crash site for a while longer they returned to Gabreski where they landed at approximately 11:45 p.m.

[REDACTED] noted the observations of the red streak and explosions were during day light, without the use of the night vision equipment. [REDACTED] estimated the explosion occurred at an altitude of 8,000 - 10,000 feet, plus or minus 5,000 feet. The explosion occurred eight to ten miles off shore.

The following is a diagram illustrating [REDACTED] view of the incident:

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

⁶⁹²
[redacted] and [redacted] were re-interviewed at Mill Pond Lane, East Moriches, New York. They provided the following information:

On July 20, 1996, ⁶⁹² [redacted] had told previous interviewing Agents that he was with [redacted] and others aboard a helicopter on July 17, 1996. [redacted] stated that something was } ⁶⁵⁸ bothering him, in that he felt he knew more than what he could recall. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that he wanted to be hypnotized.

⁶⁵⁸ [redacted] contacted ⁶⁹² [redacted] on below date and advised that he was hypnotized last night by ⁶⁵⁸ [redacted], a Major and trained in hypnosis, who is in ⁶⁹² [redacted] All National Guard Unit. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the session was audio taped. ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] that the tape will demonstrate that the explosion was as a result of a missile.

⁶⁹² [redacted] and ⁶⁵⁸ [redacted] discussed on this date what was revealed under hypnosis. ⁶⁵⁸ [redacted] recalled something coming from east to west that had ⁶⁹² [redacted] multiple explosion sound. At that point in the conversation, ⁶⁵⁸ [redacted] told ⁶⁹² [redacted] to stop talking and stated, "Let me interject something - snap, crackle, pop." ⁶⁵⁸ [redacted] face lit up and he said, "Give me a high five," apparently because he had heard the same thing. ⁶⁹² [redacted] initially saw a white streak just prior to the explosion, which appeared to be horizontal, not ascending. ⁶⁵⁸ [redacted] saw an orange, red streak of light, also not ascending, but vertical, along with wisps of smoke. He speculated that at sunset, white smoke could appear an orange/red color.

⁶⁹² [redacted] also saw bodies descending straight down and passing debris that was travelling at a slower rate. He felt it did not make sense that the bodies would not have fallen quicker until he thought of a possible explanation. ⁶⁹² [redacted] stated that the thrust of an explosion could have carried the victims initially in an upward motion.

⁶⁹² [redacted] stated that he and the others are willing to also be hypnotized.

CC3
133

7 23 96 East Moriches, New York

265A-NY-259028-SUB

NY-265129

SA [redacted] SHEERAN JS:weg
SA [redacted] S. TURNER

7 24 96 AUG 28 1996

TC

693

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 20, 1996 [redacted] Mastic Beach, New York, [redacted] was interviewed at Stiriz Marine Service, 2 Floral Court, Mastic Beach, New York, 11951. After being advised of the identity of the interviewing Agents and the nature of the interview, [redacted] provided the following information.

[redacted] was on his boat near Smith Point when he saw an orange glow descending from the horizon from a point approximately 45 degrees above the horizon. He stated after a short period of time, he noticed "the water got loud", as the water seemed to strike the boat in a different manner than it had been. [redacted] stated he then felt a cool breeze that stopped shortly after it started.

265A-NY-259028-SUB C4

ccy to 6

Investigation on 7/20/96 at Mastic Beach, New York

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET. DOUG FOY (SCPD)
SA CHRISTOPHER BRYCELAND (CB:meg)

Date dictated 7/25/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 1 1996	
FBI - NEW YORK	

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694

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[REDACTED] Date of Birth [REDACTED]
 [REDACTED] Hampton Bays, New York, telephone [REDACTED], was
 advised of the identities of the interviewing agents and the
 purpose of the interview. [REDACTED] provided the following
 information at 12:00 PM.

[REDACTED] was on a boat traveling north toward the
 Shinnecock Inlet, approximately 100 feet from the inlet. [REDACTED]
 was facing south when he saw a red flash in the distance. He
 advised that the flash appeared to be 200 to 300 feet over the
 water. The flash traveled upward with a very slight arc to the
 right. The flash was to the right of his position. One eighth
 of the upward distance, a portion of the flash broke off and
 descended to the left. [REDACTED] advised that the main portion of
 the flash continued to travel upward. When the flash reached its
 highest point, it turned into a blackish gray smoke cloud. The
 cloud remained stationary, then eventually vanished. [REDACTED] did
 not hear or feel anything.

After the incident, [REDACTED] vaguely recalled observing a
 red sailboat approximately one mile south. Shortly before the
 explosion, a brown 18-foot speedboat and a 16-foot black
 speedboat were racing southwest. About a half hour before the
 explosion, [REDACTED] observed a white, cigarette type speedboat that
 was approximately 35 feet long. The boat was speeding along the
 shore from east to west toward the Shinnecock Inlet. [REDACTED]
 advised that the boat was traveling much too fast for the area.

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265A-NY-259028-SUB-CC3Investigation on 7/20/96 at Westhampton, New York2047
File # 265A-NY-259028by SA CHARLES J. RUSSELL [Signature]
SA STEVEN A. BONGARDT/CJR: [Signature]Date dictated 7/25/96

694

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[REDACTED] Date of Birth [REDACTED], residence, [REDACTED] Hampton Bay, New York, 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 a Special Agent (SA) of the Federal Bureau of Investigation (FBI) (name unrecalled by [REDACTED] [REDACTED] traveled in his brothers boat to the spot at Shinnecock Inlet where he was located when he made his previously reported observations made 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 SA 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 [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 interpretation of this data.

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

File # 2051 265A-NY-259028 - 540 CC3

by SAs PAUL SHEA/
PETER C. CASAZZA/PS/rdo

Date dictated 7/22/96

527
694

(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

250

2282

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 *WFL*
SA PETER C. CASAZZA *PC*

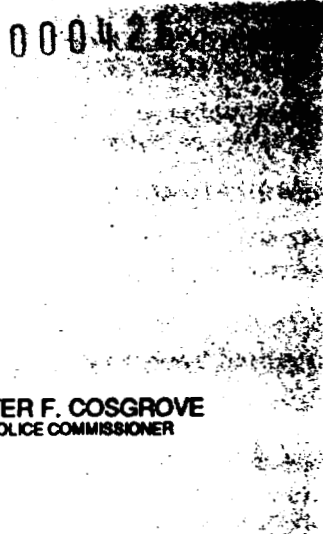
Date dictated 10/7/96

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



000421

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

000427

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 Matulewicz 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 Matulewicz'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°.

[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°.

000434

[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°.

#2294

[REDACTED] 527
[REDACTED] 694

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°.

695

265A-NY-259028

AB:mxh

AB 8/17/66

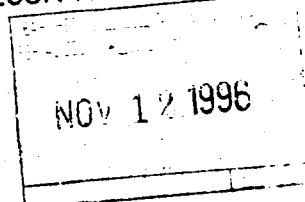
EDWARD J. WARNER, Jr. was interviewed by Detective ARTHUR BUKOWSKI and Detective STEPHEN JENSEN of Suffolk County Police Department (SCPD). The interview was conducted on July 21, 1996.

On July 21, 1996 at approximately 1730 hours, the undersigned officer and Detective STEPHEN JENSEN, #934, of the 6th Squad Detectives of the SCPD interviewed [REDACTED] Date of Birth [REDACTED] Hampton Bays, New York 11946 [REDACTED]

On July 17, 1996 at approximately 2015 hours, the witness was in his boat in the Shinnecock Bay setting gill nets with his daughter. The witness observed a flare, yellowish in color, shooting upward from the ocean, southwest of his location and a few miles away. Witness says that flare reached an apex, then burst into a large golden yellow fireball in the sky, which quickly descended back to earth. Witness did not hear anything, nor see any smoke.

2024

265A-NY-259028-SUB CC3 352



696

265A-NY-259028

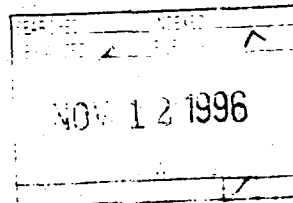
MC:dxa

Det MC 729/3160

On July 21, 1996, Detective MICHAEL CALVIN of the Suffolk County Police Department interviewed [REDACTED] of [REDACTED] Greenport, New York, telephone number [REDACTED]. The interview took place at [REDACTED] residence at 6:30 p.m. In sum and substance, [REDACTED] stated the following:

On July 17, 1996, at about 8:40 p.m., [REDACTED] was sailing in Shinnecock Bay with [REDACTED] and [REDACTED] telephone number [REDACTED]. The boat was heading towards the Southampton Yacht Club. [REDACTED] was sitting in the front of the boat facing west. He noticed a small light in the sky to the south and east of him. At first [REDACTED] thought it was fireworks, but it was just a second or two later when he saw an explosion. One small light turned into a yellow/orange explosion and caught on fire. This object came straight down and then [REDACTED] saw it split into two objects, falling to the water. It took five to ten second for these objects to fall to the horizon. [REDACTED] heard an explosion about forty-five seconds after the objects fell to the horizon. It sounded like thunder. [REDACTED] heard a second explosion two or three seconds after the first explosion. The objects fell to the horizon about ten miles southeast of him. [REDACTED] was one to two miles northeast of the Shinnecock Inlet when this event occurred.

265A-NY-259028-SUB.. CC3 35?



2025

697

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 20, 1996, [REDACTED] Mastic Beach, New York, [REDACTED] was interviewed at the Mastic Beach Property Owners Association Dock on Riviera Drive. 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, while on the beach at Great Gunn, at approximately 8:25PM, she saw a white flash in the sky. Following the flash, two columns of flame proceeded down to the horizon. Shortly after the columns reached the horizon, she saw black smoke rising from the same area also in a column. [REDACTED] heard no sound accompanying this activity.

cc4-5 5

Investigation on 7/20/96 at Mastic Beach, New York

265A-NY-259028-SUB CC

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET DOUG FOY (SCPD), SA CHRISTOPHER BRYCELAND (CB:meg)

Date dictated 7/25/96

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 25 1996	
FBI - NEW YORK	

2341

698

265A-NY-259028

1

JPH:hrg

JPH

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

[REDACTED] was interviewed at [REDACTED] Hampton Bays [REDACTED] telephone number [REDACTED], on July 23, 1996, at 1200 hours.

[REDACTED] stated that on Wednesday evening July 17, 1996, he was operating a boat northbound in Doug Canal, Hampton Bays. He was looking towards the rear of the boat when he observed a bright orange fireball fall from the sky into the ocean. He stated that the fireball was approximately fifty to one hundred (50 to 100) yards wide and fell into the ocean at approximately 165 degrees south of Dougs Canal, approximately six (6) miles south of Dune Road. Also on the boat was [REDACTED], [REDACTED] or [REDACTED], [REDACTED], [REDACTED] and [REDACTED] all of which have not been interviewed.

~~2046~~ 2046-368
265A-NY-259028-SUB-003

000444

699

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

On July 28, 1996, [redacted], Date of Birth [redacted] of [redacted], Farmingville, New York (NY), telephone number [redacted] Social Security Account Number [redacted] employed at [redacted] Holtsville, NY, telephone number [redacted] was advised of the identities of the interviewing Agents and the purpose of the interview. JONES provided the following information:

On July 17, 1996, [redacted] was out on a boat fishing with his father, [redacted] and his brother-in-law, [redacted]. At approximately 8:00 to 8:15 pm they were fishing in the middle of Moriches inlet when [redacted] observed a 40 to 50 foot red and black colored diesel barge (commercial) heading out of the inlet in a southeastern direction. [redacted] did not observe any people on board but was able to partially read a name on the barge [redacted]. At approximately 8:35 to 8:45 pm, [redacted] observed two long lines of fire, approximately 600 to 800 feet long, in the sky southeast of their boat. The right line of fire was higher in the sky than the left, and both were approximately 100 to 150 feet wide. [redacted] did not observe the origin of these two lines of fire but he watched both as they fell vertically down to the water. [redacted] did not observe the lines of fire any further as they lasted only five to seven seconds. Minutes prior to observing the lines of fire in the sky, [redacted] observed the same barge described about once again go by their boat and head out of the inlet in a southeastern direction toward the location of the lines of fire. [redacted] did not observe the barge re-enter the inlet after the first sighting. Less than one minute after witnessing the lines of fire, [redacted] heard a "thud" noise coming from somewhere in the ocean. [redacted] did not hear a noise (explosion) while or prior to the lines of fire in the sky. [redacted] stated at the time he observed the line of fire it was slightly hazy and almost dark/dusk.

CC3
-371

265A-NY-259028-SUB-

Investigation on 2049 7/28/96 at Farmingville, New York (telephonically)

File # 265A-NY-259028 SUB CC3
SAs KIMBERLY S. QUESINBERRY/VA
JAMES DIMARIA/BAIT/KCC