

DOCKET NO. SA-516

APPENDIX I

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**DOCUMENTS PERTAINING TO WITNESSES 700-755
(130 pages)**

700

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 20, 1996, [redacted] East Moriches, New York, [redacted] was interviewed at his home. After being advised of the identity of the interviewing Agents and the nature of the interviewing, [redacted] provided the following information.

On July 17, 1996, at approximately 8:30PM, while fishing in Moriches inlet, he saw a flash and a white cloud of smoke, out of the cloud came two distinct flaming pieces that fell to the surface. The white cloud remained in the sky as black smoke rose from the surface. [redacted] heard two distinct sounds associated with the explosion, he described the sound similar to thunder. [redacted] stated there were approximately fifteen boats in the inlet that evening.

CC4-4

Investigation on 7/20/96 at East Moriches, New York **265A-NY-259028-SUBCC4**

File # 265A-NY-259028

by SA MICHAEL GALGANO (ATF), DET. DOUG FOY (SCPD) Date dictated 7/25/96

SA CHRISTOPHER BRYCELAND (CB:meg)

FBI -- NEW YORK

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

[REDACTED], date of birth [REDACTED] appeared at the Fresno Resident Agency of the Federal Bureau of Investigation (FBI) on July 25, 1996. [REDACTED] was advised of the identities of the interviewing agents and the purpose of the interview. He provided the following information:

[REDACTED] advised that he is employed as a first officer for [REDACTED]. He has been employed there since December 1995. He is currently based out of Myrtle Beach, South Carolina. He is the holder of Airline Transport Pilot certificate number [REDACTED]. [REDACTED] has logged approximately 7,100 hours of flight time.

On the evening of July 15, 1996, [REDACTED] was flying as first officer on a [REDACTED]'s flight that included a leg from Philadelphia, Pennsylvania, to Boston, Massachusetts. The aircraft, a McDonnell Douglas MD-82, with approximately 30 to 40 people on board, left Philadelphia at approximately 8:05 to 8:10 p.m. At approximately 8:30 p.m., [REDACTED] stated that his flight was over the northern portion of Long Island Sound, approximately ten miles south southwest of JFK Airport at an altitude of 24,000 feet, flying on a heading of approximately 061 to 062 degrees and an air speed of approximately 325 knots. [REDACTED] advised that his course at the time was lined up almost directly with the Norwich 2 arrival procedure. [REDACTED] was seated in the right-hand cockpit seat. The captain was flying the aircraft. It was dusk. There was a layer of clouds to the east of the aircraft but no other obscurations. The aircraft was on an IFR (instrument flight rules)-flight plan but was in VFR (visual flight rules) conditions. Visibility was approximately 40 miles. The flight was about to be handed off from New York Center to Boston Center. [REDACTED] described the air traffic at this time as light. He did not recall seeing any other air traffic or sea traffic in the area.

While at this position and altitude, [REDACTED] attention was raised by a hot pink flash at his 1 o'clock to 1:30 position and below his altitude. [REDACTED] first noticed this flash out of the corner of his eye and then looked directly to

Investigation on 7/25/96 at Fresno, CaliforniaFile # 2054
265A-NY-259028 ~~SUB B~~ SUB C03by SAs Megan J. Nichols and
Jeffery J. Kearl JJK/kjhDate dictated 7/29/96

-376

CC3

265A-NY-259028 SUB B

Continuation of FD-302 of [REDACTED]

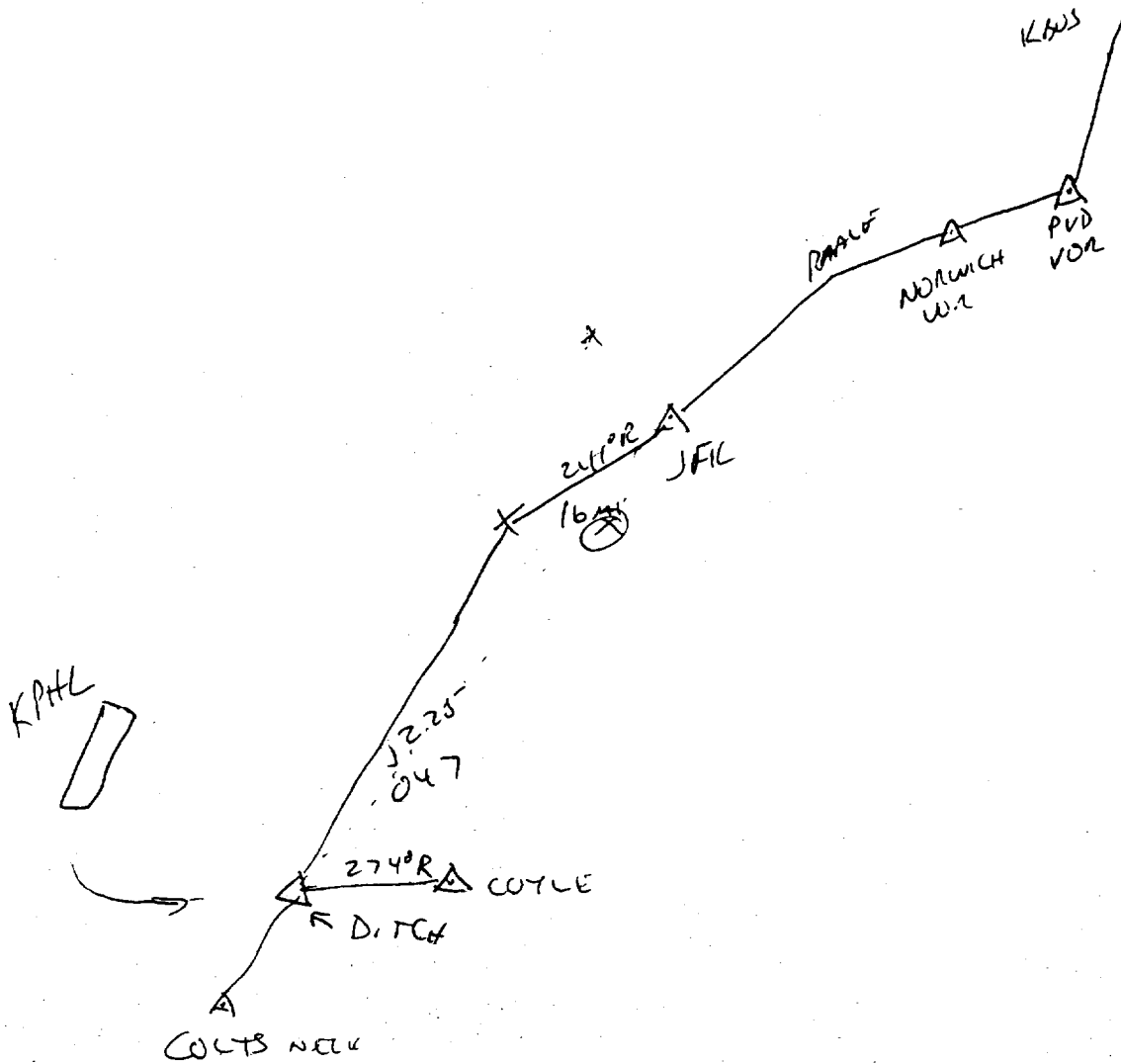
On 7/25/96 Page 2

it. He saw the remnants of the dissipating flash, with four to six trails of what [REDACTED] described as hot pink sparks descending from the flash. The plume of the descending trails was wider than the flash itself. These trails were moving in an easterly direction. [REDACTED] watched the explosion and descending sparks trails for approximately ten seconds before looking away. He did not look back after this or see anything further. He did not see any falling debris, other than the spark trails, or anything to indicate that an aircraft was the source of the explosion. [REDACTED] was unable to determine the exact position or altitude of the explosion because of the lack of visual references and low-light conditions at that time of evening. [REDACTED] advised that his view of the explosion was not obscured by anything. He initially thought the explosion was due to fireworks. In fact, he described the explosion as resembling a fireworks explosion of the type in which the spark trails are completely vented downward instead of going out in all directions. [REDACTED] asked his captain what stadiums were in the area, thinking that it might have been fireworks launched from a stadium after a home run or something similar. His captain, who is familiar with the area, stated that there are no stadiums in that area.

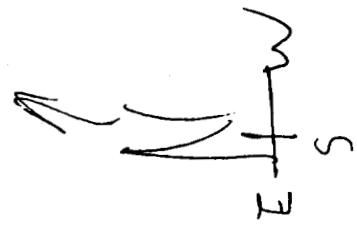
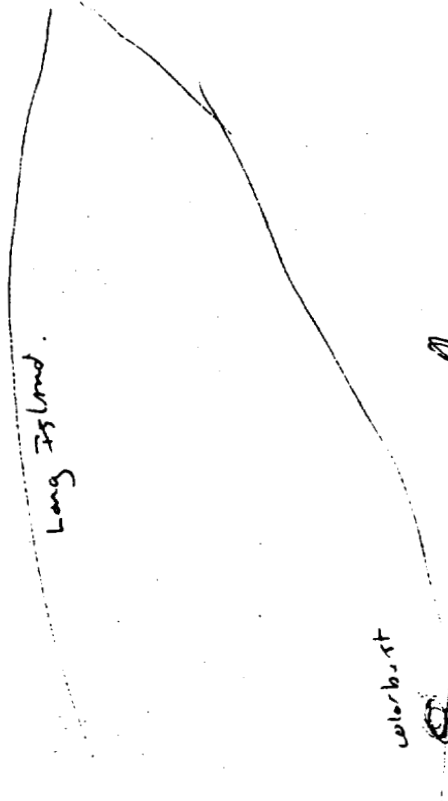
[REDACTED] advised that he gave the explosion no further thought until learning about TWA flight 800 several hours later.

[REDACTED] provided the investigating agents with a sketch showing his approximate location at the time he witnessed the explosion. He indicated that his aircraft had been cleared direct from DITCH intersection to JFK and was east of the X that is part of the J225 airway, 16 miles from JFK on the 241-degree radial. A copy of this sketch is attached hereto.

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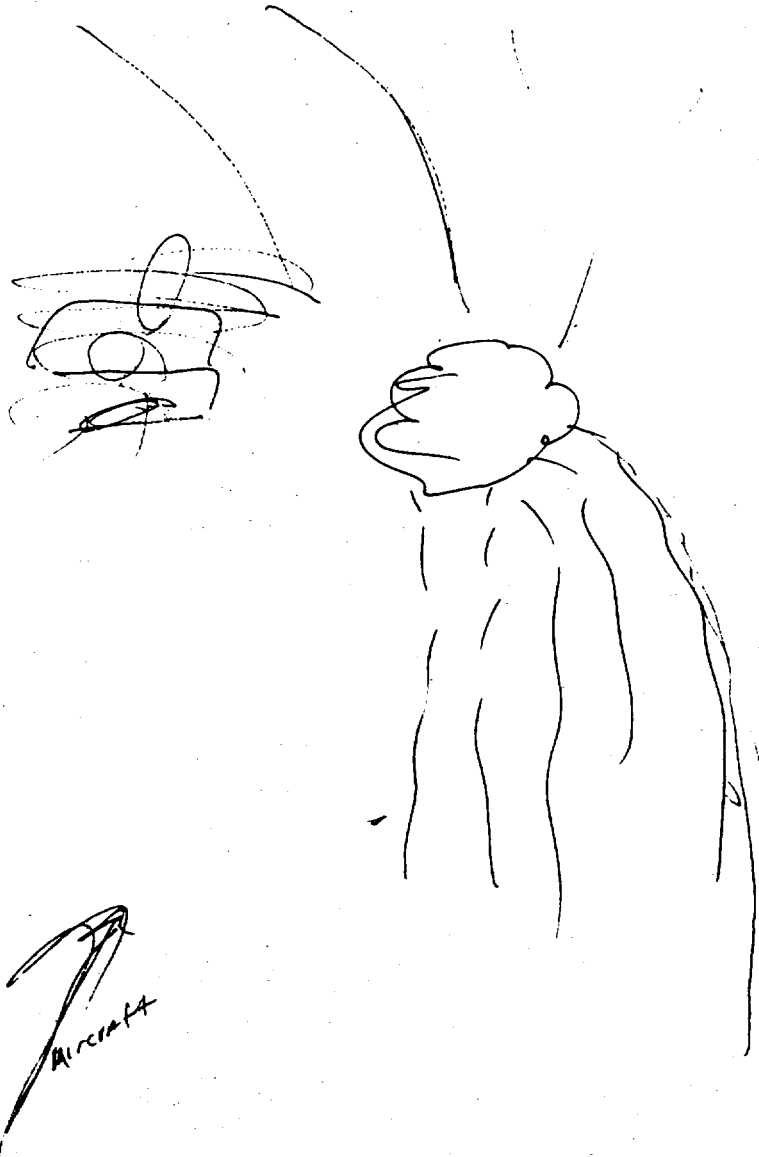


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265A-NY-259028 SUB B
JJK/kjh

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The following individual was interviewed on July 25, 1996, regarding the explosion of TWA flight 800:

Name:

Date of birth:

Address:

[REDACTED]
Kingsburg, California 93631

Telephone:

Business telephone:

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On the morning ⁷⁰² after the explosion of Trans World
Airline (TWA) Flight 800, ⁷⁰² residing at ⁷⁰²
Plainview, New York, telephone number ⁷⁰²
⁷⁰³ - and ⁷⁰² residing at ⁷⁰², Huntington,
New York, telephone number ⁷⁰², were brought to the
Coast Guard Station by Special Agent (SA) JOSEPH P. FANNING and,
thereafter, interviewed by SA JAMES G. LEE.

⁷⁰² and ⁷⁰³ were flying in ⁷⁰² private plane,
an AC-12 piloted by ⁷⁰² at about 8:40 PM on the evening of July
17, 1996.

⁷⁰² While cruising at eight and a half (8 1/2) thousand ⁷⁰³
feet over Riverhead, Long Island, heading eastbound, ⁷⁰²
advised ⁷⁰² that he had traffic at "seven (7) o'clock." ⁷⁰²
⁷⁰² glanced over and spotted a white light which suddenly exploded
into a giant red orange ball. In an instant, the object blew up.
FARET said that he was not sure it was a plane because it was
dark, however, he saw running lights, believed to be white
trailing lights just before the explosion.

The object, according to ⁷⁰² definitely exploded
below his plane because the smoke trail after the explosion was
at seven and a half (7 1/2) thousand feet. He realized it was a
plane that exploded when he flew over to the area.

Upon exploding, the debris fell quickly and straight
down. As the plane fell, the fire had a long trail to the ocean
surface where it spread out along the water. Flame chutes
erupted from the water.

He then called flying services and saw boats heading
over the scene.

⁷⁰² advised that the gaseous cloud remained similar
to the challenger explosion.

⁷⁰² emphatically stated the explosion took place at
about 7 1/2 thousand feet.

Investigation on 07/18/96 at Center Moriches, New York
File # 2098 265A-NY-259028 - 540 CC3 - 416
CC3
by SA JAMES G. LEE/hrg Date dictated 07/26/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 07/18/96 , Page 2

Both [REDACTED] and [REDACTED] were on their way to a limousine that was going to put them on the TODAY SHOW when SA FANNING came to get them.

[REDACTED] and [REDACTED] offered complete cooperation.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On the morning after the explosion of Trans World
Airline (TWA) Flight 800, [redacted] residing at [redacted]
Plainview, New York, telephone number [redacted],
and [redacted] residing at [redacted], Huntington,
New York, telephone number [redacted], were brought to the
Coast Guard Station by Special Agent (SA) JOSEPH P. FANNING and,
thereafter interviewed by SA JAMES G. LEE.

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[redacted] and [redacted] were flying in [redacted] private plane,
an AC-12 piloted by [redacted] at about 8:40 PM on the evening of July
17, 1996.

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[redacted] While cruising at eight and a half (8 1/2) thousand
feet over Riverhead, Long Island, heading eastbound, [redacted]
advised [redacted] that he had traffic at "seven (7) o'clock."
[redacted] glanced over and spotted a white light which suddenly exploded
into a giant red orange ball. In an instant, the object blew up.
FARET said that he was not sure it was a plane because it was
dark, however, he saw running lights, believed to be white
trailing lights just before the explosion.

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The object, according to [redacted] definitely exploded
below his plane because the smoke trail after the explosion was
at seven and a half (7 1/2) thousand feet. He realized it was a
plane that exploded when he flew over to the area.

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Upon exploding, the debris fell quickly and straight
down. As the plane fell, the fire had a long trail to the ocean
surface where it spread out along the water. Flame chutes
erupted from the water.

He then called flying services and saw boats heading
over the scene.

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[redacted] advised that the gaseous cloud remained similar
to the challenger explosion.

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[redacted] emphatically stated the explosion took place at
about 7 1/2 thousand feet.

Investigation on 07/18/96 at Center Moriches, New York

2098

File # 265A-NY-259028

542 213

- 416

SA JAMES G. LEE/hrg

Date dictated 07/26/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

. On 07/18/96 . Page 2

Both [REDACTED] and [REDACTED] were on their way to a limousine that was going to put them on the TODAY SHOW when SA FANNING came to get them.

[REDACTED] and [REDACTED] offered complete cooperation.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted], [redacted] Bellport, New York (NY),
Date of Birth October 17, 1976, telephone number [redacted],
was advised of the identity of the interviewing agent and of the
nature of the interview. [redacted] provided the following
information:

[redacted] stated that he was at Matt Lane on the water in
Bellport, NY, with several friends at approximately 8:30 pm on
July 17, 1996. At this time, [redacted] noticed a bright orange
flame in the sky and then he saw an explosion. He saw the flame
trail down to the water. At the time he saw the explosion, he
did not know that the object was an airplane. [redacted] stated that
he did not hear anything explode nor did he see anything that
shot up into the sky. [redacted] stated that he would try to get
names of the persons who were with him that night and furnish
them to the Federal Bureau of Investigation (FBI).

Investigation on 7/24/96 at Mastic Beach, New York

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CC3

2100
File # 265A-NY-259028-340 CC3

by SA THOMAS C. MOPON/axh

Date dictated 7/24/96

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996, [REDACTED] flight student, Building 309, Gabreski Airport, Suffolk County, New York, was interviewed by Special Agent NICK J. PINDULIC and PAUL D. VALENTINE. [REDACTED] Date of Birth is [REDACTED] [REDACTED] provided the following information:

[REDACTED] stated he was flying across country VFR (visual flight rules) back from Block Island Airport. He had one passenger with him: [REDACTED] who was sitting in the right seat. [REDACTED] was sitting in the left seat and controlling the aircraft. [REDACTED] was flying at 1500' MSL Heading 278. He had just contacted Gabreski Tower for landing instructions. The airplane was about 10 miles from the airport. [REDACTED] was performing his normal VFR scan when he saw what he thought was a flare out of the corner of his eye. He turned his head and looked towards 230 degrees to 240 degrees heading. [REDACTED] saw what he thought was a flare below him at 1000' MSL and was about five miles +/- two miles away. He thought it was a flare that did not work; something was wrong with it. He described it having a red-orange color. There were multiple explosions. The first explosion was big and shaped like a tree and was falling straight down. There was a second explosion that was smaller than the first one. [REDACTED] thought this second explosion was about 700' MSL from his visual perspective.

[REDACTED] did not check out the explosions because the visibility and weather was getting poor. He also was flying a single engine plane and wanted to stay close to the shore. [REDACTED] thought this flare came from a boat because he saw no other aircraft in the area, so it could not have been a mid-air collision. [REDACTED] contacted TWA on July 18, 1996. TWA returned his call and told [REDACTED] to contact the Federal Aviation Administration (FAA). He was unable to get in touch with the FAA.

Investigation on 7/22/96 at Suffolk County, New York

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File # 268A-NY-259028 - 540 CC3

SA NICK J. PINDULIC
SA PAUL D. VALENTINE PDV:mkc

Date dictated 7/22/96

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CC3

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GAW:MAM
265A-NY-259028

On July 18, 1996, the following individuals were contacted with negative results. Each person reported hearing several explosions but did not see the source of the sound.

[REDACTED]
[REDACTED]
Westhampton, New York

[REDACTED]
[REDACTED]
Manhattan, New York 10016
or

[REDACTED]
Westhampton, New York

[REDACTED]
[REDACTED]
Westhampton, New York

179
265A-NY-259028-SUB-CC

SEARCHED	INDEXED
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SEP 19 1996	
FBI - NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/06/96

On July 29, 1996, at approximately 2:15 PM, Investigator JOHN P. KEARY, New York State Police (NYSP), telephonically interviewed [REDACTED], Date of Birth (DOB) [REDACTED] of [REDACTED] Bay Shore, New York. [REDACTED] works at [REDACTED], [REDACTED] Road, [REDACTED] West, Melville, New York 11747, [REDACTED]. He was telephonically interviewed at his office and stated the following:

On July 17, 1996, at approximately 8:30 PM, he was boating by himself on the Great South Bay. He stated that he was approximately two (2) miles east of the Robert Moses Causeway Bridge about halfway between BAY SHORE MARINA and the Barrier Island. He stated that he was looking to the south when he noticed what he originally thought was a distress flare rising into the sky. This flare was to the south-southeast. He stated that he originally thought this flare emanated from the ocean side of the barrier beach somewhere between Ocean Beach and Point O'Woods. He stated the flare went up and was then followed by a large explosion of fire. This fire fell into the ocean. He stated that the flare and fiery explosion occurred at least twenty (20) miles from his location. [REDACTED] realizing some type of craft was in trouble, then proceeded out of the Fire Island Inlet then east to the crash site. It is noted he was operating a thirty-four (34) foot Fountain speed boat, top speed 80 miles per hour. At approximately 9:00 PM, he arrived at the crash scene where he saw a large amount of floating debris. Fearing that he may shear off his prop on debris, he anchored the boat at the crash site. He returned to Bay Shore the following morning. [REDACTED] stated that during the course of traveling to the scene, he did not notice any other vessels proceeding away from the scene to the west. He stated that he did not take note of names of any other vessels in the area. He did not see any other persons he knew at the crash site.

265A-NY-259028-SUB cc: -426

Investigation on 07/29/96 at Melville, New York (telephonically)2112
File # 265A-NY-259028

Investigator JOHN P. KEARY, NYSP/hrg JPC

Date dictated 08/02/96

708

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted], SSAN [redacted] currently serving as a Seaman E-7 onboard the United States Coast Guard Cutter [redacted] as its Chief Engineering Petty Officer, local address [redacted] Sandy Hook, New Jersey, telephone number [redacted] was interviewed by Norman F. Mahoney who identified himself as a Special Agent (SA) with the Federal Bureau of Investigation (FBI). SA Mahoney advised Seaman [redacted] he was being interviewed regarding the crash of TWA Flight 800 that occurred on July 17, 1996.

Seaman [redacted] advised that about 8:00pm to 8:30pm he was on the 0-1 deck below the open bridge on the starboard side of the boat when he observed a big plume of smoke in the sky. He stated this plume of smoke travelled straight down to the horizon.

Seaman [redacted] stated that he did not see any fire. He further stated that he did not observe anything else in the sky, or hear anything.

-436
CC3 CC3

Investigation on 7/24/94 at Sandy Hook, New Jersey
File # 2122 265A-NY-259028 SUB CC3 Date dictated 7/26/96
by SA Norman F. Mahoney NFM

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[REDACTED], SSAN [REDACTED] Lt. JG, currently serving as the Executive Officer onboard the United States Coast Guard Cutter [REDACTED] local address [REDACTED], Highlands, New Jersey, telephone number [REDACTED] was interviewed by Norman F. Mahoney who identified himself as a Special Agent (SA) with the Federal Bureau of Investigation (FBI). SA Mahoney advised [REDACTED] he was being interviewed regarding the crash of TWA Flight 800 that occurred on July 17, 1996.

[REDACTED] advised he was on his way to the bridge of the "ADAK", and did not see the explosion. He stated that he only saw the smoke travel from the sky to the ocean.

He stated that upon arriving on the bridge he took over the driving of the boat, and proceeded towards the wreckage.

[REDACTED] advised on the way to the crash site the boat was advised by a Navy P-3 that was in the area that it had spotted a possible life raft in the water. [REDACTED] stated the boat located the object in the water, and determined that it was a set of emergency stairs from an aircraft. He advised the boat then proceeded to the crash site.

He could provide no additional information regarding the crash of the aircraft.

Investigation on 7/24/96 at Sandy Hook, New Jersey

File # 2123 265A-NY-259028 - SUB CC3 Date dictated 7/26/96

by SA Norman F. Mahoney NFM

710

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] E-5, SS2, assigned to the U.S. Coast Guard Cutter Adak, SSN: [redacted] Home address: [redacted] Highlands, New Jersey 07732, Telephone: [redacted] was interviewed by Special Agent CHRISTOPHER M. PIEHOTA who identified himself and the purpose of the interview.

During the interview, [redacted] provided the following information:

[redacted] stated that he was on the bridge of the [redacted] when, after being alerted by Seaman Apprentice [redacted], he witnessed flames coming out of the sky and heading towards the water. After this, [redacted] said that he saw a large plume of smoke and flames coming from the water. Prior to being alerted by [redacted] did not notice anything out of the ordinary.

[redacted] stated that, upon arriving at the site of the wreckage, he viewed what he believed to be the tail section of the aircraft, various wreckage in the water and a whole rest room (lavatory) from the aircraft floating intact.

[redacted] could not recall any other details or provide any further information regarding this matter.

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CC3

Investigation on 07/24/1996 at Sandy Hook, New Jersey

File # 2125 265A-NY-259028 340 CC3

by SA Christopher M. Piehota Date dictated 07/27/1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/1996

On 07/24/1996, [redacted] Seaman's Apprentice/Officer Candidate, temporarily assigned to the U.S. Coast Guard Cutter [redacted] permanently assigned to Battery Park MIO, SSN: [redacted] Home address: [redacted] New York, New York, Telephone: [redacted] was interviewed by Special Agent CHRISTOPHER M. PIEHOTA and Investigator ED KARASEIWICZ who identified themselves and the purpose of the interview.

During the interview, [redacted] provided the following information:

[redacted] stated that he was on the starboard side bridge of the [redacted] when he alerted the Captain and the X-O to a flame in the air. At first [redacted] thought the flame might have been from a National Guard flare exercise that was being conducted in the area. After first spotting the flames, [redacted] followed them from the sky to the water. [redacted] stated that the [redacted] was approximately 20 miles from the crash site.

[redacted] stated that the [redacted] had stopped approximately 4 to 5 boats while it was out to sea. Most of the boats in the area were fishing boats.

[redacted] stated that, when the [redacted] finally arrived at the crash site, fishing boats in the area had already begun to set off flares. [redacted] viewed what he believed to be the escape chute from the downed airplane. [redacted] stated that the [redacted] traveled at approximately 30 knots and took approximately 30 minutes to reach the crash site.

[redacted] could not recall any other details or provide any further information regarding this matter.

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Interviewed on 07/24/1996 at Sandy Hook, New Jersey
File # 2126 265A-NY-259028 5UB.113

by SA Christopher M. Piehota Date dictated 07 27 1996
Inv. Ed Karasiewicz

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 22, 1996, [redacted] East Moriches, New York, telephone number [redacted] Date of Birth (DOB) - [redacted] was interviewed at his home. After being advised of the nature of the interview and the identity of the interviewing Agents [redacted] provided the following information:

On July 17, 1996, while flying his plane with three others, between the NORTHPORT LILCO stacks and Port Jefferson at an altitude of 2,000 feet, [redacted] plane was flying east at a heading of E090. [redacted] was scanning the sky for other airplane traffic when he saw two bursts, the first burst was orange and white, the second explosion was orange/red and was followed by cascading flames. [redacted] reported the incident to New York Approach. New York Approach stated they were aware of the explosion.

- 441
CC3

Investigation on 7-23-96 at East Moriches, New York

2127
NY 165A-NY-259025-340093

Detective ROBERT STABB, SYPD SA JOHN SHEEHAN
SA CHRISTOPHER BRYCELAND, LCB:dc

Date dictated 7-27-96

265A-NY-259028

JME:hrq

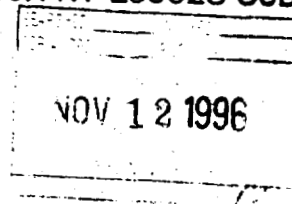
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The following investigation was conducted telephonically on July 23, 1996, at Center Moriches, New York, by Special Agent (SA) JILL MARIE EULITZ:

██████████ Private Pilot, (home) ██████████, flying back from west to east, saw the Trans World Airline (TWA) plane explode and go down. ██████████ advised that he was interviewed yesterday (July 22, 1996), by two Special Agents (SAs) of the Federal Bureau of Investigation (FBI) and one person from the National Transportation Safety Board (NTSB). ██████████ furnished the following additional information:

The first explosion was whitish in color and the second explosion was a deep red orange. ██████████ explained that the first explosion was on top of the second, with the second explosion being the bigger of the two.

265A-NY-259028-SUB-CC3



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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [redacted], Date of Birth, [redacted], Southhampton, New York, telephone number [redacted] was interviewed at the Southhampton Yacht Club, Little Neck Road, Southhampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, Long Island, New York, with her husband, [redacted] and [redacted] observed a white explosion and a white streak in the sky, southeast of her position, over the Atlantic Ocean. A few seconds later she then saw a huge orange fireball and approximately two seconds later she saw a second, smaller fireball slightly lower and to the left of the first. [redacted] stated that she then watched two flaming objects fall to the ocean. [redacted] further stated that approximately 20 to 25 seconds after observing the fireballs, she heard and felt two rumbles, the second being louder than the first.

Investigation on 7/27/96 at Southampton, New York

File # 265A-NY-259028 SUB CC3 - 448

by SAs SAMUEL G. KRAMER/
CHRISTOPHER BRYCELAND/SGK/nac

Date dictated 7/27/96

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714

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [redacted], Date of Birth, [redacted], Hampton Bays, New York, telephone number [redacted], was interviewed at the Southampton Yacht Club, Little Neck Road, Southampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, Long Island, New York, [redacted] saw a white pinpoint in the sky. The pinpoint exploded just east of the fishing station in Shinnecock inlet. The white spot was at approximately 45 degrees on the horizon when it exploded into two distinct columns of flame. The two columns fell toward the ocean and she lost sight of them behind the dunes. Following the columns of flame, a column of black smoke rose from behind the dunes. After a delay of 30 to 40 seconds, she heard a rumble, then a pause, followed by a second rumble of greater intensity that she could feel through the hull of the sailboat.

Investigation on 7/27/96 at Southampton, New York
2142
File # 265A-NY-259028 - SVH CC3
by SAS CHRISTOPHER BRYCELAND/
SAMUEL G. KRAMER/CB/nac Date dictated 7/27/96

- 449
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265A-NY-259028

5413 CC3

SJ:cam

JCS

[REDACTED] was interviewed by Detectives ALPHEN JENSEN and CALVIN POWELL of the Suffolk County Police Department. The interview was conducted on July 30, 1996.

[REDACTED] stated that he and his wife were camping at the Smith Point campground. They were walking near the dump station at the front office of the campground in a southerly direction. He observed a white streak moving skyward from southeast of his location proceeding southerly. [REDACTED] could not determine how far away the streak was located from his position or from where it had originated. He did not observe the streak originate from either the ground or water.

The streak burst into yellow sparks after a puff of smoke. Then orange flames descended to water in two orange columns.

[REDACTED] stated that he observed the lights of a ship or boat in the area of incident the night before, but were indistinguishable with binoculars. Craft appeared to remain stationary for along period of time.

CC3
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265A-NY-259028
DPM:hrg

[REDACTED], United States Coast Guard (USCG),
Date of Birth (DOB) [REDACTED], USCG Fire Island Branch,
telephone [REDACTED], was advised of the identity of the
interviewing agents and the purpose of the interview. [REDACTED]
then provided the following information:

[REDACTED] was assigned on boat number 41395 on July 17,
1996. During boat number [REDACTED] normal patrol duties offshore,
[REDACTED] saw an orange ball glowing in the sky. The ball was
ascending in an arc-like trajectory.

[REDACTED] view was partially blocked by a water tower
since the patrol boat was already inside the Fire Island Inlet
when the event occurred. Sightings by [REDACTED] of vessels in the
area after the event are as follows:

1. [REDACTED] (Commercial) off Cherry Grove,
Fire Island.
2. An unknown, small, two-seater airplane flying very
low over Fire Island Inlet.

2147

265A-NY-259028
CC3
- 455

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717

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[redacted] Date of Birth, [redacted] Pilot, East Hampton Airlines, East Hampton Terminal Building, Wainscott, New York, telephone number [redacted] was telephonically contacted by Special Agent (SA) PETER C. CASAZZA of the Federal Bureau of Investigation (FBI) and advised of the nature of the inquiry. He thereafter provided the following information:

Observations:

[redacted] advised that at approximately 8:30 p.m. on the evening of July 17, 1996, he was co-pilot on a commuter flight with Pilot [redacted] going from LaGuardia Airport to East Hampton Airport when they noticed what he described as a bright ball falling into the ocean. He indicated that he initially thought he saw something go up, but he is not certain about that observation. He estimates he was approximately thirty miles from the bright ball, somewhere southeast of Port Jefferson, New York. At approximately 2,500 feet in altitude headed eastbound.

After the observation, their plane and about three other planes reported their observations on Frequency 118.0.

Apparently, from the radio traffic, a Beechcraft Travel-Air with Call Letters 2084C went to fly over the area. [redacted] knew this plane to be a rental aircraft with either a rental pilot or a student-instructor crew. This plane flies out of Islip-MacArthur Airport and is operated by MID-ISLAND AIR SERVICE. [redacted] indicated that the occupants of that plane may have made closer observations of the occurrence:

ROHE's Background:

Name:
Date of Birth:
Address:

[redacted]
Manorville, New York 11949

Telephone Number:
Occupation:

[redacted]
Pilot

265A-NY-259028-5041

215a

Investigation on 7/28/96 at East Moriches, New York (Telephonically)

File # 265A-NY-259028-540 CC3

by SA PETER C. CASAZZA/cxx

Date dictated 7/28/96

CC3
-458

000045

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

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/28/96 Page 2

Employer:

[REDACTED]
East Hampton Terminal Building
Wainscott, New York

Telephone Number:

[REDACTED]

2153

718

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

[REDACTED], Date of Birth, [REDACTED] Pilot, East Hampton Airlines, East Hampton Terminal Building, Wainscott, New York, telephone number [REDACTED] was telephonically contacted by Special Agent (SA) PETER C. CASAZZA of the Federal Bureau of Investigation (FBI) and advised of the nature of the inquiry. He thereafter provided the following information:

[REDACTED] Observations:

[REDACTED] advised that on the evening of July 17, 1996, he was piloting an East Hampton Airlines commuter flight from LaGuardia Airport to East Hampton Airport. It was approximately 8:20 p.m. to 8:30 p.m. when he noticed what he described as a big fireball at approximately 4,000 feet. He estimates he was between 2,000 and 3,000 feet and somewhere southeast of Port Jefferson, New York. His observations of the fireball was approximately south-southeast (SSE) of his position.

[REDACTED] related that he thought he saw a red navigational light at a 45 degree angle going down.

[REDACTED] stated he did not see anything going up.

After the observation, his plane, and maybe two other planes, called in their observations.

He recalled one of the planes calling in as a Beechcraft Travel Air on a training flight. This plane was over the ocean, but he does not recall the call sign of the craft. The operators of this craft may have had a better observation.

SCHUVART's Background:

Name: [REDACTED]
Date of Birth: [REDACTED]
Address (Primary): [REDACTED] Huntington, New York 11743
Telephone Number: [REDACTED]

265A-NY-259028-SUB CC3

Investigation on 7/28/96 at East Moriches, New York (Telephonically) 459

2154
File # 265A-NY-259028 SUB CC3

by SA PETER C. CASAZZA/CXK Date dictated 7/28/96

265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/28/96 Page 2

Address (Summer rental): [REDACTED]

[REDACTED] East Hampton New York

Telephone Number: [REDACTED]

Occupation: [REDACTED]

Pilot

Employer: [REDACTED]

East Hampton Terminal Building
Wainscott, New York

Telephone Number: [REDACTED]

2155

719

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 26, 1996, [redacted], Date of Birth, [redacted], Hampton Bay, New York, was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was sailing in the vicinity of the eastern end of Shinnecock Bay with [redacted] and a female (name unknown to [redacted]). At approximately 8:30 pm, [redacted] directed [redacted] attention to the southwest where [redacted] saw two large and distinct fireballs which began to slowly descend. [redacted] described the flames of the fireballs as reddish-orange in color.

Approximately one minute after [redacted] lost sight of the fireballs he heard two booms. [redacted] advised that the fireballs appeared to be too large to be flares. [redacted] also advised that he did not notice any unusual boats or aircraft in the area.

466
265A-NY-259028-SUB CC3

TC

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

2163
File # 265A-NY-259028

by SAs JOHN DAN FETHIERE/
NATALE PARISI/NP/pan

Date dictated 7/29/96

000051

720

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

[redacted] Date of Birth [redacted] [redacted] Moriches, New York (NY), telephone numbers [redacted] (B), and [redacted] (H), was interviewed at his residence. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, [redacted] left on his boat (at about 8:30 pm), which is docked at his residence, and headed for the Moriches inlet. As he was making a left turn from the Force River into the inlet, he saw and heard a bright explosion directly in front. He knew it was an aircraft because he saw the wing separate from the plane. The first explosion consisted of a big burst with smoke trails. He then saw the main body and wing spinning and falling at different rates, both engulfed in flames.

[redacted] went racing out to the area but then realized it was much further than he thought and was unable to locate the site.

[redacted] advised that [redacted] telephone numbers [redacted] (B) [redacted] (H), was on a boat owned by [redacted] and saw something that looked like a flare.

467

265A-NY-259028-SUB C3

TC

Investigation on 7/25/96 at Moriches, New York
File # 2164 265A-NY-259028
by SAs LINDA FREEMAN/ JILL S. TURNER/axh Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, [REDACTED] Westhampton, New York (NY), Deckhand, [REDACTED] was contacted by Special Agent JENNIFER A. LEONARD, and Investigator DARNLEY SCOON, New York State Police. [REDACTED] Date of Birth: [REDACTED] home address: [REDACTED] Sarasota, Florida, telephone [REDACTED] was advised of the identities of the interviewing agents and that the interview was regarding his knowledge of any stowaways on board the [REDACTED] when it arrived in New York on July 2, 1996, and his knowledge of the crash of TWA Flight 800. CONWAY then provided the following information:

[REDACTED] has lived on board the Ruth Marie, a [REDACTED] tug boat, since June 30, 1996. He was unaware of stowaways on board the [REDACTED].

[REDACTED] was standing in the wheel house of the [REDACTED] and [REDACTED] of the [REDACTED] when TWA Flight 800 crashed. [REDACTED] saw a bright light approximately 5 or 6 miles out on water and thought it looked like a flare descending. The light got larger as it descended and then it spread into fire on the water line.

The Captain commanded the [REDACTED] to move towards the fire. Approximately 15 minutes into the trip, the Coast Guard asked for assistance over the marine radio, regarding a downed plane. The Captain responded to the Coast Guard over the radio and informed them that the [REDACTED] was in the vicinity.

The [REDACTED] was approximately 6 miles from the plane wreckage. The fire was beginning to burn off when the [REDACTED] arrived. [REDACTED] and crew of the [REDACTED] looked for survivors in the water. [REDACTED] did not see any survivors. He saw burning pieces of the plane and floating debris. The [REDACTED] circled the wreckage for approximately 2-3 hours. [REDACTED] advised that he saw a fishing blue and white boat with nets, like a shrimp boat, a mile away and Coast Guard and Police boats in the vicinity. The [REDACTED] returned to shore 2 to 3 hours after arriving near the wreckage.

Investigation on 7-25-96 at Westhampton Beach, New York

2171

-473

File # 165A-NY-259028

SUB CC 3

NYSP INVESTIGATOR DARNLEY SCOON TS
SA JENNIFER LEONARD axhDate dictated 7-25-96

722

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, [REDACTED] Westhampton, New York (NY), Mechanic, [REDACTED] was contacted by Special Agent JENNIFER A. LEONARD, and Investigator DARNLEY SCOON, New York State Police. [REDACTED] Date of Birth: [REDACTED] home address [REDACTED] Summers Point, New Jersey, telephone [REDACTED] was advised of the identities of the interviewing agents and that the interview was regarding his knowledge of any stowaways on board the [REDACTED] when it arrived in New York on July 2, 1996, and his knowledge of the crash of TWA Flight 800. [REDACTED] then provided the following information:

[REDACTED] a mechanic with [REDACTED] for 8 years, joined the crew of the [REDACTED] on July 3, 1996. He was unaware of any stowaways on board the [REDACTED]

On July 17, 1996, [REDACTED] was walking on the beach in Westhampton, New York, on Dune Road across the street from #816, when TWA Flight crashed. He heard a "boom" from the air, then a whistle, then four explosions and a long rumble. [REDACTED] then saw black smoke on the water line. [REDACTED] watched the smoke for a few minutes. [REDACTED] was told by a crew member that a plane had crashed.

265A-NY-259028-SUB CC3

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SERIALIZED	FILED

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2176
 Date: 7 25 96 Location: Westhampton Beach, New York
 File #: 265A-NY-259028
 NYSP INVESTIGATOR DARNLEY SCOON
 SA JENNIFER LEONARD axh
 Date dictated: 7 25 96

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265A-NY-259028-CC3
DPM:hrg

[REDACTED] United States Coast Guard (USCG), Date of Birth (DOB) [REDACTED] USCG, Fire Island Branch, telephone [REDACTED], was advised of the identity of the interviewing agents and the purpose of the interview. OTIS then provided the following information:

[REDACTED] was working on Boat number [REDACTED] on the evening of July 17, 1996. As the USCG vessel was patrolling its area in a westward direction, [REDACTED] saw an orange/red flash over the stern of the boat. The flash came from the east past the south lighthouse at Kismet, Fire Island. After the flash, [REDACTED] saw a fire trail to the water.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 072296

[redacted], was advised of the identities of the interviewing agents and provided the following information:

[redacted] advised that on the evening of July 17, 1996, exact time unknown, he was fishing with his two children and a neighbor from the bay side of the Moriches Bay, at a location just south east of the Moriches inlet, west of buoy 26 and east of buoy 24.

[redacted] further advised that at approximately sundown he observed a scattering of flames upward (as though cheap fireworks had gone off), and then a large explosion and a secondary explosion to the right and higher creating a huge fireball which fell from the sky with "something" hanging from it.

[redacted] stated that from his position he thought the object had fallen on the barrier beach, however, he soon realized it was located some distance further out in the ocean.

[redacted] also noticed a large column of black smoke with a grey/white cloud on top in the shape of a mushroom.

[redacted] further stated that although he was unaware of what it was at the time, the object appeared to possibly get closer to his position and move slightly east as it fell, with the total amount of time elapsed only being three to four seconds.

[redacted] clarified his observation by stating that the scattering of flames (or scattering of "bees" as he described it) occurred at the same altitude or vicinity as the fireball which followed immediately afterwards.

[redacted] also advised that his neighbor TERENCE (Last Name Unknown) was also present and may have observed the crash.

The following descriptive information was provided by [redacted]

2181

Investigation on 071996 at East Moriches, New York SUB CC3

File # 265A-NY-259028 - 482

by SSA LEE W. WETZEL LWW
SA ROBERT M. LEWICKI RML Date dictated 071996

000061

265A-NY-259028

Continuation of FD-302 of [REDACTED] On 071996 Page 2

Name: [REDACTED]

Address: [REDACTED]
Ridge, New York 11961

Date of Birth: [REDACTED]

Telephone: [REDACTED] (Home)
[REDACTED] (Work) (Bohemia)

It should also be noted, the neighbor [REDACTED] (LNU) is believed to reside at [REDACTED] Ridge, New York.

2182

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725

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

On July 23, 1996, at approximately 1:00 p.m., [redacted], Bay Shore, New York, after being advised of the identity of the interviewing Agent and the purpose of the interview, provided the following information:

[redacted] advised that about 8:30 p.m. on July 17, 1996, he was on his sailboat on the Great South Bay off of Bay Shore and Islip. [redacted] was standing on the back of his boat, facing east. [redacted] advised that he saw a long ball of fire in the east. It lasted two (2) seconds and he heard nothing. HAAG advised that he could not explain what happened, but that the fireball was yellow in color.

[redacted] advised that his friend, [redacted], Bay Shore, New York, was on the boat with him and that he was the only one [redacted] spoke to about the event.

cc 117

Investigation on 7/23/96 at East Moriches, New York (Telephonically) 265A-NY-259028-SUB

File # 265A-NY-259028

2273
by SA CAROL A. KACZMAREK/cxk

Date dictated 7/27/96 AUG 28 1996

726

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[REDACTED], Date of Birth (DOB): [REDACTED]
 Social Security Account Number (SSAN) [REDACTED] residing [REDACTED]
 [REDACTED], Hampton Bays, New York 11946 was contacted by
 telephone and informed as to the identity of the interviewing
 Agent, and the nature of the interview.

[REDACTED] reported that on July 17, 1996 he was
 attending a party at a restaurant named DOCKERS, located on Dune
 Road in Quogue, New York. He reports that at approximately 8:30
 pm he heard three (3) [REDACTED] reports that because
 he was inside the location, he was unable to ascertain where
 these sounds came from.

[REDACTED] reported that when he departed DOCKERS he
 learned that a plane had gone down in the Atlantic Ocean.
 [REDACTED] then went to his 31' fishing boat named [REDACTED] in order
 to provide assistance.

[REDACTED] aided the Coast Guard by way of picking up two
 female bodies as well as an assortment of plane wreckage.
 Everything was then given to the Coast Guard.

[REDACTED] reported that when he was heading towards the
 crash site from the Shinnecock Inlet he observed a tugboat
 heading east approximately four to five miles from the shoreline,
 between Westhampton beach and Quogue Beach. [REDACTED] was unable
 to ascertain the name of the tugboat but stated that the tug had
 three white lights. [REDACTED] feels that this tug may have been
 in a good position to witness the plane crash.

Investigation on 2210 7/25/96 at Long Island, New York (telephonically)

File # 265A-NY-259028 SUB C C 3

SA KEVIN M. KELLEHER/jkl

Date dictated 7/25/96

CC3
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/28/96

[REDACTED] was interviewed by the New York Office of the Federal Bureau of Investigation he was advised of the identity of the interviewing agent and the nature of the interview. [REDACTED] provided the following information:

[REDACTED] was on a racing boat in Shinnecock Bay at approximately 8:40PM on Wednesday, July 17, 1996. He and other members of the SOUTHAMPTON YACHT CLUB were returning from racing. The boat was heading east, toward Old Fort Pond.

[REDACTED] at one point, turned and faced southwest. Upon doing so, he noticed what appeared to be a yellow skyrocket or flare that was descending. The skyrocket/flare appeared to be traveling eastward. A couple of seconds later he saw two (2) flames that outlined a figure resembling a cross. The flaming figure floated downward for several seconds. At first, [REDACTED] thought it was a small plane that eventually crashed, in the dunes, alongside Shinnecock Bay. After the plane disappeared behind the dunes, he heard two (2) explosions. [REDACTED] then realized the figure was further out over the ocean because of the lapse in time between the flames he had seen in the sky and the subsequent explosions.

[REDACTED] and his racing team had left the dock at approximately 5:00PM to practice prior to racing. [REDACTED] did not notice any unusual marine craft or aircraft. In and around Hampton bays it is not unusual to see several low flying, single engine aircraft.

[REDACTED] a SOUTHAMPTON YACHT CLUB member, and [REDACTED] telephone [REDACTED] witnessed the entire incident from start until finish. [REDACTED], home telephone [REDACTED] work telephone [REDACTED] and [REDACTED] (Last Name Unknown) were on the racing boat with [REDACTED] the evening of the incident.

Investigation on 2a1a 07/28/96 at Hampton Bays, New York

File # 265A-NY-259028 SUB CC 3

SA JOSEPH S. BUCZEK:amo

Date dictated 07/28/96

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265A-NY-259028

Continuation of FD-302 of [REDACTED], On 07/28/96, Page 2

[REDACTED] provided the following personal information:

Race: White
Sex: Male
Address: [REDACTED]
Rural Route 1
Hampton Bays, New York 11946
Telephone: [REDACTED]

2213

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728

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] Shirley, New York, telephone [redacted], Date of Birth [redacted], employed at [redacted], Westbury, New York, telephone (516) 333-0601, was advised of the identity of the interviewing agents and the nature of the interview, and thereafter provided the following information from his truck at the Smith Point Beach:

[redacted] advised he is a former fireman for the Selden Fire Department. He stated that on Wednesday, July 17, 1996, he was fishing off the second cut on the beach at Smith Point, approximately three miles west of Moriches inlet. He stated he arrived there approximately 5:30 pm - 6:00 pm. At approximately 8:35 pm - 8:40 pm, as it was just becoming dark, he looked up into the sky and saw the red lights blinking on the side of a plane, and a star in the sky. He stated he then saw an instant burst and flames start coming down from the sky in a mushroom shape. He stated that he did not see any rocket launched, like the radio reported. He said he would have seen it if a missile went off. He stated approximately two seconds after the first explosion, a second burst of flames occurred and flames travelled back upward toward the first burst of flames. He stated [redacted] believes this was a result of the unburned fuel.

[redacted] stated within a matter of seconds, the water was on fire and smoke was in a mushroom shape travelling up into the sky. The smoke was black nearer the water and a white cloud in the sky. [redacted] again stated he did not see anything going up toward the plane prior to the explosion.

[redacted] stated he did see a small single engine white airplane with a red trim flying very low approximately two - three minutes prior to the plane exploding. He stated the plane was flying so low near him he even waived to the pilot. [redacted] described the pilot as a male approximately 40 - 50 years old, chubby, and having light brown hair. He stated the plane flew right over him and he could tell there was only one person in the plane. [redacted] stated he has seen planes flying low before, but this was unusual because this airplane had a closed cockpit. He stated it was not an ultra light airplane

265A-NY-259028-SU

2268 7/20/96 at Shirley, New York

265A-NY-259028

SA ANDREW DE CICCO
SA KEVIN MATHIESON:cam

Date dictated 7/23/96

AUG 15 1996

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265A-NY-259028

Continuation of FD-302 of [REDACTED]

On 7/20/96 Page 2

like is usually seen in the area. He stated he highly doubted that anything could have been shot out from this kind of airplane.

[REDACTED] stated his friend [REDACTED], who works with him at [REDACTED] was fishing with his friend [REDACTED] at the time of the crash and may be able to provide further information. He also stated a person named AL "the plumber" was on a boat fishing when the explosion occurred, but he did not know how to reach him. He stated the owner of [REDACTED], located in Mastic or Shirley, may know how to reach AL "the plumber."

[REDACTED] drew a picture of what he saw the night the plane crashed. Picture included with notes of interview.

2269

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729

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, [redacted] Date of Birth [redacted]
 [redacted] of [redacted] Brookhaven, New York, Home Telephone
 Number [redacted] was interviewed by Special Agent KEVIN C.
 MATHIESON. After being advised of the identity of the
 interviewing Agent and that the nature of the interview was
 regarding the plane crash of TWA Flight 800 on July 17, 1996,
 [redacted] provided the following information:

[redacted] stated that at 8:35PM on July 17, 1996, she was
 standing outside on the south veranda of the Bellport Yacht Club
 looking at the sky facing the bay when she observed a fireball of
 solid mass the size of a basketball which began to fall and break
 into two fire masses described as "lava dripping from the sky".
 [redacted] advised that the right mass was larger than the left mass.

7 22 96 Long Island, New York 265A-NY-259028-SUB **CC**
 265A-NY-259028 **87**
 2240 SA KEVIN C. MATHIESON KCM:meg [signature] Date dictated 7/23/96 **AUG 15 1996**

730

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96

[redacted], white female, date of birth [redacted]
[redacted] social security number [redacted]
[redacted] Stamford, Connecticut, telephone [redacted] was interviewed
at the above address on the below listed date by the below listed
special agent. She was advised of the identity of the
interviewing agent and the nature of the interview. [redacted]
provided the following information:

On 7/17/96, [redacted] was at a party at a beachhouse,
rented by her mother, in Clinton, Connecticut. She described the
day as clear. Although the sun had set, it was still light
outside.

[redacted] (previously interviewed by the Federal Bureau
of Investigation (FBI)) called her attention to a light in the
sky. [redacted] advised that she saw a slanted bright red line going
from the horizon up and to the right, over the Long Island Sound.
[redacted] could not tell if the red line originated at the ground or
in the air. [redacted] then saw what appeared to be "dud fireworks",
a fiery patch, bursting into sparks. She then saw a reddish
explosion. This area expanded and sank down to the horizon. The
entire event lasted less than 15 seconds.

[redacted] mother, [redacted], told [redacted]
that she "... couldn't believe she [redacted] missed it." [redacted]
[redacted] and the others at the party discussed what they had
seen. No one knew that it was a plane crash. [redacted]
learned about TWA Flight 800 the next day.

[redacted] advised that her aunt, [redacted], and
[redacted] friend, [redacted] were also present. They both
live in Hamden, Connecticut.

[redacted] drew a sketch of what she saw. [redacted] also
marked the line of sight to the explosion on a map. Copies of the
sketch and annotated map are attached.

Investigation on 8/3/96 at Stamford, Connecticut

File # 265A-NY-259028

by 2271 SA Kenneth E Gray Jr : KEG/keg -KCC

Date dictated 8/05/96

265A-NY-259028-SUB CC-

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 22 1996	
TC	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/27/96

[redacted], Shirley, New York, telephone number [redacted], Date of Birth [redacted] and Social Security Number [redacted] was interviewed on July 24, 1996 during a road block check point at the entrance to Smith Point Park, Shirley, New York. After being advised of the identity of the interviewing agents and the nature of the interview [redacted] provided the following information:

[redacted] her husband [redacted] and her friends, [redacted] and [redacted] Bayshore, New York, (telephone number [redacted] not known) were sitting in front of a large window in [redacted] home the night of July 17, 1996. Shortly after 8:30 PM that night, her friend [redacted] said "What's that?" [redacted] turned, looked out the window and saw an explosion in the sky. [redacted] then saw a reddish orange column dropping down from the explosion. Within a second, the column disappeared from her view. [redacted] can point out, where she was sitting when she saw the explosion and where in the sky she saw the explosion.

[redacted] said her friends, [redacted] and [redacted] have not yet been interviewed regarding the explosion.

[redacted] works at the [redacted] in Yapank as a correspondents exam technician. She has worked there for seven years. Her phone number there is [redacted].

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Investigation on 07/24/96 at Shirley, New York

265A-NY-259028-SUB

2276
File # 265A-NY-259028

7/24/96

Date dictated 07/27/96

by WILLIAM INZERILLO
PETER CASAZZA

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI-NEW YORK	

000078

732

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 23, 1996, [redacted], Date of Birth (DOB) - [redacted] Bohemia, New York, telephone number [redacted] was advised of the official identities of the interviewing Agents and the purpose of the interview.

On July 17, 1996, [redacted] was surfing with [redacted] at approximately two miles east of Smith Point Park. Between 8:30 PM and 8:40 PM, [redacted] observed a red ball-like explosion at cloud level. The explosion descended from the cloud level for approximately five seconds and then broke into two pieces and continued straight down into the ocean. Approximately two minutes following the explosions descent into the ocean, [redacted] heard a thunder-like noise. [redacted] advised that the smoke remaining after the explosion was whitish-gray in color. Additionally, [redacted] stated that he did not see any object ascending.

Investigation on 7/23/96 at Davis Park Beach, New York **265A-NY-259028-SUBC**

File # 265A-NY-259028

by SA DAVID SEBASTIANI, SA JOHN D. FETHIERE
SA NATALE PARISI (NP/dp)

Date dictated

7/23/96 **AUG 28 1996**

2278

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
NEW YORK	

159

TC

000080

733

265A-NY-259028
GRM:meg

[REDACTED] was interviewed by Detective GARY R. MILLER and Detective MICHAEL CALVIN of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

Interview conducted with [REDACTED] of [REDACTED], Shirley, New York, on July 20, 1996 at 12:00 hours.

Stated that on July 17, 1996, between 8:30PM - 8:45PM, he was driving his van westbound on Route 27 (Sunrise Highway) and was between Exit 60 (Railroad Avenue) and Exit 59 (Wading River Road) in Center Moriches. Directly to his left he saw a gray smoke trail ascend at a high rate of speed and where the trail terminated an explosion occurred. He described it as going straight up, not zig zag and the trail was visible for a period of time after the explosion. From the time he sighted the trail till time of explosion, he guessed 3-4 seconds and he felt that the trail was at least 5 miles away to the south and very high in the sky. Lighting conditions, he noted as being dark but clear and sun was down. His horizon line was above a tree line that borders the highway. This interview was conducted at [REDACTED] Manorville, NY, [REDACTED].

259028-SUB

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265A-NY-259028
TMO:hrq

[REDACTED] was interviewed by Senior Investigator THOMAS M. O'NEILL and Investigator KEVIN WALSH of the New York State Police Department. The interview was conducted on July 20, 1996.

On July 20, 1996, Senior Investigator O'NEILL and Investigator WALSH interviewed [REDACTED], [REDACTED], Remsenburg, New York, at the YACHT SQUADRON. Mr. [REDACTED] stated he was sitting on the back deck facing Dune Road (south), at around 8:30 PM, he saw a rectangular ball of orange fire over Little Pikes Inlet. It was falling at the speed that fireworks normally fall and split into two pieces of orange flame, the smaller piece on the bottom. It fell behind the washout of Dune Road, east of Moriches Inlet. He did not hear any explosion or feel any vibration. The whole thing lasted between five-ten (5-10) seconds. He never saw any smoke.

265A-NY-259028-SUB *ll*

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1-1-12 *12*

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] was interviewed at his residence, [redacted] North Massapequa, New York, by Special Agent (SA) NEIL F. MORAN who identified himself as an SA of the Federal Bureau of Investigation (FBI). [redacted] was able to furnish the following information regarding observations he made during the evening hours of July 17, 1996 with a possible connection to the crash of TRANS WORLD AIRLINES (TWA) flight 800.

Last Wednesday evening [redacted] indicated that he took a drive on his motorcycle to the CAPTREE boat marina. Lynch recalls departing his residence shortly before 8:00PM and arriving at the marina at approximately 8:15PM. [redacted] indicated that he was interested in possibly renting a slip for his boat and was checking out the prices and conditions with several of the other boat owners.

At approximately 8:35 PM [redacted] departed CAPTREE and headed west on the scenic Ocean Drive which runs along the ocean. [redacted] recalls passing the OAK BEACH INN near CEDAR BEACH when he noticed a "softball size fireball" off to his left travelling from west to east. [redacted] indicated that this orange and yellow colored "fireball" was travelling at a slow rate of speed, approximately one mile high, when after a period of three to four seconds, it went out. [redacted] advised that he did not observe a trail of smoke behind the "fireball". An additional four to five seconds elapsed when a larger "fireball", the size of a basketball, suddenly appeared from where the first one had disappeared. This "fireball" also appeared to extinguish itself after a period of several seconds.

[redacted] added that in approximately twenty to thirty seconds he then observed a twin engine jet aircraft travelling from south to north cross directly in front of him. [redacted] stated that he felt that the aircraft was flying unusually low and he added that he could see significant light emanating from inside the jet. [redacted] advised that it was too dark to observe any markings on the outside of the aircraft but he was positive that

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265A-NY-259028-SUB C

Investigation on 7/23/96 at North Massapequa, New York
File # 2233 265A-NY-259028
by SA NEIL F. MORAN

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 30 1996	
7/23/96 FBI - NEW YORK	
TC	

265A-NY-259028

Continuation of FD-302 of [REDACTED]

, On 7/23/96

, Page 2

it was not a 747. [REDACTED] followed the path of the plane as he continued west on Ocean Drive and added that the aircraft made a wide swing heading in a westerly direction toward JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFKIA). [REDACTED] indicated that he eventually lost sight of the jet and he continued on his trip home.

The following background information was obtained from JOHN LYNCH:

Name: [REDACTED]

Home Address: [REDACTED]

North Massapequa, New York

Home telephone: [REDACTED]

Employment: [REDACTED]

Business telephone: [REDACTED]

Date of Birth: [REDACTED]

[REDACTED] could not furnish any additional details regarding this matter.

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736

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

On July 19, 1996, [REDACTED]

[REDACTED] Southhampton, New York, 11968.

[REDACTED] was interviewed at Westhampton Ambulance Center, Westhampton, New York. He was advised of the identity of the interviewing agents and the nature of the interview. He then provided the following information:

On July 17, 1996, between 8:00pm and 8:30pm, while on [REDACTED] boat in the Shinnecock Inlet, [REDACTED] was looking at the back of the craft when a friend's exclamation caused him to look to the West-Southwest. [REDACTED] described seeing a little yellow flame for a second, the length of which was approximately 1/4" at arm's length, approximately 25-30 degrees above the horizon. The flame did not appear to have any movement except possibly dipping.

[REDACTED] then saw something shoot off the little yellow flame which he described as a plume that grew in a direction of approximately 20 degrees right of vertical in two to three seconds. The plume was reddish orange in color and lightish grey at the top, approximately 1 foot in length at arm's length. The top of the plume turned into a fireball which spun and floated down to the horizon in approximately 6 seconds. The fireball was approximately 1/2 inch in length at arm's length.

The yellow flame maintained its intensity the entire time and went directly down to the water in about one second.

The sun was in a direction of North-Northwest, and the fireball was approximately 3-4 miles away.

[REDACTED] and [REDACTED] were also in the boat.

A powerboat, approximately 20 feet long, a 25 to 30 foot sailboat with two sails, and a trawler were in the area. Two small "checkmate" speed boats were also seen earlier.

Investigation on July 20, 1996 at Southhampton, NY File # 265A-NY-259028
 by SAS STEVEN BONGARDT CHARLES J. RUSSELL:msh Date dictated 7/20/96
 2348

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

Continuation of FD-302 of

[REDACTED]

, On

7/19/96

, Page

2

[REDACTED] and
[REDACTED] had been out in the boat for approximately two hours
before the incident occurred.

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POLICE DEPARTMENT
COUNTY OF SUFFOLK, N.



NORTH SEA

W/ BOAT WITH [REDACTED] LOOKED UP SAW LITTLE YELLOW FLAME
DROP FROM THE SKY FOR A SECOND.

SAW A SECOND HUGE EXPLOSION. HUGE EXPLOSION SHOT UP TO RIGHT
IT WAS ORANGE & RED WITH LIGHT SMOKE

LITTLE YELLOW FLAME SHOT DOWN TOWARDS & WATER

HUGE EXPLOSION FELL IN SPIRAL

FELL 5-6 SECONDS TO WATER

SAW 25'-30' SAILBOAT W/ 20'-25' FISHING BOAT NEXT TO IT.



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265A-NY-259028
GPS:hrq *APD*

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The following investigation was conducted by Special Agent (SA) GAVIN P. SHEA in Westhampton Dunes, New York, regarding the Trans World Airline (TWA) plane crash:

On July 27, 1996

[REDACTED] Westhampton Dunes, New York, *[REDACTED]* advised that he was watching the television and heard two booms and then a third which shook his house. *[REDACTED]* advised that he did not see anything ascending or descending in the sky but that he observed a smoke spiral and fire on the water's surface.

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2/22/97

SEARCHED
SERIALIZED
INDEXED
SEP 2 4 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] Date of Birth [redacted] was interviewed at his place of employment [redacted] Center Moriches, New York, [redacted] After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] was having dinner at JOHN SCOTT's on Dune Road in Westhampton, New York. Also present for dinner was [redacted] AND [redacted] They were seated at an outside table. JOHN SCOTT's is located on the north side of Dune Road. [redacted] seated view was due south.

Between 7:30 and 8:30 PM, [redacted] gazed up and saw a huge orange fireball. The fireball was as big as a house. The huge fireball descended and [redacted] then saw a second, but smaller fireball. [redacted] was looking south, but slightly to the west. The event was totally silent.

The fireballs descended out of view south of Dune Road into the ocean. Seconds after they were out of view. [redacted] heard a deep rumbling sound.

[redacted] believed that [redacted] had the best view of the event, and may have pointed it out to him.

521
SUBC

Investigation on	<u>7/24/96</u>	at	<u>Center Moriches, New York</u>	SEARCHED	INDEXED
File #	<u>265A-NY-259028</u>			SERIALIZED	FILED
by	<u>SA JAMES J. ROTHE;</u>			SEP 24 1996	
	<u>SA GREGORY J. O'NEILL/mam</u>				
		Date dictated	<u>7/24/96</u>		

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739 = She
578 = He

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

[REDACTED] was advised of the identities of the interviewing Agents and the purpose of the interview, the following information was provided:

The [REDACTED] heard a major explosion, then heard two (2) smaller explosions. The explosions sounded like thunder. They did not visually observe the incident.

416
CC

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

File # 265A-NY-259028

by SA CHARLES J. RUSSELL
SA MICHAEL C. INCE/hrg

Date dictated 07/22/96

(X)
TC

TC

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth [redacted]
[redacted] Quogue, New York, 11959, telephone [redacted]
[redacted] alternate address, [redacted] New York, New York 10028, [redacted] was interviewed at his Quogue, New York residence. [redacted] was advised of the official identities of the interviewing Agents and purpose of the interview. [redacted] provided the following information:

[redacted] stated he was in a small boat heading east in the canal that runs parallel to Dune Road, approximately 200 yards west of Beach Lane Bridge, Westhampton, New York, on July 17, 1996.

Between 8:30 P.M. and 8:45 P.M., southwest from him, he observed what looked like a red flare going up. He first saw the flare at a 45° angle in the sky. The flare started out fairly straight, then gently curved along an arc from south to northeast.

The flare was a reddish circle with a very small elongated red cone shaped area on it, which had a darker tint in front than back. In the back there was a red-white colored flame. The flare left a wispy white smoke trail. The smoke was thicker at its source, thinning out as it got farther from its source. [redacted] view was then interrupted by a house. After passing the house, he observed a huge fire ball, with a wispy white smoke trail, which originated at approximately 30 degree on the horizon entering the fireball at approximately 55 degree on the horizon and the fire was falling down. He did not see the explosion itself, due to the house. The wispy white smoke trail disappeared quickly. He then saw black smoke from the fire ball and heard three (3) booms, the flare stage lasted approximately one to two seconds and the fireball stage lasted 10 to 15 seconds. The sky was not yet dark, but getting dark. He had no view of the water.

[redacted] was accompanied by [redacted] and [redacted], ten year old twins.

265A-NY-259028-SUB

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

File # 265A-NY-259028
by INVESTIGATOR JOHN P. KEARY/mam
New York State Police

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 15 1996	
Date dictated <u>7/22/96</u>	FBI-NEW YORK

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265A-NY-259028

JPH:mxh

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

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

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

Also interviewed this date was [redacted] 588 Bellport, who stated that he was seated on the porch of the Bellport Yacht Club facing south overlooking the bay. Subject stated that he observed a bright light moving east to west along the coast of Fire Island southeast of his location. He believed that this light may have been a helicopter light. As he looked towards the light, he observed two large, bright, orange flames fall to the ground approximately 10 miles southeast of his location towards the Smith Point Bridge.

265A-NY-259028-SUB-CC2

SEARCHED <i>JPH</i>	INDEXED
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FBI - NEW YORK	
<i>AM</i>	

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

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

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

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SEARCHED	INDEXED
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JAN 27 1997	
FBI - NEW YORK	

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JPH:mxh

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

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

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

Also interviewed this date was [redacted] 588 Bellport, who stated that he was seated on the porch of the Bellport Yacht Club facing south overlooking the bay. Subject stated that he observed a bright light moving east to west along the coast of Fire Island southeast of his location. He believed that this light may have been a helicopter light. As he looked towards the light, he observed two large, bright, orange flames fall to the ground approximately 10 miles southeast of his location towards the Smith Point Bridge.

265A-NY-259028-SUB-CC 296

SEARCHED <i>JH</i>	INDEXED
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JAN 27 1997	
FBI - NEW YORK	
<i>AM</i>	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/12/96

On July 25, 1996, Special Agent (SA) RICHARD [REDACTED] and Investigator DOMINICK MAGRO of the Joint Terrorist Task Force, interviewed [REDACTED] Orange Beach, Alabama 36561. [REDACTED] advised of the identities of the interviewing investigators. [REDACTED] stated the following:

[REDACTED] stated he finished work at 3:00 pm and met with his friend, [REDACTED] at the SHINNECOCK BAY INN at approximately 4:00 pm. [REDACTED] stated that he remained at the inn until 7:30 pm and had consumed about a dozen beers while he was there. [REDACTED] returned to [REDACTED] located at [REDACTED] Westhampton, New York, at approximately 8:00 pm to 8:15 pm to pick up his dog. At approximately 8:30 pm, he and [REDACTED] were in the trailer when they both heard two explosions. [REDACTED] thought that the explosions may have been one of the bulldozers that were located on the beach in close proximity to the trailer. [REDACTED] exited the trailer with [REDACTED] and saw something on fire on the surface of the water a few miles out at sea. [REDACTED] did not see anything fall from the sky. [REDACTED] remained in the area for about 45 minutes after the explosion, at which time he left to go to his motel room.

[REDACTED] further states that he did not notice any unusual activity of incidents prior to hearing the explosions.

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

File # 265A-NY-259028 CCI-204


by SA RICHARD KARNIEWICZ/axh

Date dictated 7/25/96

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

265A-NY-259028

Continuation of FD-302 of 

, On 07/25/96 . Page 2



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265A-NY-259028
KFH:kfh

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] date of birth [redacted] social security # [redacted], [redacted] Floral Park, New York, home telephone [redacted] 2920, pager [redacted] PIN [redacted]

745

On 7/17/96, [redacted] and her friend [redacted] were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:45 pm, [redacted] heard a very loud boom, observed a flash of blue light in the sky to her right, in the direction of Jericho Turnpike, then, heard four more booms, and observed a flash of red light. She described the flashes of light as similar to lightning in the distance. She advised that the flashes appeared really far in the distance. [redacted] did not observe any smoke, fire, or planes in the sky.

745

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] aka [redacted], date of birth [redacted] social security [redacted] employee of [redacted] Belmont, New York, telephone [redacted]

746

On 7/17/96, [redacted] and his friend [redacted] were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:40 pm, [redacted] observed, to his right, an object similar to a rocket, which appeared to have come from the ground, moving straight up in the air. [redacted] observed a reddish/blue flash in the sky, then heard a loud boom similar to that made by an M-80 firecracker. After the flash, the sky was dark again.

746

[redacted] did not observe any smoke, fire, or planes in the sky. He did not notice any other persons, other than [redacted] in the vicinity.

SUBCC-40

265A-NY-259028

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 19 1996	
FBI - NEW YORK	

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265A-NY-259028
KFH:kfh

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] date of birth [redacted] social security [redacted], [redacted] Floral Park, New York, home telephone [redacted] 2920, pager [redacted] PIN [redacted]

745

On 7/17/96, [redacted] and her friend [redacted] were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:45 pm, [redacted] heard a very loud boom, observed a flash of blue light in the sky to her right, in the direction of Jericho Turnpike, then, heard four more booms, and observed a flash of red light. She described the flashes of light as similar to lightning in the distance. She advised that the flashes appeared really far in the distance. [redacted] did not observe any smoke, fire, or planes in the sky.

745

The following information was provided to FBI Special Agent Kenneth F. Hosey, New York Division, on 7/18/96, by [redacted] aka [redacted], date of birth [redacted] social security [redacted] employee of [redacted], Belmont, New York, telephone [redacted]

746

On 7/17/96, [redacted] and his friend [redacted] were standing on Plainfield Avenue, in front of the Elmont Rehabilitation Center. Between 8:30 and 8:40 pm, [redacted] observed, to his right, an object similar to a rocket, which appeared to have come from the ground, moving straight up in the air. [redacted] observed a reddish/blue flash in the sky, then heard a loud boom similar to that made by an M-80 firecracker. After the flash, the sky was dark again.

746

[redacted] did not observe any smoke, fire, or planes in the sky. He did not notice any other persons, other than [redacted] in the vicinity.

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Verified

SUBCC-42

265A-NY-259028

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 13 1996	
FBI - NEW YORK	

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265A-NY-259028
JPK:amo

On July 29, 1996, at approximately 5:55PM, Investigator JOHN P. KEARY, New York State Police, interviewed [REDACTED], of [REDACTED], Mastic Beach, New York (NY) [REDACTED]. She was telephonically interviewed at her residence and stated the following:

On July 17, 1996, at approximately 8:30PM, she and her husband, [REDACTED], were at Smith Point County Park. He was in the parking lot in the vicinity of the center of the lot. She stated that her husband brought the incident to her attention. [REDACTED] stated that she only saw the last part of the fireball. She stated this fireball was in two (2) pieces and fell into the ocean. This occurred to her southeast. She could not provide any landmark which would assist in pinpointing the location of the fireball. She could not estimate an exact distance at which this event occurred. She did not hear any noise.

It is noted that [REDACTED] indicated she and her husband were with [REDACTED] and [REDACTED], Daisy Drive, Mastic Beach, NY [REDACTED] on the evening of the incident. She stated she believed the [REDACTED] had been in contact with the Federal Bureau of Investigation (FBI). This investigator subsequently contacted [REDACTED], who advised that she and her husband had spoken to the FBI.

m/alan

265A-NY-259028-SUB CC.

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] East Moriches, NY, was contacted about a telephone call he made to the FBI's New York Office on 7/21/96 to report an observation made on the evening of 7/17/96. He provided the following details:

[redacted] advised that on 7/17/96, around 8:30 pm, he was driving southwest on Suffolk County Road 51, south of Sunrise Hwy and north of Montauk Hwy, in East Moriches, NY. He said he saw a bright yellow flame, thin at the top and wider at the bottom, moving downward slightly left to right and then out of his view over the horizon. [redacted] was approximately two miles from Moriches Bay and estimated the flame to be more than 10 more miles south.

[redacted] said he saw no objects or smoke trails in any direction before or after seeing the flame.

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Investigation on 7/22/96 at East Moriches, NY

File # 265A-NY-259028

by SA Scott O'Neal

Date dictated 7/23/96

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 23 1996	
FBI - NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/21/96

[redacted] (age 16), temporarily resident at [redacted] North Bellmore, New York [redacted] telephone [redacted] with no other permanent address, was interviewed in follow up to the telephonic contact with the F.B.I. made by [redacted] in whose home he currently resides, in regard to the crash of TWA Flight 800, at approximately 8:10 p.m. yesterday. After being advised of the nature of the interview, and with the permission and in the presence of [redacted] he provided the following information:

Sometime around 8:15 p.m. on Wednesday, July 17, 1996, he and his friend [redacted] were in the pool in the backyard of the [redacted] residence. [redacted] heard what he described as a scrapping (not scraping) noise, as if an engine were being repetitively turned on and off. He then looked straight up to the sky and saw an airplane, with lots of black smoke that faded out to gray. [redacted] visually followed the airplane for about a minute or two; it appeared to be moving straight down towards the earth, with no visible left- or rightward directional movement. He and [redacted] then got out of the pool and went inside and turned on the television, which was the first time [redacted] heard about the airplane crash.

[redacted] has been assigned Control Number 1585.

-18
265A-NY-259028 sub
FILED
JUL 22 1996
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TC

Investigation on 07/21/96 at North Bellmore, NY (telephonically)
File # 265A-NY-259028 Date dictated 07/21/96
by SA Mary Deborah Doran ADD

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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.

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265A-NY-259028-SUB-CC

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

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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."

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[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.

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[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.

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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 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.

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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 WJ Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/1996

[redacted] respectively, residing at [redacted] Westhampton Beach, New York (NY) were advised of the official identities of the interviewing agents. [redacted] then furnished the following information:

The [redacted] were facing directly south and observed a tree-like object which had caught fire and come down and entered the water. When the object entered the water, the fire went out and they heard a large boom. [redacted] thought that the object on fire landed about five miles off shore and initially thought it was an oil tanker burning off oil until he heard the boom. [redacted] observed the flaming object when it was higher in the sky while [redacted] first caught sight of it just before it hit the water.

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Investigation on 7/21/1996 at Westhampton Beach, New York
File # 265A-NY-259028
by SA JAMES J. ROTHE
SA GAVIN P. SHEA (GPS:iaw) Date dictated 7/21/1996

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265A-NY-259028

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The attached Police report is the report of interview of [redacted] by Investigators EDWARD MLCODYNIA and JOHN KEARY of the New York State Police Department.

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On July 21, 1996, Investigator [redacted] Date of Birth: [redacted] of [redacted] Shirley, New York 11967, telephone number: [redacted] advised that on Wednesday evening he was fishing from the Union Dock, located on southern most part of Union Street, Moriches, New York, at about 8:30 PM he was looking across the bay at Great Gunn Beach which is encompassed by Smith Point Park. He saw what he described as an orange flare which appeared to be launched from the beach or beyond which went straight up then suddenly he saw a large red glow which he described as an "explosion" and thereafter saw the fireball split into two distinct parts and drop from the sky.

[redacted] went on to say that there was no sound to the explosion.

[redacted] was also with his girl friend, [redacted] [redacted] of [redacted] Mastic, New York 11950, telephone number [redacted] mentioned to [redacted] to look at the flare going up but when she looked towards that area all she saw was a large fireball and then the fireball come down. She did not hear any explosion either.

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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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L. J. [redacted]	

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

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

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