

DOCKET NO. SA-516

APPENDIX O

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**INTERVIEW TRANSCRIPT
NYANG MAJ. FREDRICK MEYER
JANUARY 11, 1997
(48 pages)**

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BEFORE THE UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

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IN THE MATTER OF TWA FLIGHT :
800; INTERVIEW OF: :
MAJ. FREDERICK C. MEYER. :
- - - - - X

TAPE TRANSCRIPTION

The above entitled matter came on for interview pursuant to notice before NORM WIEMEYER, NTSB Official, at the New York Air National Facilities in Westhampton Beach, New York, on January 11, 1997.

1 APPEARANCES:

2

3 NORM WIEMEYER

4 NTSB Official

5

6 TERRY STACEY

7 Trans World Airlines Representative

8

9 LOU BURNS

10 Air Line Pilots Association

11

12 SCOTT METCALF

13 Federal Bureau of Investigation

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15 AL CLEMENS

16 Federal Aviation Administration

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I N D E X

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WITNESS:

MAJ. FREDERICK CHARLES MEYER/Pilot, H-60 Helicopter,
New York National Guard.

(Tape 2, Side B, third interview continuing to Tape 3,
Sides A and B.)

(No exhibits were presented or accepted into evidence
at or as a result of this interview.)

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

2 MR. WIEMEYER: Okay. If you would, state
3 your full name for the record, and please spell your
4 last name.

5 MAJ. MEYER: All right. I'm Maj. Frederick
6 Charles Meyer, M-E-Y-E-R -- M, as in Mike, E-Y-E-R.
7 And my address is 10 Sagamore, Shinnecock Hills, New
8 York.

9 MR. WIEMEYER: Okay. And what was your
10 exposure with regards to the events surrounding TWA --

11 MAJ. MEYER: I --

12 MR. WIEMEYER: -- 800 loss?

13 MAJ. MEYER: I am a pilot in the H-60
14 helicopter. I was flying as pilot in the right seat.
15 That night we took off at 8:00 o'clock local time --
16 8:00 p.m.

17 And I was out on the instrument landing
18 approach to this airport -- to runway 2-4 at this
19 airport about 8:30 in the evening. We were practicing
20 instrument landing approaches waiting for it to get
21 dark so that we would go out and do another mission,
22 which was night-air refueling on night vision goggles.

23 Chris Baur, whom you've interviewed was my
24 co-pilot, and Dennis Richardson was the flight
25 engineer. Those were the only three people in the

1 aircraft at the time.

2 The fourth member of the crew was acting as a
3 safety ground party for a parachute jump that was in
4 progress at the same time, and he was on the north
5 landing zone here at the airport. The plan was that
6 after we finished our instrument approaches we'd go
7 over and pick him up and we'd have a complete crew for
8 the air-refueling.

9 Chris was flying the particular approach. He
10 was between 200 feet and 100 feet above the ground. He
11 was on a heading of 2-3-8 degrees magnetic to this
12 field. And I can be precise about that because as the
13 non-flying pilot my role, as he comes down that glide
14 slope, is to call his altitude 100 feet above the --
15 the minimums for the field. We were flying a copter-
16 only approach, which has a 100 foot minimum. And,
17 therefore, at 200 feet I said, "100 foot above."

18 And at that point I was looking around the
19 pattern. There was one other aircraft in the pattern.
20 And, frankly, I was looking for an aircraft that was in
21 the pattern at that time.

22 And I looked up and to my -- slightly to my
23 left front, and I saw streak of light. And I might
24 also say here that approximately a week -- I can't
25 remember the date. But approximately a week after the

1 accident I debriefed our commander here, Dave Hill
2 [phonetic sp.]. Bob Walters [phonetic sp.], one of
3 your agents, was in that meeting.

4 MR. CLEMENS: Okay.

5 MAJ. MEYER: And I drew a diagram. And the
6 only reason I tell you that, Dave Hill took the
7 diagram. And if there's any variance between what I
8 say now and what I say then, that's probably the more
9 accurate because that's exactly what I told him back
10 then. As I say, much closer in time period to the
11 accident than -- than this, six months later.

12 Now, he asked me -- and I'll -- I'll tell you
13 what I talk -- I told him. I'm -- the aircraft is
14 facing 2-3-8 degrees magnetic. The runway heading is
15 2-4; it's actually 2 degrees off magnetic heading.

16 I saw to -- in front of me and slightly to my
17 left of dead front I saw a streak of light in the sky.
18 I have no idea what it was. And my reaction when I saw
19 it was, what the hell is that?

20 I observed it for somewhere in approximately
21 three to five seconds moving in a gradually descending
22 arc -- sort of a gentle descending trajectory. Similar
23 to that which you would observe at night if you
24 observed a shooting star. The difference is that it
25 was red-orange in color and it was broad daylight. It

1 was as bright then as it is right now looking out that
2 window. It was broad daylight.

3 And there were no clouds in the sky --
4 absolutely cloudless night. Other people have told me
5 there was some haze. If there was, it was very
6 minimal.

7 I observed the streak of light for three to
8 five seconds. And then I saw an explosion. And about
9 one to two seconds after that I saw a second, and
10 possibly a third, explosion. Now, these were hard
11 explosions. This looked like flak. It's a hard
12 explosion. It's like an HPX explosion, as opposed to
13 soft explosion like gasoline, or something.

14 How do I know that? Well, I'm recalling back
15 20, 25 years. And I put -- if -- if I observe
16 something in the air in Vietnam, different things
17 exploding did different characteristics. Somebody
18 would have to be more technical. That's -- that's as
19 much as I can tell you, is that some things are hard
20 explosions. They're gen -- they -- they, to me,
21 resemble anti-aircraft fire and other things are soft
22 explosions; like if you saw somebody hit a fuel storage
23 depot, the type of explosion that would occur there
24 would be slow.

25 What I saw were -- and I want to -- I want to

1 step back and tell you that at no time during what I
2 observed did I ever see the airframe. I never saw
3 anything that told me there was an airplane out there.
4 So, the streak of light, I saw the explosion about one
5 to two seconds -- second and poss -- just a little --
6 there's something in my mind's eye that says there was
7 a little something -- for want of a better term --
8 maybe a nanosecond after that second explosion.

9 And then, from that approximate position
10 emanated this fireball, which was a soft explosion.
11 And it was definitely petroleum. If you've ever seen a
12 -- I -- I did not fly attack; I flew rescue. But I was
13 in position to observe A-4s and F-4s hitting storage
14 depots and watching the color of a storage depot that's
15 being hit and exploding and blowing up. And I knew at
16 that moment -- of course, we all know now -- but I knew
17 at that moment that that was a petroleum explosion.

18 And that fireball -- you know, it -- it was
19 huge. It was easily four fingers, at my extended arm's
20 length. I looked over here at -- at -- on my right,
21 and I had the setting sun. Now, the sun was just maybe
22 a couple of degrees -- the lower orb of the setting sun
23 was bright red, and it was probably just a couple of
24 degrees above the horizon at the time this happened.
25 And at that time I estimated the size that this

1 fireball grew to to be approximately four times the
2 size of the sun. So, I can't give you degrees and I
3 can't -- all I can do is give you relativity.

4 I didn't put my hand out in front of me at
5 the time, so I can't really tell you that it was four
6 fingers. But it was -- it was probably even bigger
7 than that. It was probably the spread of a hand across
8 the windshield. And at that time I was somewhere
9 between 10 and 13 miles away.

10 At that time I was right over the numbers at
11 the end of this runway, 2-4. At the time we saw the
12 fireball the wheels were probably passing right over
13 the beginning of the -- the apron of the runway.

14 Now, at that moment Chris said to me, "Is
15 that pyro?" And I said to him, "No pyro like I've ever
16 seen." Because by this time -- by the time those words
17 came out this fireball was huge.

18 I kind of thought, should I go get the PJ?
19 Let's go check that out. So, we set -- we -- we're now
20 cruising down the runway. Now, when we shoot that
21 approach, we shoot it at 90 knots. It's a copter-only
22 approach, so we have to shoot it at 90 knots -- as min.
23 procedures.

24 So, we were moving down the runway at about
25 that speed, not -- which isn't very fast. And we had

1 covered -- I don't know -- maybe a thousand foot of the
2 runway, when I called the Tower -- and if you have
3 the -- the Tower tape, you know I called them after
4 clearance south of the field; said, we just observed a
5 fireball. We want clearance out of the control zone to
6 the south to investigate.

7 And at that time I didn't know what it was.
8 I have no idea what it was. Chris didn't know what it
9 was. And Dennis -- because Chris was flying the
10 approach, Dennis had moved from his normal station on
11 the right side of the aircraft to the left side. And
12 Dennis saw the fireball.

13 I don't know what those two guys saw prior to
14 the fireball, but they were both on the left side of
15 the aircraft -- which is the south side of the aircraft
16 -- and they were in a position to see something down
17 there. I told you what I saw.

18 Now, we turned south. We're probably at that
19 point somewhere in the neighborhood of 200 feet above
20 ground level. Chris was on the controls, and I didn't
21 take the controls from him. I said, yeah, let's just
22 go -- all right?

23 So, he turned the aircraft; he accelerated.
24 He probably picked us up to about 150 knots indicated.
25 And we flew at about 200 feet, 150 knots indicated in

1 the direction of the fireball. And the fire --

2 (Tape 2, Side B ends abruptly. No carryover.
3 Loss of dialogue. Interview resumes on TAPE 3,
4 SIDE A.)

5 MR. WIEMEYER: Okay. Go ahead.

6 MAJ. MEYER: Now, the fireball had hit the
7 water before we crossed the beach. We estimated to
8 each other at the -- an hour or two later -- or maybe
9 it was the next day -- that it had taken approximately
10 10 seconds to fall. But it had to have taken a lot
11 longer than that. But, I mean, our -- our memories
12 were distorted.

13 But all three of us asked each other, how
14 long do you think it took -- took to fall? And we all
15 said, about 10 seconds. And -- I mean, that's just
16 crazy, but it gives you some idea of the -- the fact
17 that when you observe things sometimes your -- your
18 timing mechanism is off.

19 But I do know that the -- that the fireball
20 hit the water before we crossed the beach, 'cause I
21 have a mental picture of just the sand and the beach.
22 And I expected that fireball to be extinguished when it
23 hit the water, but it just continued to burn. And it
24 burned across -- not as a ring. The whole thing
25 burned, and those flames were 50 feet high -- and we

1 measured them because we were hovering at 50 feet over
2 the water and we were looking at the tops of the
3 flames.

4 I don't know how much detail you want about,
5 you know, from then on the things in the water.
6 Approaching -- as we approached across the water and we
7 saw the thing fall, something fell out of this plume of
8 smoke that was following the fireball into the water.
9 Something fell out. Chris got a better look at it,
10 observed it, commented. We don't have voice recorders
11 in the aircraft, but Chris can tell you more about what
12 he saw.

13 I saw a fireball. As you can see, I -- I
14 wear -- I had these glasses on at the time. My eyes
15 aren't as good as his. He told me at that time, or
16 shortly thereafter, that he observed something like a
17 vortex inside the fireball. I did not observe that.

18 But I did see something fall out of it. And
19 when we -- later on we went out and we searched the
20 debris field and we marked the fireball debris field.
21 We marked the upwind, which is the southwesterly corner
22 of it -- because we have an INS that's corrected by GPS
23 and we had it on and it was in the aircraft, and it's
24 giving us lat. and long. to -- to hundredths of a
25 degree. I don't think -- it's not seconds. It's

1 hundreds -- two decimal places; hundredths of a degree,
2 not seconds.

3 We radioed those two positions, either before
4 or after I warned that -- I think it was after I warned
5 the 130 about the falling debris. We radioed those two
6 exact lat. and long. positions to the 130 -- it was
7 after. And they're in that 130 log -- and that might
8 be interesting for you guys to know that we have a
9 written record of the exact point of the upwind edge of
10 the fireball, and of the secondary debris field that
11 was further to the southwest.

12 We flew over it and we marked it. We
13 recorded it. We transmitted that -- I mean, we
14 recorded it by transmitting to the radio operator in
15 the C-130, who told me later that he took down that
16 information.

17 I presume that that was transferred to the
18 Coast Guard. And I was very curious as to why the Navy
19 came up and spent two weeks looking for those debris
20 fields. And when they subsequently came up, it's my
21 recollection that they found them within a few seconds
22 of lat. and long. from where we had pointed them out
23 five minutes after the impact.

24 As we approached the fireball, I told Chris
25 to slow down. We were moving at about 150 knots, and I

1 could see debris falling out of the sky. And I told
2 him to slow down, and I got on the radio -- and I think
3 I was on company freq., which does not have a tape on
4 it. I might've been on Tower -- and if you can get the
5 Tower tape, you can check that.

6 I called the 130 and I -- and -- and Strata
7 [phonetic sp.] just said to me that he was going to
8 overfly -- he had -- the pilot can transmit, as well as
9 the radio operator on the 130. Strata told me he was
10 going to overfly. And I said, "Don't overfly." I
11 said, "There's debris falling, you're going to run into
12 it." And they said, okay, we'll make a circle. So,
13 then they diverted, and I did not have them in sight,
14 but I guess they went north and came around.

15 I was not looking up at them at the time. I
16 was watching this debris in front of me.

17 For the next week or so I had a recurring
18 dream. And the dream was like a loop of tape. And it
19 was this moment in time, or four or five seconds in
20 time, when I was approaching; told Chris to slow down
21 and we're approaching, and I'm watching the debris
22 falling.

23 And I -- I know the Thursday after -- a week
24 after -- the Thursday a week after the -- the accident
25 I had spent the whole night -- I didn't go to sleep at

1 all. And the next day I saw the thing in my mind. And
2 what was happening is I wasn't seeing clearly what I
3 was looking at; because before I could clearly
4 distinguish it (sound of smacking hands) it'd shut off
5 and I'd go back and -- and the thing'd start over
6 again. And it was just going over in my mind.

7 About a week later, during the day -- you
8 know, I was so distracted by this thing I drove my car
9 over a curb and blew a \$250 Pirelli tire, and had to
10 buy a new one. And I was saying to myself, I'd better
11 stop driving because I'm going to have an accident.

12 And eventually -- some time that afternoon,
13 it worked itself out, and I saw what I was looking at.
14 And I know why my mind was doing what it was doing.
15 Because what I was looking at was debris, like,
16 fuselage, skin -- aluminum skin, or stuff -- tumbling
17 in the air. Now, if you shred an aircraft and it
18 tumbles in the air maybe it's falling at somewhere up
19 to 40 miles an hour; and it's falling in an erratic --
20 you know, you watch things fall. They spin and the
21 flop, and they -- they do all kinds of things.

22 Right in the middle of this field of falling
23 debris -- some of it burning -- there are objects
24 moving coming down at terminal velocity: 160, 180
25 knots. If you do any parachute jumping, you -- I fall

1 at pretty close to 180 knots; some guys lighter --
2 thinner guys fall at about 160. I'm presuming --
3 because I -- my -- my gauge of speed is -- is not that
4 good -- that these seats -- and there were people in
5 them -- were falling at 160 to 180 knots.

6 And I realized that this is logically
7 inconsistent. Now, they couldn't have debris
8 tumbling -- lightweight debris tumbling in the air,
9 falling past my field of vision in the same field with
10 objects moving at terminal velocity if they had
11 emanated from the same spot at the same time. I
12 thought that was very significant.

13 And at the later meeting which we had --
14 which was the Friday a week after the accident, which
15 would be 10 days later -- when we actually called the
16 FBI at Moriches, and they sent two agents -- a female
17 and a male -- up to Jim Finkel's [phonetic sp.] where
18 we were meeting at that time -- and I met with them and
19 I told them this. I told them what had come out of
20 this dream.

21 And I thought it was extremely significant,
22 because the logical answer to me is that the head --
23 the heavy stuff had to go somewhere else first, before
24 it came down, or it wouldn't have come down and been
25 passing -- I would say 500 feet to the surface -- it

1 wouldn't have been passing through my field of vision
2 if -- if it'd all come down at once. It had to go
3 somewhere else first because it was travelling, when it
4 came down, at a much greater speed.

5 That indicated to me that probably these
6 seats had been blown vertically, with the people in
7 them. And I didn't do the math, and some physicist
8 will have to. But they had to be blown up to zero
9 acceleration -- to zero air speed and then turn around
10 and begin an acceleration and come down. And to come
11 past my view, which is very limited; 500 feet out of
12 10,000 or more.

13 So, it occur -- I thought that was very
14 significant, and I reported it to the FBI agents. And,
15 you know, that -- that was -- that was 10 days after
16 the -- after the event. I thought that was very
17 significant. Let's go on from that.

18 I don't know how much you want me to go into
19 debris, or the bodies, or anything --

20 MR. WIEMEYER: In as --

21 MAJ. MEYER: -- like that.

22 MR. WIEMEYER: -- detail as you can recall.

23 MAJ. MEYER: Okay. At this point I'd taken
24 the -- the position of linebacker. I was the non-
25 flying pilot. I continued -- even though I'm the

1 aircraft commander, I continued to be a non-flying
2 pilot.

3 Chris was flying. I had Dennis on the left
4 side. So, we have something to do here. We don't know
5 what yet -- I mean, the -- the learning curve here was
6 fairly slow. We -- it was about 15 minutes before we
7 realized we had a 747 in the water.

8 In the first place we didn't know what we
9 had. I think we speculated that we might've had a
10 mid-air because we know from here a lot that aircraft
11 from Easthampton Airport and Montauk Sky Portal and
12 aircraft from west of here fly the beach, and they look
13 at the mansions along the beach. And we know that it's
14 very common to have aircraft flying at 1,000 to 2,000
15 feet, east and west, right at each other along this
16 beach.

17 It's very dangerous. It's all VFR traffic.
18 It's unregulated. The only regulation at all occurs
19 when they fly through the southern tip of a control
20 zone. They'll call this tower for clearance through
21 the control zone. They'll say, all right. I'm at
22 1,500 feet. And the tower will tell them, well, you
23 got another guy westbound and he's at 1,500. So, why
24 don't one of you change altitude. So --

25 Mid-airs are -- the potential is always

1 there. It's a very dangerous situation. We thought we
2 had one. We were amazed at the size of the fireball.

3 As we got out over the water, and we -- the
4 debris fell to the water, and I cleared us on INSET --
5 okay, you know, keep going. Let's go in.

6 We went to the fireball and we decided
7 immediately that we would not go downwind, 'cause now
8 we had a lake of fire. The ocean did not quench this
9 at all. It was burning in the middle. It was burning
10 an incredible intensity. And those flames were 50 feet
11 high, because we had the helicopter hovering at 50 feet
12 on a radio altimeter -- radar altimeter, and we're
13 looking out over the tops of the flames. So, we --
14 this is not estimation. It's not, you know, a sea
15 story growing. We know exactly how high those flames
16 were.

17 We knew that if we tried to go downwind we'd
18 probably get into the -- the smoke and the exhausts.
19 And we -- if we weren't choked ourselves the engines
20 might be choked and we -- we'd go down. So, we went to
21 the north -- I'd say the northwest end arc, and we
22 began working around to the southwest, and eventually
23 around the arc of the southwesterly hemisphere of this
24 lake of fire at about 50 feet -- between 50 and 100 --
25 looking for anything.

1 And the first thing we saw -- and I only saw
2 one. Chris reported to me that he had seen on the left
3 side of the aircraft four bodies. And I said, "Okay.
4 Turn and check them out." And we came down to 40
5 feet -- I think at that time we were at a -- at that --
6 when we first saw them we were at about 100 feet. We
7 came down to 40 feet to -- to shake them up with the
8 rotor wash.

9 And he flew around. He said, "We've got four
10 bodies." And Dennis confirmed four bodies. And there
11 was one guy wearing T-shirt and dungarees, and Chris
12 described that to me at that time. We checked them out
13 and he said, "Looks to me like they're all dead."

14 I said, okay, let's -- there's a triage that
15 takes place in the helicopter. Perhaps we should've
16 gone back and gotten the rescue men. Perhaps we
17 should've dropped the rescue men in the water. But at
18 that time we made a decision, and the decision was that
19 -- that there was no motion; that these people looked
20 like they were dead. So we left them, looking for
21 possible survivors.

22 As we moved further around this arc of the
23 windward edge of the -- of the -- the fire, we saw some
24 debris. And the first things we saw were completely
25 nondescript. We looked for several minutes for

1 anything that looked like anything. I mean, everything
2 was fragments.

3 The first thing we saw that -- that I recall
4 that indicated that we had an aircraft was the section
5 of the kind of plastic lining that is in most
6 commercial airliners where the windows are. And you
7 see a -- an almost square window with the corners
8 rounded and there's usually a shade that you pull up
9 and down.

10 We saw a piece of broken plastic that had two
11 of those distinct shapes. And it was this off-white,
12 vanilla sort of color, laying the water -- floating in
13 the water and we said, that's definitely an aircraft.
14 So, now we knew -- and that's the first time we knew we
15 had an aircraft.

16 We went from there further around the arc and
17 we saw what we thought was -- it was an airfoil; we
18 thought it was a section of the wing. We thought it
19 was the wing.

20 We know now having seen the same thing over
21 in the hangar that what we were looking at was the
22 rudder. But the rudder on the 747 is so damn big.
23 This thing was partially out of the water; partially
24 elevated and partially sunk. We looked at that and we
25 said, "It's a wing. Check the markings." It had red

1 and white markings.

2 And Chris, who can also transmit on the
3 radio, was telling me this -- I don't know whether it
4 was going out on the radio, or whether it was just
5 coming to me in the ICS -- I was reporting on the other
6 frequency. We had company -- I think he had company,
7 and I had the Tower. I was telling the tower we had --
8 definitely had an airfoil on the surface and it had red
9 and white markings on it.

10 I was also switching back and forth; I was
11 also talking to the -- the 130, which was overhead. I
12 think they were flying at about 3,000 feet -- I don't
13 know that for a fact. We were right down between 150
14 feet -- 100 feet and 50 feet.

15 We saw more debris as we started to work our
16 way around to the southeasterly side of the fireball.
17 The 130 said to us, from overhead, we've got a raft;
18 it's about a mile and a half south -- south to
19 southwest of your position. I said, "Let's go."

20 We turned the helicopter; Chris flew it.
21 When we turned the helicopter we then saw the strobe in
22 the water. And there was -- like right feeling of
23 elation. I don't know what conversation took place in
24 the cockpit. But we fly together a lot, so it really
25 isn't necessary for us to talk to each a lot.

1 Something -- very -- two and three word comments made
2 transmit a great deal of information.

3 We went directly for it -- we got a raft, we
4 got a strobe, we got survivors. So, we're off and
5 going. Probably got up to 120, 130 knots just crossing
6 a mile and a half. When we got there we realized that
7 what we had was a partially inflated escape ramp -- the
8 type you see on a commercial airliner. So, it was
9 partially deflated, there was nobody in it. It was
10 obvious what it was. And we knew at this point that we
11 had a commercial airliner and maybe not one of these
12 corporate jets that just -- that go out to -- I mean,
13 if you live out here in Southhampton and Easthampton
14 you see multi-million dollar private aircraft coming in
15 here quite a bit.

16 But at this point we realized that this was a
17 commercial airliner. And we didn't know what we had
18 until we had a commercial airliner.

19 So, we looked around there and there was very
20 little debris in that area. Now, that's about a mile
21 and a half on a course of about south/southwest from
22 the oil burn going off. When we got down there and
23 there was -- there was nobody in there, but there was a
24 debris fell -- field that seemed to move in a westerly
25 direction. That's west/southwest, perhaps. And it

1 seemed to be more debris going in that direction.

2 And so we followed that debris field I -- I
3 would say, perhaps, two miles. I'm not certain. The
4 -- we gave these coordinates to the 130, so if they're
5 recorded and they're in the 130 log that will tell you
6 approximately where we were.

7 And when we got there we came upon a cluster
8 of a great deal of debris, of all kinds. I saw
9 honeycomb metal; things that you see in aircraft
10 construction -- things of that nature. More of the
11 white stuff. Some seats. And some bodies -- a cluster
12 of bodies of approximately 30 to 35 bodies, all
13 clustered together. And we began observing them from
14 100 feet for motion and going down to 40 feet, shaking
15 them up with the rotor wash looking for any signs of
16 life.

17 At this point we were contacted by the Tower
18 who said, "ATC's just reported that they lost radar
19 contact with a 747." And we had thought, well, okay,
20 we've now got about 40 bodies here. We've probably got
21 a light commuter going up to Boston, or something, and
22 we've had a serious aircraft accident. And then when
23 we heard 747 we said, "Holy shit. There's another 200
24 people out here, we gotta find 'em."

25 And the sun is setting -- the sun is gone at

1 this time, and it's starting to get dark. So, I
2 immediately said, okay, creeping line search. Let's
3 use a half mile space -- actually we probably should've
4 used a quarter, but we were -- we knew the light was
5 fading. So, I told Chris what I wanted. I wanted it
6 oriented 2-4-0 and I wanted a creeping line search.
7 And that's a search where we basically fly sideways,
8 and we fly and then we move forward a half a mile, and
9 then we come back across the same path again. And we
10 basically fly a -- a back-and-forth pattern moving,
11 advancing at the end of a two-mile track, and we move
12 forward a half mile.

13 And I was moving to the southwest because the
14 -- the debris field seemed to go in that direction with
15 very little wind, maybe 5 knots of wind, and it seemed
16 to be -- it was coming from the southwest. And I was
17 looking for survivors.

18 Now, as we started tracking down we didn't
19 see much more. We saw a few more bodies. We saw a
20 little more debris. Then it got -- time was late now.
21 Now it was probably 8:40, 8:45.

22 Mike Noyes called and said -- who were we?
23 1-1? 1-1 come back -- "Charlie 1-1 come back to the
24 field for crew swap." PJs are ready. The -- the other
25 thing I forgot to tell you. We called on Company and

1 said, "Get some PJs ready. Get them in their swimming
2 gear. I think we might have an accident out here."

3 He called on our Company frequency. He said,
4 "The PJs are ready to be picked up. Come on in and do
5 a crew swap." I had to get out of the pilot seat
6 because I am not a qualified night water hoist
7 operator. Okay. I -- a night water -- NVG, night
8 water qualified pilot -- there's a lot of reasons for
9 that we don't need to go into. But I have more water
10 pick-ups -- more water rescues than this entire wing
11 and everybody who's ever flown in it combined. I'm a
12 Navy combat pilot. All right. But, because of little
13 games they play around here, I'm not qualified.

14 So, I had to -- we had to come in -- had to
15 land and swap pilots. So, I got out. Mike Noyes got
16 in. Mike Noyes asked me to get in the back as an
17 observer. Why? Because I had the night vision goggles
18 on. He had put his goggles on. Everybody else in the
19 crew had night vision goggles.

20 So, I got in the back as an observer; got in
21 the left seat. Two PJs got in the back -- we opened
22 the doors so they could lay on the floor in the back
23 and look out the doors. And by this time -- by the
24 time we took off from the ramp again it was pitch
25 black. And then, we went back out.

1 We went back out to the datum. Chris, of
2 course, had been flying with me was in the left seat
3 and Mike was in the right seat. And we picked up that
4 creeping line search and started moving further to the
5 southwest, looking for more bodies.

6 The Coast Guard came out then. We made
7 contact with some boats. I was in the back. I got
8 some of the radio transmissions. I really don't have a
9 good idea -- situational awareness as to where we were
10 at any point from then on because I was looking out one
11 side of the aircraft. I didn't have a compass heading.

12 And I think -- I could tell you what I saw.
13 And we saw -- I remember seeing very few bodies from
14 then on. The one body I did see was a body of young
15 woman; blond hair wearing a white outfit, and it was in
16 perfect condition, floating face down. Hanging in the
17 water like, you know, the dead man's float. And we
18 tried to steer some Coast Guard vessels over to it.
19 And we -- we all experienced some frustration in trying
20 to get the Coast Guard to -- to heed our directions to
21 these bodies.

22 And the problem is that there are two
23 different frequency bands that is being used at this
24 time. The surface vessels were on one; the air vessels
25 were on the other. The Coast Guard helicopters and

1 aircraft had both in the aircraft; we did not. We
2 couldn't talk to the Coast Guard vessels -- or the
3 surface vessels. So, there was some frustration there.

4 And then, of course, the Coast Guard came in
5 with a very conventional bright light search. Mike
6 elected to take the helicopter out to the extreme edge
7 of a possible impact area where we would be away from
8 their lights and where we could use our night vision
9 goggles to see if there was anything out there.

10 And then, they asked the 130 to remain on
11 station to drop the parachute flares. And we were at
12 that point virtually useless. We wanted to stay there,
13 but then we got down pretty close -- we had about 20
14 minutes, half hour's worth of fuel left on board. And
15 Mike asked to be released from the search.

16 And the Coast Guard -- by this time a Coast
17 Guard cutter was on-scene and they released us. And we
18 flew back to -- to base.

19 But I really think as far as my contribution
20 goes, I think the first 15 minutes -- probably up until
21 the point where they -- the Tower announced there was
22 -- that we had a 747. That -- everything we saw and
23 everything we found that I think there's any
24 significance happened in that period of time.

25 MR. WIEMEYER: Okay. And the streak of light

1 that you saw, could you give us a color?

2 MAJ. MEYER: Yes. It was red-orange. And
3 that's -- I made a distinction -- and there's a lot of
4 tape out there of me talking to news media, and
5 everything, that it looked like a shooting star. And
6 the two exceptions that I made were that, No. 1, a
7 shooting star is generally white light; not red-orange
8 in color; and this was broad daylight. You don't
9 usually see -- but, just imagine a flat, gently curving
10 trajectory.

11 A slight descent. But moving from my right
12 to my left. Which is either -- when I'm facing
13 southwest is either north to south, or west to east.
14 And that's directly contrary to everything -- everybody
15 else has heard. But all I can tell you is, that's what
16 I saw.

17 MR. WIEMEYER: Do you notice if -- speaking
18 of the time you were over Vietnam -- compared to what
19 you witnessed over there, what would you -- could you
20 equate the speed of what you saw here to anything that
21 you've witnessed in the past?

22 MAJ. MEYER: I've tried to do that. And it
23 -- it just was too fast. I mean, the -- the -- what
24 happened to her -- I wasn't prepared to observe
25 something mentally, I guess. And when I saw it, I -- I

1 really -- I really can't give you an idea of speed. I
2 can give you an idea that it -- it probably covered --
3 the streak of light probably covered two to three
4 fingers of -- of distance -- whatever that is; five
5 degrees of the horizon -- in three to five seconds.

6 It appeared to be fairly rapid. It could've
7 been a jet plane. It wasn't a bird. It's very hard
8 for me to judge speed. And I -- and the other thing,
9 it's not only the speed. But I've no idea of the
10 angle. It could've been anywhere from -- you know, all
11 I could perceive was left to right. It could've been
12 north to south. It could've been west to east.

13 MR. WIEMEYER: Do you have any feel for time
14 span between seeing the streak and seeing the hard
15 explosion?

16 MAJ. MEYER: Almost immediately. The first
17 hard explosion, in my recollection, was at the end of
18 the point of light.

19 MR. WIEMEYER: What color was that explosion?

20 MAJ. MEYER: It was a lighter -- closer to
21 yellow, all right? And it was more like a -- a
22 yellowish bright light. And I saw two of them. And
23 they were about one to two seconds apart. And then I
24 saw something -- and I don't know whether it was a
25 third explosion, or part of the second explosion. It

1 was -- they were almost simultaneous and almost in the
2 exact same position.

3 MR. WIEMEYER: Okay.

4 MAJ. MEYER: And then the fireball seemed to
5 grow out of -- out of that point in space.

6 MR. WIEMEYER: The fireball itself, did it
7 have a trajectory? Or was it --

8 MAJ. MEYER: Not in --

9 MR. WIEMEYER: -- did it go vertical?

10 MAJ. MEYER: I -- I didn't observe a
11 trajectory immediately. It then did have a trajectory,
12 yes. It had a very -- what appeared to me a very slow,
13 gently -- an arc. And it did -- it did move from where
14 it originally grew -- and that's what I mean. The --
15 the first two were (sounds of hands clapping in quick
16 succession.)

17 And then this thing grew. There were
18 actually, maybe, two to three -- maybe even four
19 seconds before it reached its full size. And it seemed
20 to hang in air. And then I could perceive motion to my
21 left and down, simultaneously in -- in parabolic arc
22 trajectory.

23 MR. WIEMEYER: Okay. That's all the
24 questions I have for right now.

25 Lou?

1 MR. BURNS: Yeah, hi. Lou Burns, Air Line
2 Pilots Association. Do you recall any conversation, or
3 were you in conversation with a -- the Navy aircraft --
4 a P-3 that might've come into the zone for --

5 MAJ. MEYER: I was on two frequencies. One
6 is a ultra high frequency, which is our 287.5. And I
7 was on the Tower, which was -- it's -- is 125.3. And,
8 as a matter of fact, I wasn't even on approach control.

9 If I recollect, we got -- because the day was
10 absolutely beautiful, we got permission to fly the
11 approaches with Tower. The normal procedure is if
12 we're going to go up there and take up the air space
13 that IFR traffic might be in, we call New York center
14 or New York approach control in Islip on 120 -- 132.25.
15 All right?

16 And we request -- we practice ILF -- the 2-4
17 at Suffolk, they give us a squawk. You know, we -- and
18 they identify and maybe tell us to ident -- give us
19 radar contact and clear us to the approaches. And
20 maybe we'd ask them for a radar vector.

21 We didn't do that. We got permission to
22 shoot the approaches with the Tower. So, the only two
23 frequencies that we listened to during that whole
24 flight were Tower here and our own Company frequency.

25 MR. BURNS: Thank you.

1 MR. CLEMENS: Al Clemens, with the FAA. I'd
2 like to go over the fireball again, just for my own
3 clarification. Now you were facing the out-flight?

4 MAJ. MEYER: Right.

5 MR. CLEMENS: The initial fireball, was it
6 faster than the secondary one? And did it follow the
7 same trajectory?

8 I think you mentioned it came from west to
9 east -- the first one that you saw.

10 MAJ. MEYER: Oh, that I saw? It's -- let me
11 characterize it as a streak of light.

12 MR. CLEMENS: A steak of light.

13 MAJ. MEYER: All right. It was definitely
14 moving faster than the fireball would eventually
15 develop. Did they seem to follow the same trajectory?
16 Or in the same direction of flight?

17 MAJ. MEYER: Yes, they seemed, from my
18 perspective, to move in the same direction of flight.
19 They were moving from my left of center to further
20 left. And then, of course, when you talk about the
21 fireball, by the time we were watching the trajectory
22 of the fireball we had, in fact, turned the helicopter
23 so that now the relative picture of the fireball
24 falling had moved back into my -- the center of my
25 windscreen.

1 I'm giving you this relative to the
2 windscreen. That's the only thing I really --

3 MR. CLEMENS: Right.

4 MAJ. MEYER: -- I really have in my mind's
5 eye, is the -- is the metal frame and the piece of
6 glass. There's another piece of glass in the center,
7 and then there's the co-pilot.

8 But if you saw the streak of light, did it
9 seemed to -- you saw right to the point where it became
10 another form of light, and then follow a similar
11 trajectory and then slow down?

12 MAJ. MEYER: The first -- the first streak of
13 light appeared to me almost a flat trajectory; slight
14 downward curve.

15 MR. CLEMENS: At a constant speed?

16 MAJ. MEYER: At a constant speed. And then,
17 as I say, I saw no airframe.

18 Then, probably at the end of that point --
19 very short -- I -- I didn't see much of it. Very
20 shortly I saw first explosion, maybe 1/1000th -- you
21 know, maybe a second and a half to two seconds, a
22 second explosion, and then the fireball -- the fireball
23 seemed to come from about the same point in space --
24 maybe a little bit further to the left. But as it grew
25 it just engulfed both those first two explosions.

1 And -- and it just grew to a tremendous size.

2 MR. CLEMENS: Thank you.

3 MR. METCALF: Scott Metcalf, with the FBI. I
4 don't have any questions.

5 MR. STACEY: Terry Stacey, with TWA. I think
6 I'm -- I'm getting the orientation now.

7 But the streak of light relative to the
8 windscreen, describe that again. Which --

9 MAJ. MEYER: Upper -- as we were coming
10 down -- you know, I'm lining up -- the reason I'm
11 twisting my chair in front of you --

12 MR. STACEY: Yeah.

13 MAJ. MEYER: -- is that that runway out there
14 faces about down there to that crack in the wall on --

15 MR. STACEY: Uh-huh.

16 MAJ. MEYER: All right?

17 And my windscreen is about so big
18 (demonstrates size with hands) and about here
19 (demonstrates with hands), which is to the left of
20 center, as we're facing -- let's say -- 238, flying
21 down then ILS. From about there (demonstrates with
22 hands) just -- just to left of the center of the
23 windscreen and high on the windscreen, almost --
24 perhaps, two inches below the metal frame, which --
25 which holds the top of the plate of glass is where I

1 observed this streak, moving from right to left -- just
2 -- (sound of mouth noise).

3 I put sound effects in. I didn't hear
4 anything. Remember, I'm flying in a helicopter. I've
5 got earplugs in. I've got earphones over it to try to
6 safe my ears. The damn things are incredibly noisy.
7 So, I didn't hear anything of the explosion or --
8 anything outside that aircraft, except the radio.

9 And -- but I -- it just kind of like (Sound
10 of mouth noises), boom, boom -- boom, boom, boom.

11 MR. STACEY: Okay. Did you have -- does a
12 helicopter have any kind of a threat warning --

13 MAJ. MEYER: Yes.

14 MR. STACEY: -- installed in it?

15 MAJ. MEYER: Yes.

16 MR. STACEY: Was it operative?

17 MAJ. MEYER: I --

18 MR. STACEY: Operating?

19 MAJ. MEYER: I don't believe so. I don't
20 think we had it on.

21 MR. STACEY: How far would you say you were
22 from the objects that were falling at terminal velocity
23 within the other objects that fluttering down? Do
24 you --

25 MAJ. MEYER: Within two miles. But they were

1 of such a size -- when I initially saw this stuff
2 falling, we were probably between a mile and two miles.
3 And -- probably because I couldn't see it farther than
4 that.

5 MR. STACEY: So, this -- from your
6 description of being over the beach when the fireball
7 hit the water --

8 MAJ. MEYER: Yeah, we were north of the beach
9 -- but just, maybe, half a mile.

10 MR. STACEY: And then this occurred -- this
11 next event occurred some time after that?

12 MAJ. MEYER: Yes. Oh, yes. We travelled --
13 if I'm right then, we travelled about -- before we
14 slowed for this debris we probably travelled -- three
15 miles?

16 MR. STACEY: Okay.

17 MAJ. MEYER: And that -- at better than 120
18 knots, really. Going two miles a minute -- probably
19 two and a half miles a minute; somewhere around a
20 minute, minute and 15 seconds after the fireball
21 impacted was when I saw the debris and saw the -- the
22 seats coming down.

23 MR. STACEY: What time can you -- what time
24 did you terminate the mission? Right --

25 MAJ. MEYER: Quarter to 12:00.

1 MR. STACEY: Quarter to 12:00.

2 And you had a debriefing here, after that?
3 Or not?

4 MAJ. MEYER: No. We came in. I threw my
5 stuff in the locker. I had a tremendous feeling of
6 depression, as you might imagine. And people were
7 running around here like chickens with their heads cut
8 off.

9 And I -- I guess I -- I have a very angry
10 personality, I guess -- a negative personality. But I
11 just said, look, you know, somebody's running around
12 now. They're probably going to form a parade. And I
13 just said, "I'm tired. I'm out of here." And I hung
14 my stuff in the locker. I went home.

15 The next day when they called me, I says,
16 look, ask Dave Hill [phonetic sp.] if he wants me to
17 come down, all right. Because I'm senior in age to
18 most of these guys around here. I had attended a
19 service break, and they were all colonels and I'm a
20 major passed over for lieutenant colonel -- so there's
21 some bitterness in my -- in my relationship with these
22 people.

23 And none of them have any combat experience,
24 except Paul McCree [phonetic sp.]. And none of them
25 have done anything except fly around the flagpole here

1 at Suffolk County. And so, I guess I -- I have
2 somewhat of a negative attitude.

3 And at 12:00 o'clock at night after I came in
4 and took my stuff off after having searched the water
5 for bodies -- at that point realizing what I'd just
6 observed, I just went home.

7 MR. STACEY: And then, did you discuss the
8 events with anyone after you went home?

9 MAJ. MEYER: I went home and my wife was
10 watching it on the television, and normally she's in
11 bed long before I get home. And she was sitting up on
12 the front pie -- porch watching the television.

13 And she said, "Did you hear about this?" And
14 I said, "Yes." I said, "I was just out searching for
15 survivors." And we talked about it, maybe, a few
16 minutes. And then she went to bed. I did not. I was
17 up until, oh, probably 2:00, 2:30. And probably had
18 about five or six drinks. And eventually got drunk
19 enough to go to sleep, then went upstairs and went to
20 bed.

21 MR. STACEY: Did you write any of your
22 observations down?

23 MAJ. MEYER: No, I didn't. The next day I
24 went to work. And I had a lot of things I had to do,
25 so I did them. I can't tell you now whether I had a

1 court appearance or not. But I had appointments. I
2 might've been in court at 9:00 o'clock. So, I just --
3 you know, changed uniforms; put on the blue suit, and
4 went and did my thing.

5 And later that afternoon I got a call from
6 Dave Ruvola that said, you know, they want everybody
7 that witnessed the accident down there for a press
8 conference. And I said, Dave -- I said -- this is Dave
9 Ruvola's so -- ask Col. Hill if he wants me there, or
10 not. Because generally they've been trying to get me
11 out of the limelight.

12 And he called me back and said, yes, Dave
13 just says, "Be 35-10." Now, that's a superseded
14 instruction, but it means, you know, make sure your
15 hair's cut and check if your nails are clean. I -- I
16 took it to mean he wanted a blue uniform. So, I got
17 out of my suit, got into my blues and came down here.
18 When I got down here -- if you see this tape, you'll
19 see everybody else was in a flight suit, and I'm in
20 blues. I don't know, it's just 'cause if I
21 misinterpreted the instructions.

22 And when I came down here I walked in and
23 walked down the center hall and I met Jim Finkel
24 [phonetic sp.], and I said, Jim, you know, do you have
25 any instructions before you go into this thing? And he

1 said, "Look, don't discuss the bodies. Don't
2 speculate. Don't give any opinions. Just tell them
3 what you saw." And that's what I did.

4 And I got some questions after that about,
5 what do rescue pilots do that I answered that don't
6 have anything to do with what I saw. And eventually
7 they cut me off and then when the guy had the -- it's
8 about -- I think I spoke for about 10 minutes.

9 MR. STACEY: Then when -- was the FBI present
10 there? Did anyone conduct the interview --

11 MAJ. MEYER: I --

12 MR. STACEY: -- the FBI did?

13 MAJ. MEYER: No. Beyond those -- the -- I --
14 I was not contacted by the FBI. And then that was
15 Thursday.

16 Friday they called me and asked me to come
17 down. And told me they'd give me a -- a duty day, if I
18 had the time off, to go talk to some reporters over at
19 the Coast Guard station at East Moriches. So, I had
20 nothing for -- I -- I think that was fry -- I had
21 nothing on for Friday.

22 So, I jumped into a flight suit, this time,
23 came down here and Dave Ruvola actually flew the
24 helicopter. And they -- they helicoptered me over to
25 the Coast Guard station. Did a couple of interviews.

1 And eventually it -- because Dave Hill told me to -- I
2 went up and knocked on the FBI door and said, "I was
3 the pilot of the helicopter. Do you want to interview
4 me? And two guys said, oh. Oh, yeah. And then, as an
5 afterthought, they took me back into the rear room.
6 And they said, well, go ahead and tell us, and they
7 turned on the little tape machine -- a little handheld
8 job.

9 And I basically told them my story. And I
10 said, you know, do you have any questions. And they
11 said, no. And I got up and walked out. I think the
12 total time I'd been in the trailer was about six
13 minutes. I looked at my watch for some reason. It was
14 about six minutes, and then I walked out.

15 MR. STACEY: Okay. Just one more question.
16 Have you seen type of streak of light similar to that
17 before or since?

18 MAJ. MEYER: Yes, I have. But I don't --
19 what I tried to do at the time -- let me tell you what
20 happened.

21 I walked out of that interview and the guy
22 says to me in here, I just saw you on television, and
23 Peter Jennings says you saw it was a missile. The next
24 thing you know Dave Hill's all over my ass, like a
25 snake on shit, saying, "Did you say it was a missile?"

1 Did you say it was a missile?" And there's Cause
2 [phonetic sp.] and Fenimore [phonetic sp.] saying --
3 Fenimore is the -- the adjutant general -- "Didn't you
4 say it was a missile? Are you absolutely sure of
5 this?" I said, "I didn't say it was a missile, God
6 damn it. I said I saw a streak of light."

7 Now, the -- the panic -- the hysteria of the
8 media at that time was just -- if it hadn't been such a
9 tragedy it would've been laughable. Did it look like a
10 missile? In some respects, yes; in others, not. I'll
11 tell why.

12 I've seen two kinds of missiles -- well,
13 actually three different types I believe. SAM-1s,
14 SAM-2s and SAM-7s. All right.

15 Now, a SAM-7 comes at you like a corkscrew,
16 like that (demonstrates with hands.) You see,
17 fortunately I never saw one coming at me -- all right
18 -- But I'd see them going through the air and I think
19 someone was trying to acquire me when they fired. All
20 right.

21 But I learned -- and that's another thing.
22 You know, I learned to fly this mission in combat. I
23 learned on the job. And I learned to keep my feet in
24 the grass, all the time -- and never fly over anything
25 I could fly under, around or through. And that's just

1 a simple straight rule.

2 So, I didn't -- I wasn't the target of
3 missiles, 'cause you don't break and avoid a missile --
4 the hell about this is, if you have to break you're
5 dead.

6 I saw a missile fired from Hai-phong Harbor
7 -- I used to sneak into Hai-phong Harbor every once in
8 a while to -- to try to be in position to pick a guy
9 up, because if they knock them down in Hai-phong Harbor
10 I'd have to get them right away. And I had an abortive
11 attempt; we couldn't get the guy. He was dead. He was
12 machine gunned in the chute on the way down in the --
13 on the Do-son peninsula -- it's a little creek which is
14 the part of the peninsula that forms the southern edge
15 of Hai-phong Harbor.

16 And so, I saw these miss --

17 (Tape 3, Side A ends abruptly. No carryover.
18 Loss of dialogue. Interview resumes Tape 3, Side B.)

19 MR. WIEMEYER: Yeah.

20 MAJ. MEYER: But a SAM-1 and a SAM-2, when
21 they go through the air they would have a -- a little
22 hitch in their gittle. A little jog. The -- they did
23 not fly a smooth flight path, usually.

24 A SAM-7 just -- it -- it's a wild looking
25 thing coming at you, because it comes at you in a

1 corkscrew. And -- and if you see it fired it goes in a
2 corkscrew. If you see -- if you see these other
3 missiles, the -- they have these large -- in the first
4 place, these missiles all had smoke trails.

5 A SAM-1 and a SAM-2 leave a trail 10,000 feet
6 long in the air. A SAM-7 leaves a trail, too. You can
7 see these damn spirals after the missile is gone. And,
8 matter of fact, what you're probably seeing is the
9 smoke because the missile's moving too fast to be seen.

10 This thing that I observed from the angle at
11 which I observed it was a very -- to me -- to my
12 perception it was a very steady path. And it wasn't a
13 long time. It was, as I said, maybe five seconds,
14 total. That'd be the outside, as to the amount of time
15 I saw it.

16 But it was a very steady thing. It didn't
17 have an erratic -- well, cert -- it didn't have a smoke
18 trail. And it didn't appear to me to have an erratic
19 flight path.

20 MR. STACEY: Okay. But you have never seen
21 anything similar to that in this area, is that correct?

22 MAJ. MEYER: No. No.

23 MR. STACEY: That's all I have. Thank you.

24 MR. WIEMEYER: I have a couple of follow-up
25 questions, Fred. It's Norm Wiemeyer, of the Safety

1 Board.

2 You mentioned at one point in time that you
3 saw a strobe light.

4 MAJ. MEYER: Yeah.

5 MR. WIEMEYER: Did -- were you able to
6 identify that and find it when you got down into the
7 localized?

8 MAJ. MEYER: Yes. The strobe light was on
9 the emergency evacuation ramp -- the inflatable ramp --
10 that we thought was the life raft. When we got there
11 the strobe light was actually fixed to some part of
12 that raft -- to that -- to that ramp. And -- and that
13 was -- it was one and the same. They were in the same
14 place.

15 But I can't describe to you the emotional
16 roller coaster of seeing what appeared to be a raft
17 with a strobe light and -- you know, the up and down of
18 this thing wasn't fantastic.

19 MR. WIEMEYER: Yeah. I can appreciate that.

20 What do you do? What is your civilian
21 occupation?

22 MAJ. MEYER: I practice law.

23 MR. WIEMEYER: And what kind of aircraft did
24 you fly in Vietnam?

25 MAJ. MEYER: I flew an H-2 -- a UH-2(K); a

1 command sea sprite rescue helicopter.

2 MR. WIEMEYER: Okay. I don't have anything
3 else. Does anybody else have any other follow-ups?

4 MR. METCALF: Just one.

5 MR. WIEMEYER: Okay. Scott.

6 MR. METCALF: Scott Metcalf, with the FBI.

7 In your military experience outside the
8 States, have you ever seen anything like this streak of
9 light you've -- you told us about?

10 MAJ. MEYER: No. You know, I -- trying to go
11 back -- even -- even in -- at times much closer to the
12 actual event than today. But even back there a day
13 after I was trying to go back in -- in my own mind and
14 say, what the hell was this thing?

15 And I can't say -- I -- I -- and I said to
16 people who have said, well, was it a missile? And I
17 said, all I can know is what my body told me at that
18 time, or didn't tell me. And when I looked up at this
19 thing in the air nothing said, missile.

20 Nothing clicked in my mind and said, missile.
21 But then again, the technology of the missiles that I
22 had an opportunity to observe was 20, 25 years earlier.
23 So, I really don't know what it was.

24 It was a streak of light. It appeared to be
25 about the same color of the sun. And it occurred to me

1 that this either could've been a window flash, or it
2 could've been -- it's even occurred to me it could've
3 been something that was -- that was of its own nature;
4 perhaps even light colored by the sun.

5 'Cause you know if you see -- at sunset when
6 the sun is lower you'll see clouds or you'll see
7 contrails in the sky, or things. And very often they
8 assume the color of the sun at that point.

9 This, I think, was not a contrail. All
10 right. It -- it didn't have any endurance. And I
11 really don't know what the hell it was. I -- I have
12 not -- I can't recall in my life having had a -- a
13 similar observation.

14 MR. METCALF: Thanks a lot. Nothing further.

15 MR. WIEMEYER: I have nothing further. I'm
16 going to shut this down. And thanks very much for your
17 help, sir.

18 MAJ. MEYER: You're welcome.

19 (Whereupon, the interview was concluded [no
20 time noted.]
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