

brumley
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24

7/23/96

(88)

On July 23, 1996, DWIGHT COLEMAN BRUMLEY, white male, DOB 8/16/51, SSAN 546-86-5413, POB Tacoma, Washington, home address 11030 Bridge Creek Drive, Pensacola, Florida 32506, home phone (904) 453-6189, work phone (904) 452-4921, voluntarily appeared at the Pensacola Resident Agency of the FBI. After being advised of the identity of the interviewing agent and the nature of the interview, BRUMLEY provided the following information:

BRUMLEY is an Electronic Warfare Technician, Master Chief (EWCM) for the Chief of Naval Education and Training (CNET), 250 North Dallas Street, aboard Naval Air Station (NAS) Pensacola, Florida.

north-northeast?

US Air 2237

BRUMLEY was on board US Air Flight 217 from Charlotte, North Carolina to Providence, Rhode Island at approximately 8:25 pm on July 17, 1996. BRUMLEY was seated in seat (5-F), positioned in the right front portion of the aircraft. Flight 217 was travelling in a north-northwest direction, at an unknown altitude. BRUMLEY overheard a flight attendant say something about 15,000 feet, but he is unsure if she was referring specifically to the altitude of Flight 217 at that specific time.

✓ At 8:25 pm it was already getting dark outside, as the sun had already set to the left side of the plane (opposite where BRUMLEY was seated). It was not yet completely dark, however, as BRUMLEY could distinguish the distinctively light color of the shoreline as it contrasted the ocean. The shoreline was at approximately a 1:00 position with reference to BRUMLEY's field of view.

BRUMLEY's attention was drawn to the outside of the plane when he noticed a small airplane flying across their flight path, just approximately 500 to 700 feet below them. This caught BRUMLEY's attention because of the relatively close proximity of that airplane to Flight 217. BRUMLEY determined that it appeared to be a light-colored, propeller-driven plane that would seat approximately six people. This plane was travelling in a southwesterly direction, approaching Flight 217 from approximately the 2:00 position.

important -

can use the

set clock

Orion (P-3)?

JAN-28-1997 16:50

000169

148

265A-NY-259028

ESM:hrg

EdM

40.5734°N
73.3654°W

(27)

JOHN R. HIGGINS, JEFFREY K. RADZICKI, ALFRED P. LANDOLFI, and JAMES D. SAUER was interviewed by Investigator JOHN P. KEARY and Investigator EDWARD MLODYNIA of the New York State Police Department. The interview was conducted on July 23, 1996.

On July 23, 1996, responded to Captree State Park and interviewed ALFRED P. LANDOLFI, Date of Birth (DOB) September 25, 1971, of 2 Cleveland Street, Islip Terrace, New York, phone (516) 224-1669. LANDOLFI is employed as a Charter Boat Mate on the Speedy Express and stated that following:

On July 17, 1996, at about 8:00 PM, the aforesaid boat left the boat basin to go blue fishing in the ocean. Upon arrival in Fire Island Inlet, the boat took a compass heading of about 225 degrees southwest and continued to travel to their intended fishing grounds. While the boat was about three to five (3 to 5) miles from the inlet and approximately 3 miles from shore (placing the boat somewhere between Fire Island Inlet and Jones Inlet). LANDOLFI, who was sitting on the upper deck of the boat looked to the south. It was about 8:20 PM, and he observed an airplane traveling in an easterly direction. The plane was located approximately two to three (2 to 3) miles south of their boat. LANDOLFI stated he noted that the plane was glowing red and orange to the rear of its nose and extended all the way to the tail section. He drew this to the attention of the other mate named JOHN RADZICKI of Lindenhurst, New York. LANDOLFI claimed he watched the plane continue to fly for about a half of a minute to a minute. LANDOLFI lost view of the plane as it came across the port side of the captains pilot-house and he did not attempt to observe it any longer because other than the glow of the plane there did not seem to be any other thing unusual about the plane which he considered to be cruising at less than two miles in altitude. LANDOLFI stated after hearing about the plane crash he was sure that it must of crashed due to some sort of mechanical failure, due to the fact that it had been glowing red for the entire time he viewed it. LANDOLFI stated he did not see any flares in the sky or hear any explosion that night.

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265A-NY-259028-SUB

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SERIALIZED	FILED
AUG 15 1996	
FBI-NEW YORK	

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152

B-E

FEDERAL BUREAU OF INVESTIGATION

Q³. Direction of descent

Duration of descent

Date of transcription 8/9/96

40.7988°N

40° 47.93'

72.6700°W

72° 38.40'

(12)
CHARLES LE BRUN, Date of Birth, May 29, 1951, was interviewed at his residence, 33 Woodland Avenue, East Moriches, New York, telephone number (516) 878-3040. After being advised of the identities of the interviewing Agents and the nature of the interview, LE BRUN provided the following information:

LE BRUN is an Assistant Fire Chief for the Air National Guard. On the evening of July 17, 1996, LE BRUN was traveling by boat to Moneybogue Bay en route to LARRY's CRAB HOUSE for dinner, which is near the United States Coast Guard Station. LE BRUN was traveling with his girlfriend, LISA KEEGAN.

LE BRUN was heading due south in Moneybogue Bay and approached the first red buoy marker. At this marker, LE BRUN would have started to bear westbound within Moneybogue Bay on his approach through the Jessup Lane Bridge. LE BRUN was traveling at less than five miles per hour in compliance with the "no wake" law.

Just as LE BRUN reached the first red buoy marker, at about the center of Moneybogue Bay, while facing due south, he saw what appeared to be a boat flare shoot straight up into the sky from the horizon beyond Dune Road. LE BRUN advised that it was still light outside, and his initial thought was that it was either a boat flare or fireworks. Because it arose from south of Dune Road, LE BRUN knew that it originated from the ocean.

He turned to his girlfriend, LISA KEEGAN, and asked her to look. The flare was yellow-orange in color and shaped like a round ball. There was no tail of smoke on the flare. LE BRUN who is familiar with boat flares, advised that the flare ascended at the normal speed of a boat flare. The flare ascended straight up into the sky. It did not arc or curve.

14/ The flare ascended for what LE BRUN estimated to be about fifteen seconds. It then burst into a yellow flash, slightly larger than the flare itself. LE BRUN thought that the yellow flash looked a little like "heat lightning". The yellow flash remained illuminated and descended. It

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

265A-NY-259028-SUB CC3

File # 265A-NY-259028

by SAs JAMES J. ROTHE
GREGORY J. O'NEILL/JJR/rdo

Date dictated 7/23/96

AUG 29 1996

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Continuation of FD-302 of CHARLES LE BRUN

On 7/23/96 Page 2

then burst again into a huge fireball, yellow-orange in color. This second fireball was about twenty times the size of the yellow flash.

LE BRUN did not hear any sounds as the flare ascended, or when the yellow flash and the huge fireball appeared. The fireball descended and eventually LE BRUN lost visual contact as it descended south of Dune road. LE BRUN heard three explosions after he lost visual contact. LE BRUN estimated that the entire event took about thirty seconds.

At about the same time that he lost visual contact, LE BRUN saw a National Guard helicopter traveling from northeast to the south in the direction of the fire. The helicopter headed south into the ocean over the Beach Lane draw bridge.

LE BRUN offered to revisit the exact point at which he saw the flare.

The interviewing Agents accompanied LE BRUN to his 23 foot boat to the point where he saw the flare. LE BRUN stopped the boat at the first red buoy which is marked number 4, located in the center of the Moneybogue Bay. The buoy is the point at which boats would begin to make their bearings westbound in order to travel through the Jessup Lane Bridge and into Moriches Bay.

LE BRUN pointed his boat in the direction in which he saw the flare. The compass reading was 173 degrees south. The direction which LE BRUN pointed was about one quarter of a mile east of the Jessup Lane Bridge.

LE BRUN advised that his girlfriend, LISA KEEGAN, will be available tomorrow to be interviewed. She works at the RABBIT'S FOOT in Center Moriches, telephone number (516) 874-9162, between 10:00 am and 6:00 pm.

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FEDERAL BUREAU OF INVESTIGATION

187

SU:AK

EXP

41.2500° N
72.2000° W

Date of transcription 7/23/96

19

WILLIAM MEHL, 12 Gehring Road Extension, Tolland, Connecticut, telephone number 860-875-9349, was advised of the identity of the interviewing Agent and the nature of the interview. MEHL then furnished the following information:

On 7/17/96 at approximately 8:30pm, while fishing on his boat, a Starcraft, 23 foot outboard, with JEFFERY VANOUDEMHOVE and ROBERT GRUNBERG in the Long Island sound, approximately four miles due north of Plum Island and Nyanick Bay, saw what he thought to be a "parachute flare" rising from the land into the sky above him.

MEHL described the flare that looked like a comet, with a red fire ball and a red tail. Seconds later MEHL saw one huge explosion, occurring approximately 30 miles north east of them.

MEHL stated that the time frame from the comet-like flare till the explosion lasted no more than 10 to 15 seconds. He heard no noise.

MEHL estimated the flare could have possibly come from Shelter Island or the "sound" side of Long Island.

MEHL noted that he has been fishing at night in the Long Island sound for at least 12 years and has never seen a flare discharged.

Investigation on 7/23/96

at

(telephonically)

File # 265A-NY-259028

by SA PAMELA A. CULOS/dt

Date dictated 7/23/96

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208

RC

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FEDERAL BUREAU OF INVESTIGATION

(156) YES

Date of transcription 7/30/96

MAUREEN O'DONNELL, Date of Birth: March 21, 1937, 6 Barker Lane, Quogue, New York 11959, telephone number: 516-653-9691, was advised of the identity of the interviewing Agent and the purpose of the interview. O'DONNELL then furnished the following information:

On July 17, 1996, at approximately 8:30 p.m., she was sitting inside his home watching television with the windows open when she heard what she described as a "terrific boom". There was a slight pause of 10 seconds, then she heard four more quick booms. She said the sound was similar to a sonic boom, the sound the Concorde makes when it breaks the sound barrier. She stated it was a percussion more than a noise and she felt it more than she heard it. She lives in florida most of the year and is familiar with the sound of the space shuttle entering the atmosphere, which she likened this sound to. She did not see anything.

Investigation on 7/23/96 at Quogue, New York

265A-NY-259028-SUB

File # 265A-NY-259028by SA JOHN L. SHEEHAN/emfDate dictated 7/24/96

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SERIALIZED	FILED
OCT 31 1996	
FBI-NEW YORK	

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265A-NY-259028

(JK:dt)

(34)

40.9783°N
73.0449°W

1754

Kent
271

The following investigation was conducted by SA JOHN P. KINTZING on July 23, 1996.

PHYLLIS TORNEY, 54 miles Pond Road, St. James, New York, 11780, home phone number 516-584-6388, was telephonically contacted at home. TORNEY advised that she was on STEPHEN HAYDUK's boat, one mile north of Mt. Sinai, when she saw what looked like a rocket rise from the south east. TORNEY explained that it appeared to be like a rocket used in fireworks, with a red-orange ball and tail. TORNEY didn't observe any smoke and didn't hear anything because the boat's engines were running. TORNEY advised that the rocket followed an arched path and then she saw an explosion with the fireball to the left and black objects to the right. She explained that everything fell out of view and then she saw smoke rising. TORNEY thought that a house on land may have suffered a gas explosion until she heard news of the plane crash.

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265A-NY-259028-SUB CC₃

SEARCHED	INDEXED
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AUG 15 1996	
FBI-NEW YORK	

(X)
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272 PL

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

152
I 1/23 7/96

GERALDINE TORRANCE, Date of Birth: April 5, 1956, Social Security Account Number: 126-38-3414, home address: 59 Parkside Drive, Lake Placid, New York (NY), home telephone: (518) 523-1820, work telephone: (518) 359-3311, weekend telephone: (516) 728-0378, was telephonically contacted at her place of employment. TORRANCE was advised of the identity of the interviewing agent and the nature of the interview. TORRANCE then provided the following information:

TORRANCE, her three (3) children, her friend, KRISTI JOHNSON, home telephone: (860) 675-1116, residing in Avon, Connecticut, and JOHNSON's two (2) children, arrived at Ponquoque Beach, across from the Shinnecock, NY Coast Guard Station, at approximately 8:00 pm. All seven (7) individuals were at the water's edge to the right of the lifeguard station located directly in front of the concession stand. She advised that there were approximately 10 to 15 people on the beach. It was hazy and humid and she does not remember seeing the sun due to the haze.

Shortly thereafter, JOHNSON told TORRANCE to look toward the right, which was in a westerly direction from her location. At a position approximately two o'clock from where she was standing, TORRANCE saw a red streak, which was comprised of red and orange flames and resembled a plant called a cattail. The streak was thick and trailed white smoke. She did not see any solid objects in the smoke and fire, but it reminded her of the Challenger disaster. Almost immediately she saw a second streak, which resembled the first. She thought that the streaks were flares or fireworks but something did not seem right. She cannot remember if the first streak was traveling up but got the impression that it was a flare coming up from the ocean because she vaguely remembers smoke on the water. However, it was hazy and she cannot be sure if it was haze on the water or smoke.

TORRANCE advised the first streak was smaller than the second and was lower and to the left of the second streak. Both streaks initially traveled in a straight line, then fell to the water trailing white smoke. A mushroom shaped cloud from the water after impact.

Investigation on <u>7/23/96</u> at <u>West Hampton Beach, New York</u>	SEARCHED INDEXED SERIALIZED FILED SEP 24 1996 FBI - NEW YORK
File # <u>265A-NY-259028</u>	
by <u>SA JOSEPH D. FOELSCH, JR./axh</u> Date dictated <u>7/23/96</u>	

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Continuation of FD-302 of GERALDINE TORRANCE, On 07/23/96, Page 2

TORRANCE is not sure, but within two (2) minutes she heard three (3) separate and distinct booms which she initially thought was thunder. The interval between the booms was short, but the sounds themselves were distinct.

Smoke continued to issue forth from the water and TORRANCE noticed a boat with flashing blue and green lights heading in the direction of the smoke.

274 RB

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FEDERAL BUREAU OF INVESTIGATION

(164) I

Date of transcription 08/09/96

ANNE-MARIE TRUPIA, 27 Roneck Court, Shirley, New York (NY), telephone (516) 395-0644, Date of Birth February 4, 1960, was advised of the identities of the interviewing agents and the nature of the interview. She then provided the following information:

TRUPIA was sitting on the deck of a neighbor's house on the lagoon at 16 Roneck Court. She was looking over the water and saw what looked like a match, she heard a noise and then saw an explosion.

TRUPIA stated she saw a streak rising into the sky at an angle curving a little to the west. She saw it rise for about two seconds. It made a slight arc then she lost sight for about one second, then saw an explosion. The streak was the color of a match flame. She did not see any smoke. TRUPIA stated the explosion sounded like a loud firework, almost as loud as an M-80 going off. TRUPIA heard one boom sound. The explosion was a huge ball which dropped down to the horizon slowly.

TRUPIA pointed out the Ranger house on Smith State Park, which is the direction she was looking. Just slightly to the left of the Ranger house is another house with a reddish roof, which has a cluster of trees to the left of it (this is a camp area with campers parked in the area). It was over this house which the object appeared to be when it rose into the sky. The sun was almost directly behind her at the time she was looking out over the water.

265A-NY-259028-SUB

Investigation on 7/23/96 at Long Island, New York

File # 265A-NY-259028

by SA JANE C. KELLY/LL
SA NICK J. PINDULIC/axh

Date dictated 7/23/96

SEARCHED	INDEXED
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JAN 17 1997	
FBI - NEW YORK	

000178

291 A/C
EXPL

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

40 40.9231°N
72.8440°W

GEORGE W. WESTERMANN, Date of Birth September 10, 1934, 67 Meroke Trail, Wading River, New York, telephone (516) 929-8340, was interviewed at the Center Moriches United States Coast Guard Station by Special Agent JOSEPH P. FANNING and New York State Police Investigator DE SCOON. WESTERMANN was advised of the identity of the interviewers and then supplied the following information:

WESTERMANN was with his wife, LISA, and a family friend, KATE BORSTELMANN, on the evening of July 27, 1995 looking at a new house nearby his residence at approximately 8:30 PM. WESTERMANN was looking in a southerly direction while standing in an open field approximately 300 feet east of his residence. He noticed what he believed to be a parachute flare off in a southwest direction about forty degrees above the horizon. This flare was bluish/red in color and was moving at a steady speed from west to east. WESTERMANN continued to watch this flare while trying to get his wife and friend to look at it. The flare traveled in this west to east direction for what he estimated was approximately 20 seconds, at which time it started to descend in a curved descent and the same speed. WESTERMANN estimated this curved descent lasted approximately 10 seconds when the flare then opened up in a bottle or cup shape that was red in color. A second or so later, this shape expanded outward on both sides in two pieces. At this point, WESTERMANN realized these were flames. The flames dropped in a square type shape with the flames more solid on the outsides.

50 At the time of this incident, WESTERMANN believed the flare, and subsequent flames, were about five miles from him to the south. WESTERMANN thought at the time that when the flare initially opened up into the red bottle type shape that it was fireworks. WESTERMANN never heard any explosions.

WESTERMANN is retired, but is currently a sergeant first class in the Army National Guard assigned to the 20th Engineers, stationed in Riverhead, New York, telephone number (516) 727-1213.

Investigation on 7/23/96 at Center Moriches, New York

File # 265A-NY-259028

Investigator DE SCOON
by SA JOSEPH P. FANNING (JPF:mxh)

Date dictated 7/29/96

265A-NY-259028-SUI

AUG 29 1996

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@ 0830:57 PM +10 sec = 0831.07 PM

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c:\data\tna\192.ecf $\frac{1}{2}$ sec before
recordings end
VERY IMPORTANT

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Approximately ten seconds after the small airplane had passed underneath flight 217's path, BRUMLEY noticed a small, flare-like projectile travelling in an east-northeasterly direction, originating from approximately BRUMLEY's 2:00 position (although much, much lower than the small airplane had been). It appeared as though the projectile was ascending as it travelled, but BRUMLEY was unable to clearly determine that fact. The projectile travelled for approximately three to four seconds, appeared to brighten in intensity for the next two to three seconds, and then culminate in what appeared to be a small explosion. This smaller explosion was in the form of an oblong-shaped ball of fire, and was large enough that it was very noticeable and easy to see.

Precisely
direction of
travel of
TWA 800.
71°(3-4) (2-3)
(5-7 sec)

SES

A second, much larger explosion immediately followed the first, and it quickly accelerated in both size and shape. The second fireball was accompanied by billowing smoke containing both dark and light colored regions. BRUMLEY continued to watch the fireball as it appeared to descend towards the water. However, simultaneous with the fireball's impact with the water, Flight 217 flew over the top of it and BRUMLEY lost his view. The explosion was from far enough of a distance away that the brightness of it did not affect BRUMLEY's eyes, even to the point of causing him to blink.

Blocked by
right wing of
his plane?

BRUMLEY never observed any smoke trail whatsoever. The flare-like projectile seemingly appeared out of nowhere and consisted only of one very defined burning point of bright white light. The path of the projectile appeared to be straight. No red or orange flame was associated with it and no plume of fire was trailing behind it. Nothing fell away from the projectile as he observed it. BRUMLEY did not observe a launch site, nor did he hear any sounds associated with what he saw.

Consistent
w/ it being
aircraft or
missile?Behind it, as
too far away
and in inner
plane.

BRUMLEY never saw anything that he associated with being an airliner, an aircraft that impacted with the projectile at the point of explosion, or even a target of the projectile. All he saw was the projectile (presumably because of its brightness against the darkening sky) and an explosion.

* Very Important

Create Date 07-23-96 05:05p
Name 265a@ny@259028 re brumley
Type 302

05:01 2651-82-1997

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40.6008

72.6276

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

MICHAEL WIRE, 308 Twining Ford Road, Richboro, Pennsylvania, 18954, telephone (215) 322-9561 was interviewed, telephonically, on July 23, 1996. WIRE provided the following information:

WIRE, who works for VISTA ENGINEERING (908) 561-4420, advised that on the night of Wednesday, July 17, 1996 he was working on the Beach Lane Bridge in Westhampton, New York. At approximately 8:45 P.M., WIRE saw what appeared to be cheap fireworks coming off the beach about 4 or 5 houses west of the bridge. WIRE described this one firework as a white spark (meteor) that went up and arched across the sky. A short time later (seconds later) WIRE observed an orange fireball in the sky to the south of the bridge. The fireball fell out of the sky. The firework that WIRE had previously observed was travelling in the direction at the fireball. Seconds after observing the fireball, WIRE heard and felt one explosion, then three other explosions for a total of four.

Soon after the explosion, WIRE saw a National Guard Helicopter fly over the bridge.

dir?
L → R?
↑ ↓ ?

265A-NY-259028-SUB CC-1

consistency?

timing

Hunt 4 207

Investigation on 7/23/96 at New York (telephonically)
 File # 265A-NY-259028 L # 1243
 by SA Daniel Kilcullen, Jr. Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 23, 1996, ROBERT BURNS, Date of Birth January 15, 1978, 413 Lockwood Drive, Shirley, New York (NY), telephone (516) 924-4657, was contacted and furnished the following information:

On July 17, 1996, BURNS stated that he was sitting on Smith Point Beach, facing south when, from the east, he saw what looked like a shooting star. He stated that the "star" seemed to come from Moriches Inlet, approximately 20 degrees east of the shoreline. BURNS described the "star" as a reddish/orange streak that was thicker in the front and thin in the tail. He stated that the "star" was rising (going south to north) and veering in the easterly direction. He observed the star for approximately five (5) seconds. He stated that he lost sight of the "star" when he turned to point it out to his girlfriend. BURNS advised that when he turned back, he observed a large orange/yellow ball west of where had last seen the star. He stated that he did not know what the ball was and that he heard no sound at the time of the ball's appearance. BURNS estimated that the ball was 5 to 10 miles from his location. BURNS stated that July 17, 1996 was a clear night and that, as usual, there were many small planes in the area. He advised that there were not many boats out that night.

Investigation on 7/23/96 at Shirley, New York

File # 265A-NY-259028

by SA JANE C. KELLY/jk
SA NICK J. PINDUBIC/axh

Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

N 40° 44.102'
W 72° 51.610'

(131) #1

Date of transcription 8/8/96

122

DAVID J. HIRSCHBERG, Date of Birth, December 18, 1953, home residence, 14 Stone Commons, Yaphank, New York, 11980, telephone number (516) 924-2024, Social Security Account Number 113-46-4061, employed by Stonybrook University, State University of New York, Marine Sciences Center, Stonybrook, New York, 11794, position, Senior Research Scientist, telephone number (516) 632-8744, was interviewed at his residence and was advised of the identities of the interviewing Agents and the nature of the interview, which was to ascertain his knowledge and observations on the evening of July 17, 1996. Thereafter, HIRSCHBERG provided the following information:

HIRSCHBERG stated that at approximately 8:30 to 8:45 pm, he and his wife, FLORENCE HIRSCHBERG, were at Smith Point Beach, where the National Seashore begins. Located by an octagon building and the Ranger Station, there is a flight of stairs leading down the beach facing southeast. HIRSCHBERG and his wife were at the top of that staircase looking southeast over the ocean when he observed what he believed to be a meteor flare, round in shape, red in color, approximately ten miles from his location and forty-five degrees up from his line of sight.

HIRSCHBERG stated that this red meteor moved upward and arched in a northeasterly direction. HIRSCHBERG further stated that the red meteor had no tail to it, nor did he observe any smoke trail coming from it. HIRSCHBERG advised that he heard no noise and saw no smoke.

left
view of
aircraft
✓

HIRSCHBERG stated that two to three seconds after he observed the red meteor, he observed, lower than the red meteor, at a forty degree line of sight, two large pieces, yellow and red in color, engulfed in flames, falling one on top of another, with black smoke trailing the pieces as they fell. HIRSCHBERG further stated that the flames from the lower piece almost touched the upper piece as they fell straight down. HIRSCHBERG advised that the length of the falling pieces was approximately a ten degree length. HIRSCHBERG further advised that he did not see the object hit the water, however, he stated that it disappeared before striking the water. HIRSCHBERG stated that

Investigation on 7/23/96 at Yaphank, New York

File # 265A-NY-259028

by SAs TIMOTHY J. LATTEMER/TJL/rdo
JOSE M. FLORES, Jr./TJL/rdo

Date dictated 7/23/96

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Continuation of FD-302 of DAVID J. HIRSCHBERGOn 7/23/96 Page 2

approximately two to three seconds after seeing the two pieces fall, he observed a second meteor, red in color, round in shape, identical to the initial meteor, coming from the same location as the first meteor, shoot up at a shallow ten degree angle and disappear over the horizon. HIRSCHBERG advised that the meteor came from the southeast. HIRSCHBERG advised that he did not see any launch point where the red meteors may have come from. HIRSCHBERG further advised that he did not see any boats in the water. HIRSCHBERG stated that he observed all of these events from the shore and believes the objects were located at a longitude of seventy two degrees and forty-four feet, latitude of forty degrees and forty one feet, with a compass bearing from his location of one hundred ten degrees to one hundred twenty degrees. HIRSCHBERG advised that all of these figures are approximate, done to the best of his ability looking at a map.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

(174) I yes

KRISTI JOHNSON, Date of Birth April 1, 1956, of 34 Juniper Drive, Avon, Connecticut 06001, telephone (860) 675-1116, was contacted. After being advised of the identity of the interviewing agent and the nature of the interview, she furnished the following information:

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

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

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

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

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

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

File # 265A-NY-259028

by SA STEPHEN J. SHINER/axh

Date dictated 7/23/96

SEP 2 1996

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265A-NY-259028

Continuation of FD-302 of KRISTI JOHNSON . On 07/23/96 , Page 2

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

000186

129

FEDERAL BUREAU OF INVESTIGATION

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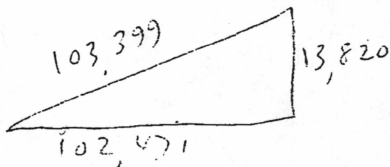
Date of transcription

07/30/96

GEORGE KALAMARES, Firefighter, 106 Air National Guard, 55 Peach Tree Lane, Mount Sinai, New York, telephone number (516) 474-0503, beeper number (516) 442-3111, was contacted at his residence. He was advised of the identities of the interviewing agents and that the purpose of the interview was to gather information regarding the crash of Trans World Airline (TWA) Flight 800. He then provided the following information:

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

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



(~17.6 mi from initial explosion)

265A-NY-259028-SUP Cd 1

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

File # 265A-NY-259028

ESK

by SA ROBERT STEVEN KRUPA; SA VINCENT L. GERARDI, Jr.

SA MIKE GALGANO (ATF) (RSK:hrg)

Date dictated

07/27/96

000187

SHERMAN
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130

7/23/96

DIMITRA KAPSOS, Date of Birth March 2, 1951, was contacted by Special Agent PETER C. CASAZZA and Detective GERARD KIRK, 5th Squad, Suffolk County Police Department, regarding her observations of an explosion she witnessed in the sky over the ocean on the evening of July 17, 1996.

KAPSOS' OBSERVATIONS

KAPSOS related that she was visiting her in-laws at a summer condo they rented at 575 Dune Road, Westhampton Beach, New York, telephone number (516) 288-1439.

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

Within a few seconds, she heard ^{initial + 15 sec later?} two large booms which shook the deck and rattled the ground. The fireballs became two large distinct smoke streaks falling to the ocean surface. Rumbling noises came over the water afterward.

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

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

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

BACKGROUND

Name: DIMITRA KAPSOS

REINT

5

9

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FEDERAL BUREAU OF INVESTIGATION

→ arc before ignition
→ moving point on a line

→ Northeast wind? L → R or R → L?

Date of transcription 7/24/96

→ Did you see it develop or was it already there?
→ How far down did the other side of the arc go?

VAUGHN APRAHAMIAN, 85-04 63 Drive, Rego Park, New York, was contacted telephonically and provided the following information. APRAHAMIAN, a flight instructor and aviation consultant, was piloting a twin-engine plane westbound along the south shore of Long Island on the evening of July 17, 1996, returning from a flight to Block Island. Shortly after 8:30pm, near the East Hampton V.O.R. transmitter, APRAHAMIAN was flying at 1000' altitude, east of the Moriches inlet, two to three miles offshore, when he saw a column of flame ignite to his southwest.

APRAHAMIAN stated that due to the shape and movement of the body of flame, he initially thought it was a flare, but he realized that what he was seeing was too huge and would be impossible to be a flare. APRAHAMIAN stated that the shape of the fire was an arc starting at a point near the surface of the ocean and igniting in an arch reaching toward the northeast from the initial point. He stated that the ignition of the entire arc, from the initial point, up the arc, and back down the other side of the arc, took approximately 15 seconds. The initial point appeared small, but the arc fanned out to a very wide area at its other end. APRAHAMIAN noted that to observers on shore or from perspectives perpendicular to his own, the body of flame might appear as a flat sheet of fire.

APRAHAMIAN described the flame as being shaped like a cobra's head, narrow at the bottom and wider higher up. He said that it looked almost like a napalm explosion. APRAHAMIAN noted that there was a gap at the top of the arc, making the arc actually two distinct fireballs. He felt that the highest point of the arc was approximately 200' altitude. The initial "trajectory" of the arc was 60 degrees or so from the surface of the water.

APRAHAMIAN flew directly toward the flame, and based on instrument readings, determined that he was approximately seven to eight miles from the flame when he first observed it. He stated that it took him approximately three to four minutes to reach the site of the initial ignition, and he flew over it at approximately 800' altitude. APRAHAMIAN observed what he

205A-NY-259028-SUB CC

Investigation on 7/24/96 at New York, NH

File # 265A-NY-259028

by SA JULIAN G. CLARK, JR.

Date dictated 7/24/96

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JAN-28-1997 17:21

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FEDERAL BUREAU OF INVESTIGATION

Y-P

40°44'

72°52'

40.7333°N

72.8667°W

Date of transcription

07/27/96

p. 1 of 5?

(9) KERI MEYER, 22 Belvue Avenue, Center Moriches, New York, telephone number (516) 878-5535, Date of Birth May 5, 1981, and her boyfriend, BRIAN MCGARRITY, 210 Concord Road, Shirley, New York, (516) 395-1379, Date of Birth July 10, 1978 were 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 agent and the nature of the interview MEYER and MCGARRITY provided the following information:

MEYER and MCGARRITY were sitting in his car in the parking lot to Smith Point Park at approximately 8:30 PM on July 17, 1996. The car was parked in a parking spot facing south on the center right side of the parking lot. The front of the car was facing south and visibility was fair.

While looking out of the front windshield, MEYER saw a "flare" rise up directly in front of her and due south of her position, far out over the Atlantic Ocean. She asked MCGARRITY "What's that?", so MCGARRITY looked south out the front windshield and saw what appeared to be a "flair." MEYER and MCGARRITY said that the "flair" went straight up into the sky and then curved before they lost sight of it. The "flair" looked like a red steam that got thicker as it rose through the sky. Neither MEYER nor MCGARRITY saw an explosion or a plane crash. They did not find out that a plane had crashed until later that night when their friends told them about the crash.

MEYER can describe exactly where she was in the parking lot when she saw the flare, and where in the sky the flare was when she saw it.

Investigation on 08/24/96 at Shirley, New York

File # 265A-NY-259028

TW 7241

Date dictated

by WILLIAM INZERILLOW

265A-NY-259028 SUB

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

155 = 152

KEVIN MULLANE, Date of Birth December 29, 1956, was interviewed at his place of employment, BATCO, 37 Hermann Avenue, Center Moriches, New York, 516-878-0223. After being advised of the identities of the interviewing agents and the nature of the interview, MULLANE provided the following information:

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

Between 7:30 and 8:30 PM, MULLANE gazed up and saw a huge orange fireball. The fireball was as big as a house. The huge fireball descended and MULLANE then saw a second, but smaller fireball. MULLANE 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. MULLANE heard a deep rumbling sound.

MULLANE believed that DAVE BORRILL had the best view of the event, and may have pointed it out to him.

Investigation on 7/24/96 at Center Moriches, New York
File # 265A-NY-259028
by SA JAMES J. ROTHE; SA GREGORY J. O'NEILL/mam Date dictated 7/24/96

265A-NY-259028-008
SEP 24 1996

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FEDERAL BUREAU OF INVESTIGATION

(157)
IDate of transcription 07/27/1996

On 07/24/1996, LOUIS CARLOS PARRALES, Seaman's Apprentice/Officer Candidate, temporarily assigned to the U.S. Coast Guard Cutter Adak, permanently assigned to Battery Park MIO, SSN: 076 72 8040; Home address: 344 W. 47th Street, New York, New York, Telephone: (608) 668-7219, was interviewed by Special Agent CHRISTOPHER M. PIEHOTA and Investigator ED KARASEIWICZ who identified themselves and the purpose of the interview.

During the interview, PARRALES provided the following information:

PARRALES stated that he was on the starboard side bridge of the Adak when he alerted the Captain and the X-0 to a flame in the air. At first PARRALES thought the flame might have been from a National Guard flare exercise that was being conducted in the area. After first spotting the flames, PARRALES followed them from the sky to the water. PARRALES stated that the Adak was approximately 20 miles from the crash site.

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

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

PARRALES could not recall any other details or provide any further information regarding this matter.

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

File # 265A-NY-259028

by SA Christopher M. Piehota
Inv. Ed Karasiewicz

Date dictated

07/27/1996

265A-NY-259028-SUB

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NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

(160) - yes

JOHN A. REEVE, Date of Birth April 8, 1979, address Peconic Bay Boulevard, Aquebogue, New York, 11901, home telephone 516-722-4096, was advised of the identity of the interviewing agent and the purpose of the interview. REEVE then provided the following information:

On the night of TWA Flight 800's crash, REEVE and a group of friends were at a waterhole located off Old Country Road, Speonk, New York, in the vicinity of the Suffolk County Police Department's Firearms Range. REEVE was on the west bank of the waterhole approximately eight (8) feet in the water when he noticed a red flare or firework trailing white smoke ascending over the tree line on the south side of the waterhold. The flare was angling east-southeast.

Approximately seven (7) to ten (10) seconds later REEVE's observed a large fireball erupt approximately 12 miles away. An object, not on fire fell away from the fireball. The fireball descended in an easterly direction and was lost to sight below the tree line.

Shortly thereafter, REEVE heard a loud explosion and felt the ground shake.

Before the explosion in the sky, REEVE observed a plane in the area of the flare. After the explosion REEVE could no longer see the plane.

Investigation on 7/24/96 at Speonk, New York/24/96

File # 265A-NY-259028

by SA JOSEPH D. FOELSCH, JR./mam

Date dictated

7/24/96 OCT 30 1996

265A-NY-259028-SUB

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/28/96

40.74° N
72.85° W

37

PATRICIA RILEY, Date of Birth February 19, 1947, Social Security Account Number 063-38-2461, home address 101 Duncan Avenue, Ronkonkoma, New York, was telephonically contacted at her work telephone number (516) 737-3720. After being advised of the identity of the interviewing agent and the purpose of the interview, RILEY provided the following information:

On July 17, 1996, between approximately 6:30 pm and 7:00 pm, RILEY and her husband, JOHN PATRICK RILEY, arrived at Smith Point County Park in their Ford Bronco. Behind the Bronco they towed a 24-foot travel trailer. They found a spot on the beach and set up a campsite. RILEY and her husband have camped at Smith Point many times, and they are familiar with the beach. The beach was nearly empty that night, except for a few people whom RILEY observed driving past her trailer in pickup trucks carrying fishing poles. RILEY did not see any suspicious vehicles, boats or individuals on the beach. RILEY's trailer was parked near an orange marker on the beach. RILEY advised that she could locate this marker if necessary.

At dusk, between approximately 8:30 pm and 8:45 pm, RILEY's husband said, "Come here, look at this." RILEY went to a large picture window in her trailer and her husband pointed to an object in the sky. The window was facing south, toward the ocean. The sky was clear, not very dark, and stars were beginning to be visible, as she looked south and a little toward the east. RILEY saw a red object going up into the sky over the ocean which looked like a flare or a bottle-rocket type of firework. As the object went up, she saw a whitish-colored piece of the object fall off the left side of it and travel downward in an "arch" shape. The flare-like object then traveled straight down. RILEY then saw black smoke in the sky in a spiral shape where the object had been. The whole incident lasted a few seconds. RILEY did not hear any loud noises or witness any explosions.

RILEY then saw helicopters fly out toward the ocean and park rangers driving on the beach. Later that evening, she heard on the radio that a plane had crashed into the ocean 10 miles south of East Moriches.

Investigation on 7/24/96 at East Moriches, New York (telephonically)
File # 265A-259028
by SA PETER M. BRADY:cam Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

ALAN VETTER, Date of Birth May 16, 1976, 178 Priscilla Avenue, Flanders, New York, 516-727-2714, was advised of the identity of the interviewing agent and the nature of the interview. VETTER provided the following information:

VETTER and a group of friends were at a water hole off Old Country Road, in the vicinity of the Suffolk County Police Department firearms range, on the evening of the TWA Flight 800 crash. The group was gathered on the west bank clearing of the water hole.

At approximately 8:30 P.M., VETTER was in the water approximately ten feet off the shore, facing south. He observed a reddish/orange flare ascending in the sky. The flare was followed by a white vapor trail and appeared to be headed towards him from beyond the trees, but moving at a slight angle from right to left.

VETTER then left the water and was standing on the sand but close to the water's edge. From this vantage point VETTER observed an explosion in the sky. He described two large balls of fire and smaller pieces of fire falling out of the sky.

VETTER then moved further away from the water to the top of the hill, but still on the sand. At this point the fire balls had fallen out of sight. VETTER heard sounds like rolling thunder, and felt slight vibrations in the ground.

265A-NY-259028-SUB

SEARCHED	INDEXED
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Investigation on 7/24/96 at Speonk, New YorkFile # 265A-NY-259028by SA CINDY A. PEIL/MAMDate dictated 7/24/96

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01-01 1557-00-NHC

000195

DOROTHY WINKLER
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295

07/24/96

(58) —

DOROTHY WINKLER, 7 Farm Lane, Westhampton Beach, New York, telephone (516) 288-9562, 572 Grand Street, New York, New York, telephone (212) 598-9433, was contacted regarding a sighting she observed on July 17, 1996.

WINKLER was dining with approximately 12 other people at the WESTHAMPTON BAY YACHT SQUADRON (WBYS) from about 6:15 p.m. until 8:45 p.m. At approximately 8:35 p.m., WINKLER observed from the WBYS's deck, where she was dining, a flare appear in the Atlantic Ocean over the Barrier Island of Westhampton Beach.

From WINKLER's vantage point she thought this flare originated from the surf near a strip of vacant land on the Barrier Island. WINKLER pointed in the direction of due south from the WBYS deck and said the flare first appeared off the surf along Dune Road and over this vacant parcel of land. WINKLER pointed out that from her vantage point the parcel of land has condominiums on its left and single family houses on its right.

WINKLER described the flare as having an orange tip with a white trail of smoke. The flare went straight up and did not arc. WINKLER estimated the time in which the flare was in the air at five (5) seconds.

WINKLER then observed a red ball near the flare. The red ball continued to grow and then began to fall to the ground. At the same time, white smoke appeared. The red ball, when it was falling, began to break into pieces and then disappeared in the ocean. WINKLER further described the debris that was falling from the sky as "drippings." Accompanying the falling debris was black smoke in a "twister formation."

WINKLER advised that the ball of fire appeared to be more distant than the flare.

WINKLER said she heard no noise from this occurrence.

000196

6

10

265A-NY-259028

Continuation of FD-302 of VAUGHN APRAHAMIAN

On 7/24/96, Page 2

believed to be the hulk of a luxury liner completely engulfed in flames. Both ends of the object were tapered, and APRAHAMIAN saw no trace of any wings, so he did not think he was looking at an airplane fuselage, although he estimates that what he saw could have been the right size for Boeing 747. He does not know whether he was looking into the open fuselage or at the top of the plane, because there was no portion not on fire; he could see nothing but flames. Smoke was trailing out to the northeast.

APRAHAMIAN stated that he was accompanied by two others during this flight. His co-pilot was BEVERLY AVERACK. Asleep in the rear seat was MORTON AVERACK, BEVERLY's husband. APRAHAMIAN advised that he had discussed his observations thoroughly with Mrs. AVERACK and does not feel she witnessed anything that he did not. Mr. AVERACK saw nothing of the initial fire.

APRAHAMIAN stated that he runs his flight instructor and aviation consultant business from his home address, noted above. His telephone number is (718) 897-9855. His date of birth is September 2, 1937.

JAN-28-1997 17:01

000197

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

N 40° 54.495'
W 72° 11.027' = 40.9083° N
72.1837° W

→ Northeast wind 10-15 mph

→ Subject was at home, did not see the fire, but was informed by the neighbors of the fire.

VAUGHN APRAHAMIAN, 85-04 63 Drive, Rego Park, New York, was contacted telephonically and provided the following information. APRAHAMIAN, a flight instructor and aviation consultant, was piloting a twin-engine plane westbound along the south shore of Long Island on the evening of July 17, 1996, returning from a flight to Block Island. Shortly after 8:30pm, near the East Hampton V.O.R. transmitter, APRAHAMIAN was flying at 1000' altitude, east of the Moriches inlet, two to three miles offshore, when he saw a column of flame ignite to his southwest.

APRAHAMIAN stated that due to the shape and movement of the body of flame, he initially thought it was a flare, but he realized that what he was seeing was too huge and would be impossible to be a flare. APRAHAMIAN stated that the shape of the fire was an arc starting at a point near the surface of the ocean and igniting in an arch reaching toward the northeast from the initial point. He stated that the ignition of the entire arc, from the initial point, up the arc, and back down the other side of the arc, took approximately 15 seconds. The initial point appeared small, but the arc fanned out to a very wide area at its other end. APRAHAMIAN noted that to observers on shore or from perspectives perpendicular to his own, the body of flame might appear as a flat sheet of fire.

APRAHAMIAN described the flame as being shaped like a cobra's head, narrow at the bottom and wider higher up. He said that it looked almost like a napalm explosion. APRAHAMIAN noted that there was a gap at the top of the arc, making the arc actually two distinct fireballs. He felt that the highest point of the arc was approximately 200' altitude. The initial "trajectory" of the arc was 60 degrees or so from the surface of the water.

APRAHAMIAN flew directly toward the flame, and based on instrument readings, determined that he was approximately seven to eight miles from the flame when he first observed it. He stated that it took him approximately three to four minutes to reach the site of the initial ignition, and he flew over it at approximately 800' altitude. APRAHAMIAN observed what he

265A-NY-259028-SUB CC, 109

Investigation on 7/24/96 at New York, NHFile # 265A-NY-259028by SA JULIAN G. CLARK, JR.Date dictated 7/24/96

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Continuation of FD-302 of VAUGHN APRAHAMIAN . On 7/24/96 . Page 2

believed to be the hulk of a luxury liner completely engulfed in flames. Both ends of the object were tapered, and APRAHAMIAN saw no trace of any wings, so he did not think he was looking at an airplane fuselage, although he estimates that what he saw could have been the right size for Boeing 747. He does not know whether he was looking into the open fuselage or at the top of the plane, because there was no portion not on fire; he could see nothing but flames. Smoke was trailing out to the northeast.

APRAHAMIAN stated that he was accompanied by two others during this flight. His co-pilot was BEVERLY AVERACK. Asleep in the rear seat was MORTON AVERACK, BEVERLY's husband. APRAHAMIAN advised that he had discussed his observations thoroughly with Mrs. AVERACK and does not feel she witnessed anything that he did not. Mr. AVERACK saw nothing of the initial fire.

APRAHAMIAN stated that he runs his flight instructor and aviation consultant business from his home address, noted above. His telephone number is (718) 897-9855. His date of birth is September 2, 1937.

000199



JOSEPH DELGADO
c:\data\tna\li01101.302

ENV
EVENT

62

(12)

7/24/96

(62)

8-30

JOSEPH DELGADO, 59 Lilac Road, Westhampton Beach, New York, telephone number (516) 288-1140, Date of Birth - March 16, 1953, was contacted regarding the sighting he observed near Westhampton Beach High School (WBHS). After being advised he provided the following information:

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

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

Incoming w/ midal wire "ascending"
@ 40° white light.
? Should appear to be going east.

Was ascending projectile traveling in
opposite direction of plane?

87

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

(175) ±

CARL D'UGO, Date of Birth - March 16, 1947, Social Security Account Number - 063-38-2454, residing at 963-2 Goethals Road North, Staten Island, New York 10303, telephone number (718) 761-3842, was contacted and informed as to the identity of the interviewing Agent and the purpose of the interview.

CARL D'UGO telephonically reported that at approximately 8:20 PM, Wednesday, July 17, 1996, he was in a car travelling past towards the Shinnecock Canal when he observed a gray military aircraft flying overhead South towards the water. He was unable to see any markings on the plane.

Shortly after this observation, he arrived at his final destination which was a beach area called Shinnecock East.

At this location, he was going to go fishing with his friends. This beach is located off Halsey Neck Road in Shinnecock, near the East Shinnecock Jetty.

Mr. D'UGO reported that upon arrival at the beach. He exited the car and bent down at the right front tire in order to reduce the tire pressure which would allow the vehicle drive on the beach. As he was doing this, he heard a thud. He then turned his head towards the direction of the ocean and looked in the sky.

He observed vertical flames in a cigar-shaped cylinder falling slowly towards the ocean. For a short time the object seemed stationary.

At this point, he alerted his friend, DONALD MUSSO, to call the Coast Guard.

Mr. D'UGO said that he stayed at this beach location with his friends until approximately 11:30 PM. He stated that searchers should look for plane wreckage in the vicinity of where the search rescue plane dropped the first flares.

Investigation on 7/24/96 at Staten Island, New York (telephonically)
File # 265A-NY-259028
by SA KEVIN M. KELLEHER (ATF Melville)/dp Date dictated 7/24/96

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

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265A-NY-259028

Continuation of FD-302 of CARL D'UGO, On 7/24/96, Page 2

He said that the search for plane wreckage should be focused outside the Shinnecock Inlet. As your heading south towards the ocean at the one or two o'clock position.

000202

? A/C a
Missile

96

PLOT
need better
location

FEDERAL BUREAU OF INVESTIGATION

Ferro

$$N 40^{\circ} 47.5' 01''$$

$$W 72^{\circ} 39.8' 30''$$

$$= 40.7922^{\circ} N$$

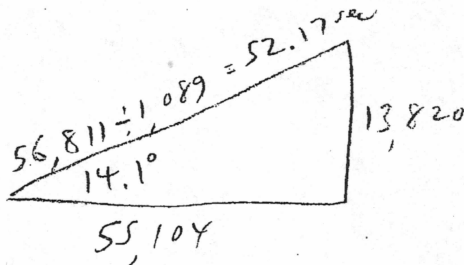
$$72.6578^{\circ} W$$

Date of transcription 07/24/96

ELLEN FERRO, 7 Holly Lane, Remsenberg, New York, telephone (516) 325-0562, was contacted regarding a sighting she observed on July 17, 1996.

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

FERRO was certain that the flare's origin was in the ocean and not the bay.



When exactly was
she
intensely sure?
L → R?

Investigation on 07-18-96 at Westhampton Beach, New York

File # 265A-NY-259028

by SA JAMES P. MIKALIC:hrg

Date dictated

07/28/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 15 1996	
FBI-NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

144
IDate of transcription 08/09/96

MARYLYNN HEINRICH, Date of Birth June 6, 1949, was interviewed at her residence, 443 Wading River Road, Manorville, New York (NY), telephone (516) 878-9331. After being apprised of the identity of the interviewing agents and the nature of the interview, HEINRICH provided the following:

HEINRICH advised that she was walking on the Great Gun Dock on the bay side of Fire Island on the evening of July 17, 1996. HEINRICH recalled being alerted to an object in the sky and looking up to see what appeared to be a black or grey smudge which she thought was a flare. The object appeared to be south of her location and clearly beyond the dunes of Fire Island over the ocean. When she first observed the object, it appeared cylindrical in shape and was rising up in an arc-like direction. The smudge took approximately six to eight seconds to reach its peak, at which time it evolved into yellow and orange pieces of fire. The pieces fluttered down slowly taking approximately ten to twelve seconds to fall out of sight.

HEINRICH was unable to provide a precise measure of distance from where she was standing to the object, except to say that it was definitely far away. HEINRICH heard no noise associated with the event. She also indicated that she observed no smoke or falling debris associated with rising smudge-like object or falling pieces of fire.

With respect to her precise location, HEINRICH advised that she was situated on the west end of the Great Gun Dock. She was unable to provide any landmarks which aided in her observation. She did, however, note that her view was partially obstructed by the tree line of Fire Island. HEINRICH had no observation of the object as it passed below the tree line.

265A-NY-259028-SUB

Investigation on 7/24/96 at Manorville, New YorkFile # 265A-NY-259028by SA STACY R. DIAMOND
SA PAUL PALUMBO/axhDate dictated 7/25/96

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 17 1997	
FBI - NEW YORK	

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yes

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

TODD FRANCIS ANDERSON, Date of Birth June 28, 1965, Social Security Account Number: 126-62-6169, was advised of the identity of the interviewing agent and the nature of the interview. ANDERSON provided the following information:

ANDERSON resides at 10 Palo Alto Drive, Hampton Bays, New York 11946, home telephone number (516) 728-7408. ANDERSON is employed at S. H. BRICK AND TILE, 1540 North Highway, South Hampton, NY, telephone (516) 283-8088.

ANDERSON was at a political fundraising event on the night of July 17, 1996, being held at DOCKER'S RESTAURANT, Hampton Bays, NY. ANDERSON and his wife had left the fundraiser and were walking on a small dock next to the restaurant when ANDERSON's wife told her husband to look at a shooting star in the sky to the southwest of the restaurant. ANDERSON saw a small orange ball that looked like a boat flare. The orange ball grew much larger and became an oblong ball of flames that fell from the sky. The ^{colored} orange ball of flames was much brighter than the orange ball had been. After the flames fell below the dune-line. ANDERSON heard two bangs that sounded like fireworks in the distance.

Investigation on 7/25/96 at Hampton Bays, New York

File # 265A-NY-259028

by SA GREGORY A. COLEMAN/axh

Date dictated 7/25/96

SEP 24 1996

000205

N 40° 44.325'
W 73° 01.873'

194

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FEDERAL BUREAU OF INVESTIGATION

(154)
I

Date of transcription 8/7/96

MARIA LUNATI MINARDI, Date of Birth, July 1, 1959, 226 North Prospect Avenue, Patchogue, New York, home telephone (516) 475-0291, was advised of the identities of the interviewing Agents and the purpose of the interview. MINARDI provided the following information:

MINARDI was fishing with her children at the Blue Point Avenue fishing dock in Blue Point, New York, on the evening of July 17, 1996. The dock borders the Great South Bay and provides a good view of Fire Island. Some time after 8:00 p.m., MINARDI saw a red flare streak across the sky on the horizon past Fire Island. MINARDI indicated the position of the flare was southeast to the fishing pier. The flare was traveling from east to west in an upward manner.

Approximately five to ten seconds after seeing the red flare, MINARDI saw an explosion in the sky resembling a fireworks display.

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

200A-NY-259028-003

File # 265A-NY-259028

by SAs DAVID P. MARZILIANO/TM
TIMOTHY LAUZON/DPM/cxk

Date dictated 7/25/96

SEP 2 1996

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N 40° 44.254'
W 72° 51.071'

245

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription

8-8-96

LINDA and HARRY SCHNEPF, 388 Renee Drive, Bayport, New York, telephone number (516) 2-8030 were contacted at their residence. They were advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information on the crash of the TWA flight 800 on July 17, 1996. They then provided the following information:

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

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

265A-NY-259028-SUB CC1

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 01 1997	
FBI - NEW YORK	

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

File # 265A-NY-259028

by SAs ROBERT STEVEN KRUPA/RSK
MIKE GALGANO, ATF/RSK/jklmth

Date dictated 7/25/96

259

Date of transcription 8/12/96

40.8514° N
72.5150° W

(35)

JAMES THOMAS SIRECI, Date of Birth, December 2, 1958, 11 Carter Avenue, Hampton Bays, New York, home telephone number (516) 723-1824, work telephone number (516) 728-8885 was advised of the identity of the interviewing Agent and the purpose of the interview. SIRECI provided the following information:

SIRECI was on a small beach in Southhampton, two beaches west of Ponnetuoge Beach on July 17, 1996. SIRECI was with his wife, EMIKA, standing at the shoreline looking out over the water.

SIRECI saw a red navigator light from an airplane in the distance. SIRECI then saw an orange firework, with a tail, in the air southwest of him. The firework traveled up, then arched down before SIRECI lost sight of it.

Seconds later SIRECI saw a second and third fire work in the sky simultaneously. Both were orange with tails and they traveled in the same arching pattern of the first firework.

Approximately 30 seconds later SIRECI heard a rumble and saw a blue vertical line of smoke stretch down to the horizon. The blue cloud remained for three to four minutes. All this activity occurred at 8:30 pm. In addition to SIRECI and his wife, there were other people on the beach, a man and a woman with a camera.

39 East of Event - probably seeing Aircraft Explosion

265A-NY-259028-SUB CC, -

Investigation on 7/25/96 at Hampton Bays, New York

File # 265A-NY-259028

by SA DAVID P. MARZILIANO/pan

Date dictated 7/25/96

SEARCHED	INDEXED
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SEP 20 1996	
FBI - NY	

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* NY 44-165
W-1 51-403

263

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/8/96

ARLINE and HENRY STEMM, 391 Renee Drive, Bayport, New York, telephone number (516) 22-0553 were contacted at their residence. They were advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information regarding the crash of TWA flight #80. They then provided the following information:

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

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

265A-NY-259028-SUB C

SEARCHED	INDEXED
SERIALIZED	FILED
APR 01 1997	
FBI - NEW YORK	

Interview on 7/25/96 at Bayport, New YorkFile # 265A-NY-259028by SAs ROBERT STEVEN KRUPA/RSK
MIKE GALGANO, ATF/RSK/jkl/mcsDate dictated 7/25/96

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7/25/96

(100)

ALLEN MARSHALL TOOKER, Date of Birth March 20, 1978, Social Security Account Number 051-64-7777, address 237D Hubbard Avenue, Riverhead, New York, 11901, home telephone 516-369-1558, pager 516-263-913, was advised of the identity of the interviewing agent and the purpose of the interview. TOOKER then provided the following information:

On the night of TWA Flight 800's crash, TOOKER and a group of friends were at a waterhole located off Old Country Road, Speonk, New York, in the vicinity of the Suffolk County Police Department's Firearms Range. TOOKER was on the west bank of the waterhole approximately four (4) feet in the water when he noticed an orange flare ascending from the south traveling in a west-northwest direction trailing white or light gray smoke. He then observed the flare strike what looked like an eastbound Cessna airplane on the port side. TOOKER saw a small burst of flame erupt from the port side wing near the fuselage. Approximately two (2) seconds later he saw the plane go into a piral and explode. The fireball descended and TOOKER lost sight of it below the tree line. Within five (5) seconds he heard what sounded like thunder and felt the ground shake.

Create Date 10-18-96 11:31a
Name FOELSCH / ALLEN M. TOOKER
Type 302
Subject
Author
Typist
Abstract
Account
Keywords

000210

C05784358

FD-302 (Rev. 3-10-82)

Y-B
275

- 1 -
FEDERAL BUREAU OF INVESTIGATION

40.74° N
72.85° W
③
Date of transcription 7/25/96

DEBRA VELLA, 60 Elizabeth Street, Floral Park, New York, DOB: April 5, 1960, telephone number (516) 352-4264, was contacted and advised of the identity of the interviewing agent, as well as the nature of the interview. VELLA provided the following information:

new spec timing
On 7/17/96 around dusk time, VELLA was camping at Smith Point Park and witnessed what appeared to be a "flare" rise above the horizon over the water. This flare was "red-orange" in color *dir?* and had initiated from the east in an upward diagonal trajectory. *The flare disappeared and seconds later a "wide area" of the sky L → R* was filled with "something" descending on fire resembling a "white bright star."

VELLA later learned from the news about the TWA crash. On July 25, 1996, VELLA decided to contact the Federal Bureau of Investigation to report what she witnessed.

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265A-NY-259028-SUB *CC*

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JUL 28 1996
TC

Investigation on 7/25/96 at Floral Park, New York (telephonically)

File # 265A-NY-259028

by SA LUIS OCTAVIO CABRERA *fil* Date dictated 7/25/96

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FEDERAL BUREAU OF INVESTIGATION

283

A/C

Date of transcription

7/30/96

(33)

40.7748
72.8151

DEBORAH WALSH, Date of Birth - February 18, 1956, was advised of the nature of this investigation and the identity of the interviewing Agent. She provided the following information:

On July 17, 1996, at about 8:35 - 8:40 PM, WALSH and her three children were in the parking lot of PAISLEY'S RESTAURANT, 9 Oceanview Drive, Mastic Beach, New York, (516) 281-7453. WALSH was looking for an ocean background for the family's Christmas card. This location looks out over the Great South Bay.

WALSH then noticed what she thought were fireworks in the southeast sky, out beyond Fire Island over the Atlantic Ocean. It appeared to start halfway up in the sky. She said to her children "Hey guys look at the fireworks!!" A ball of flames burst above where she saw the rocket. A smaller ball of flames fell from the larger one and sparks and flames rained down toward the water. This all took about ten to twelve seconds. The ball of flames appeared to be suspended in the sky for a second or two then it fell. There was lots of blue smoke. She then said to her children "Only one firework. Oh, no more. Let's go."

She measured the height of the fireball in the sky by placing the edge of her hand on the horizon. She then placed her fingers one on top of the other until she reached the apparent spot in the sky where the fireball was. It was six fingers high in the sky. She knows the direction precisely. There is an island southeast of PAISLEY's known as Beer Can Island. The rocket appeared to be directly over yet beyond that island.

DEBORAH WALSH resides at 52 Edgewater Drive, Mastic Beach, New York, (516) 281-1828.

Q24 19

145

265A-NY-259028-SUB CC

Investigation on 7/25/96 at Mastic Beach

File # 265A-NY-259028

WITH/TEXT

by SA KEVIN MATHIESON (KJM:dp)
SA JAMES MCCARTHY

WITH/OUT TEXT

BY

Date dictated

7/29/96

DATE

9/16/96

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI-NEW YORK	

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FD-302 (Rev. 3-10-82)

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126
#1

40° 46.000' 40.7667

FEDERAL BUREAU OF INVESTIGATION

72° 44.787

72.7465

Date of transcription 8/8/96

[redacted] Date of Birth, [redacted] telephone number [redacted] was advised of the identity of the interviewing Agents and the nature of the interview. [redacted] thereafter provided the following information:

On July 17, 1996, at 8:00 pm, [redacted] advised that he was sitting about a quarter mile east of the Moriches Inlet Beach with his girlfriend. [redacted] stated that about 8:30 pm he observed a red/orangish color fire in the sky about nine to ten miles south.

[redacted] stated that several seconds later the red/orangish flame exploded and dropped straight down into the ocean.

[redacted] stated that he observed a barge with lights approximately one mile east of the Moriches Inlet at approximately 7:00 pm. [redacted] felt this was unusual for a barge this size to be so close to the beach. [redacted] also heard a loud bang at approximately 9:00 pm which [redacted] also felt to be unusual.

Investigation on 7/25/96 at Quogue, Long Island (telephonically)

File # 265X NY-259028

by SAs [redacted] DS/rdo

Date dictated 7/25/96

000213

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/8/96

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JOHN LASKOWSKI, 62 Washington Avenue, Mastic, New York, telephone number (516) 281-5431, was contacted at his residence. He was advised of the identities of the interviewing Agents and that the purpose of the interview was to gather information regarding the crash of Trans World Airlines flight #800 on July 17, 1996. He then provided the following information:

LASKOWSKI advised that he was fishing near Great Gun Beach in Moriches Bay when TWA 800 exploded. He had been out fishing for approximately fifteen minutes when he noticed a plane flying overhead. At one point he looked up and saw the plane flying to the east in no noticeable distress. A couple minutes later he looked back in the sky and saw a huge fireball. No sounds, smoke or other activity alerted him to the crash.

While fishing, he did not observe any unusual activity prior to the crash or after the crash.

Type?

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SEARCHED	INDEXED
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APR 01 1997	
FBI - NEW YORK	

Inv. ation on 7/25/96 at Mastic, New York

File # 265A-NY-259028

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

Date dictated 7/25/96

171

RD

BOATS

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96173 *1/32*

On July 25, 1996, ANTHONY C. MARTONE, Date of Birth February 6, 1962, was interviewed at his residence, 64 Fairharbor Drive, Patchogue, New York (NY), (516) 289-0575. MARTONE is employed as a truck driver for SIRICO BROTHERS, Center Moriches, NY, (516) 874-3777. During the interview, MARTONE provided the following information:

On July 17, 1996, MARTONE travelled to East Moriches with his brother-in-law, CARMINE ASTORE, and his uncle, NEIL "Sonny" FALCONE, in order to fish. Around 7:30PM, MARTONE and his companions set up on the beach behind the Coast Guard station, across from Moriches Inlet. While there, FALCONE observed two (2) boats near a buoy, two hundred to three hundred yards (200-300yds) from the beach. One boat was a white, thirty foot (30') Sport Fisherman boat. The other boat was a dark blue or green fourteen foot (14') skiff, which was low sided and had an outboard motor. FALCONE believed this second boat was a rental boat, because most people do not come out to the area in boats that small. There were people around the beach, including two (2) fly fisherman, but none of these individuals made MARTONE take notice of them.

While fishing, MARTONE heard a sound like that of a mortar or a large fireworks rocket. MARTONE looked up to see what he expected would be a fireworks display. Three (3) to four (4) seconds later MARTONE saw a large ball of fire in the shape of a mushroom cloud. These flames then fell to the ocean. MARTONE did not see a smoke trail prior to the fireball, nor did he hear an explosion at the time of the fireball. However, he subsequently heard four (4) explosions. He heard an initial explosion followed by two (2) other explosions, which sounded like rumbling. Approximately two (2) minutes later he heard a fourth (4th) explosion.

MARTONE was not sure of the height of the fireball, but advised that from a distance it appeared about twelve feet (12') above the horizon. The sound of the mortar came from out over the water, in the same direction that the boats he observed had been located. The thirty foot (30') Sport Fisherman boat had

265A-NY-259028-SUB

Investigation on 07/25/96 at Patchogue, New YorkFile # 265A-NY-259028by SA KURT B. HUERTAS (KBH:amo)Date dictated 07/25/96

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 2 4 1996	
NEW YORK	

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265A-NY-259028

Continuation of FD-302 of ANTHONY C. MARTONE, On 07/25/96, Page 2

already departed prior to the mortar sound. The fourteen foot (14') skiff may also have been gone by this time, but due to the darkness, MARTONE could not be sure.

After the explosions, MARTONE observed a helicopter flying overhead. The helicopter started searching the channel first and did not move offshore initially.

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FEDERAL BUREAU OF INVESTIGATION

15-

Date of transcription 8/7/96

ANNE McGEOCH, Date of Birth, June 27, 1966, 4 Saint George Place, Mastic, New York, home telephone number (516) 399-7092, was advised of the identities of the interviewing Agents and the purpose of the interview. McGEOCH provided the following information:

McGEOCH was walking on the beach at Smith's Point State Park on the evening of July 17, 1996. McGEOCH was walking eastward on the beach when she saw a yellow/orange small firework go up in the air over the ocean.

McGEOCH's location when seeing the firework was approximately one-half mile west of the Smith Point boardwalk. The firework was to her southeast.

McGEOCH then saw a big explosion in the sky followed by a large fireball. A smaller explosion occurred seconds later.

McGEOCH's watch immediately after the explosion read 8:45 p.m.

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

File # 265A-NY-259028

by SAs DAVID P. MARZILIANO/TIMOTHY LAUZON/
LAUREN GRANAT, ATF/DPM/cxk

Date dictated 7/25/96

SEP 2 1996

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FEDERAL BUREAU OF INVESTIGATION

(172) #

Date of transcription 7/31/96

David Michael McGuire, date of birth: November 19, 1950, appeared at the Fresno Resident Agency of the Federal Bureau of Investigation (FBI) on July 25, 1996. McGuire was advised of the identities of the interviewing agents and the purpose of the interview. He provided the following information:

McGuire advised that he is employed as a first officer for Great American Airways. 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 562745632. McGuire has logged approximately 7,100 hours of flight time.

On the evening of July 15, 1996, McGuire was flying as first officer on a Great American Airways 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., McGuire 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. McGuire advised that his course at the time was lined up almost directly with the Norwich 2 arrival procedure. McGuire 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. McGuire 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, McGuire's attention was raised by a hot pink flash at his 1 o'clock to 1:30 position and below his altitude. McGuire first noticed this flash out of the corner of his eye and then looked 265A-NY-259028-SUB CC3

Investigation on 7/25/96 at Fresno, CaliforniaFile # 265A-NY-259028 SUB # 302 - 1126by SAs Megan J. Nichols andJeffery J. Kearl JJK/kjhDate dictated 7/29/96

SEARCHED	INDEXED
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265A-NY-259028 SUB B

Continuation of FD-302 of David Michael McGuire, On 7/25/96, Page 2

it. He saw the remnants of the dissipating flash, with four to six trails of what McGuire 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. McGuire 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. McGuire 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. McGuire 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. McGuire 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.

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

McGuire 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.

000219

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265A-NY-259028 SUB B
JJJ/kjh

1

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

Name:	David Michael McGuire
Date of birth:	November 19, 1950
Address:	2400 Klepper Kingsburg, California 93631
Telephone:	(209) 897-8611
Business telephone:	(803) 916-8049

115

M.S.L.

RINT

302 (Rev. 5-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

1. 40° 47.382'

14. 72° 40.172' = 40° 78.77° N

72.6695° W

On July 26, 1996, DWIGHT HARRIS, 45 Point Road, Westhampton Beach, New York, telephone (516) 288-9285, was interviewed by Special Agent PAMELA A. CULOS. Having known the identity of the interviewing Agent, he then provided this additional information:

HARRIS stated that from the position he was standing on Point Road in Westhampton Beach at the origin of the smoke trail was approximately 185 degrees magnetic north. HARRIS measured the distance of the smoke trail between his thumb and index finger to be four or five inches in length from where he was standing.

HARRIS described the smoke trail to be a well formed line of white smoke that looked as if it started from land.

HARRIS saw three explosions. The first one being a large round red fireball with white smoke billowing around it, then approximately three or four seconds later, a yellow flame a little smaller, then the third explosion appeared to be more like a fire with pieces of the plane falling from it.

- turning - line then explosion?

M 32 2

P 29 2

Investigation on 7/26/96

at East Moriches, New York

File # 265A-NY-259028

by SA PAMELA A. CULOS/jxs

000221

117

Date of transcription 8/8/96

(38) 40.9192°N
72.2556°W

KARLA HAWKE, Date of Birth, December 2, 1977, home address, 216 Blank Lane, Water Mill, New York (NY), telephone number (516) 726-4606, was interviewed at the Southhampton Golf Club, Southhampton, NY. After being advised of the identities of the interviewing Agents and the nature of the interview, HAWKE provided the following information:

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

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

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

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

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

File # 265A-NY-259028

SAs JAMES J. ROTH

GREGORY J. O'NEILL/JJR/dap

UPLOADED

WITH TEXT

Date dictated

265A-NY-259028-SUB

SEARCHED SERIALIZED FILED

AUG 29 1996

FBI-NEW YORK

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000222

N 70 22.510

40.8152 N

W 72° 30.505'

72.5084° W

(2)

154

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Wt HST 18.41 A.M. ground range from TWA 800 @ "R.F."
 (= 18.60 Jt. mi. Jst range)
 Date of transcription 8/8/96

5-12

107
 PATRICIA LEDERMANN, Date of Birth, December 2, 1957, Social Security Account Number, 114-46-6027, 42 Bellows Pond Path, Hampton Bay, New York, 11946, (516) 728-9267, was interviewed after being advised of the identity of the interviewing Agents and the nature of the interview. Mrs. LEDERMANN provided the following information:

On July 17, 1996, at or about 8:35 pm, LEDERMANN stated that she and her girlfriend, KAREN LAWRENCE, (516) 723-0791, had just finished walking around the running track at Hampton Bays High School. Hampton Bays High School is located at the corner of Argonne Street and Wakemann Road in Hampton Bays, New York. Upon completing her walking, she started to cross through the middle of the track heading to her car in the school parking lot.

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

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

LEDERMANN stated that her friend KAREN LAWRENCE (516) 723-0791 continued to watch the flare, and that she may be able to provide additional information.

Investigation on 7/26/96 at Long Island, New York
 File # 265A-NY-259028
 by SAS KEVIN KILLHEHER/JOHN HUI/
 PETER BRADY/KK/dap Date dictated 7/26/96

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01:01 265A-NY-259028

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265A-NY-259028
DJR:pan

162 I yes

The following investigation was conducted by Investigator DANIEL J. REGINI of the New York State Police Department on July 26, 1996:

On July 26, 1996, Investigator REGINI interviewed PAUL E. RUNYAN, Date of Birth, February 10, 1928, of 27 Neville Street, Center Moriches, New York (NY), telephone number (516) 878-0879. RUNYAN is a retired GRUMMAN AEROSPACE Food Service employee and is a member of the CENTER MORICHES YACHT CLUB, located at the end of Union Avenue, Center Moriches, NY.

RUNYAN was interviewed at the location in the exact same seating position he had on the night of this incident. He stated that on Wednesday, July 17, 1996, at about 8:30 to 8:40 pm, he had been at the yacht club viewing sailboat races on Moriches Bay from a seated position at a nearby picnic table about 100 feet from the water. At that time his attention was drawn to an east/southeast direction at a point in the sky where he observed something go up in the air. His sight line is further described as aligning the picnic table, boat winch and then vacant PALMER boat slip. RUNYAN did not see the point of origin of the item which was first believed to be some sort of fireworks. He could not be more specific as to what the "fireworks" looked like and simply described its location as a "long distance" away. Several seconds later he saw an orange fireball in the sky within the same sight line. Although he could not see any aircraft, he assumed that is what caused the fireball. The fireball grew in size as it descended from the sky. It then split in two separate distinct pieces before disappearing behind the dunes (Smith Point County Park).

When RUNYAN looked back up in the sky where he had seen the first event, he saw a big ball of white smoke. RUNYAN at first thought that the falling fireball was coming down into the bay, but realized it was much further out to sea when it descended beyond the dunes. About ten seconds after the disappearance beyond the dunes, RUNYAN first heard a loud boom, then two separate smaller booms. He stated that based on this ten second time frame, he estimated that the incident occurred about ten miles from his location. He added that he was not aware of any other unusual events occurring at the yacht club and that the sailing manager at this location, JOHN ZAMBRINSKI, had also been interviewed by an agent of the Federal Bureau of Investigation.

265A-NY-259028-SUB

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SERIALIZED	FILED
SEP 24 1996	
FBI NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

(163)

Date of transcription 8/8/96

PATRICK P. SAFUTO, Date of Birth (DOB): October 14, 1963, Social Security Account Number (SSAN) 065-56-4613, residing at 209 Houndflow Road, Shirley, New York 11967, telephone number (516) 281-5932 was interviewed by telephone after being advised of the identity of the interviewing Agent and nature of the interview. He provided the following information:

On July 17, 1996, he was fishing on Union Boulevard at the Union Dock in Moriches Bay at approximately 8:45 pm.

SAFUTO reports that he observed a flare going straight up, but he was unclear as to whether it had originated from land or water. As it was in the air, he observed the flare turn into a large red and orange flaming object or "fireball." This fireball was high in the air, probably several thousand feet.

SAFUTO reported that the fireball slowly fell towards the sea with a grey/white smoke trail, towards the left side (east) of Moriches Inlet.

SAFUTO reports that he then observed the flaming object break into two pieces. One piece went to the left of the flaming object, and the other went to the right of the flaming object. No further information (NFI).

265A-NY-259028-SUB

Investigation on 7/26/96 at Shirley, New York (telephonically)File # 265A-NY-259028by SA KEVIN M. KELLEHER/jklDate dictated 7/26/96

SEP 24 1996

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N 40° 52.635" 777
W 73° 31.870" "

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nothing related

- 1 -

N 40° 52.635" 777 FEDERAL BUREAU OF INVESTIGATION

State nite

(122)

257

Date of transcription 7/26/96

N 40° 32.944" 40.6491
W 73° 27.550" 73.4577

RYSZARD SIELINSKI, aka RICHARD SIELINSKI, Date of Birth, April 2, 1951, 583 South Eighth Street, Lindenhurst, New York 11757, telephone (516) 957-2655, was interviewed at his place of employment, United States Dynamics, 425 Bayview Avenue, Amityville, New York, telephone (516-842-5640.) SIELINSKI was advised of the official identities of the interviewing agents and purpose of the interview. SIELINSKI provided the following information:

SIELINSKI stated that on the evening of July 17, 1996, he and his wife CHRISTINA SIELINSKI were at a park in Lindenhurst, New York, which he believes to be Green Park, which looks onto South Oyster Bay. He was facing the bay and noticed a large commercial plane flying east. He then talked to his wife for a couple minutes. Looking southeast, at a 30 degree angle measured from the shoreline, he noticed something ascending 30-35 miles away, which looked like white, yellow fire, trailed by black smoke. From his vantage point, it ascended just east of the ROBERT MOSES State Park Water Tower, but was farther out. It ascended in a straight line at an angle of seven to ten degrees away from a vertical ninety degree. It arched slightly at the top.

SIELINSKI could not supply the direction of the arch. SIELINSKI added there is another light tower east from this. He could not observe exactly where the object originated, but believed it was from the water. He heard a "shhh" sound. The ascension lasted ten seconds. He then observed an explosion which appeared like a pulsing yellow and white light. He then saw this fall, which lasted approximately two minutes. SIELINSKI looked at his watch, which read 8:49 or 8:50 PM. SIELINSKI stated it was dark outside. SIELINSKI stated he thought he had observed faulty fireworks. After hearing the news of the crash, he concluded that he had seen a missile. SIELINSKI stated he was in the Polish army in 1974 and has experience with missiles. Additionally he opined that this was a medium size missile which would have required three experienced people to operate.

self
star
unit?

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

265A-NY-259028-SUB

File # 265A-NY-259028

SA STACY R. DIAMOND, *SD*
by SA PAUL T. PALUMBO (PTP:gmo) *pp*

Date dictated 7/26/96

OCT 31 1996

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CLD-26-199 14:16

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

258

P.03

265A-NY-259028

Continuation of FD-302 of RYSZARD SIELINSKI

. On 7/26/96 . Page 2

SIELINSKI stated that his wife CHRISTINA did not observe anything. As he did not know what he was observing, he did not draw her attention to it.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

KENNETH MOSS, Date of Birth - July 7, 1943, Social Security Account Number - 102-34-0733, residing at 143 West Avenue, Hicksville, New York 11801, telephone number (516) 935-1951, was interviewed after he was informed as to the identity of the interviewing Agent, as well as the nature of the interview.

On July 17, 1996, at or about 8:20 PM, MOSS along with three other friends, went to go fishing at a beach area along the east Shinnecock jetty at the most southern end of Halsey Neck Road in Shinnecock.

MOSS stated that when they arrived at this beach area, their vehicle was facing west. At this time, all four occupants exited the vehicle for the purpose of letting air pressure out of each tire. This was done so that their vehicle could more easily transverse the beach area.

MOSS stated that he was busy deflating the left front tire when his friend CARL D'UGO (also interviewed) spotted something in the sky: At this point, MOSS looked up west to a south westerly direction and observed an object burning and falling from the sky. He noticed a black smoke trail following this burning object. MOSS described this object as being an orange and yellow ball of flame. MOSS continued to watch this object fall from the sky until he lost sight of it because of a sand dune which obstructed his view.

After witnessing this, MOSS told one of his friends to go to the beach's guard shack located at the entrance of the beach in order to call the Coast Guard. A few seconds later as his friend was returning, MOSS stated that he heard three equally loud booms. MOSS stated that as each boom was heard, he was able to feel the concussion from booms, just like when you feel a firework explode.

Approximately one or two minutes later, the occupants re-entered the vehicle and drove it to the northeast side of the beach for a better view of Shinnecock Inlet and the Atlantic Ocean.

Investigation on <u>7/27/96</u> at <u>Hicksville, New York</u>		265A-NY-259028-SUB	
File # <u>265A-NY-259028</u>		SEARCHED <input type="checkbox"/>	INDEXED <input type="checkbox"/>
		SERIALIZED <input type="checkbox"/>	FILED <input type="checkbox"/>
by <u>SA KEVIN M. KELLEHER/dp (ATF-Melville)</u>	Date dictated <u>7/31/96</u>	SEP 24 1996	
		NEW YORK	

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265A-NY-259028

Continuation of FD-302 of KENNETH MOSS, On 7/27/96, Page 2

MOSS stated that weather conditions on this evening were clear with good visibility. MOSS stated that while at this location he observed a Coast Guard boat pass through the Inlet at a high rate of speed with its emergency light on.

Initially, MOSS thought that the Coast Guard boat was going to the location where he thought the object fell into the water.

MOSS reported that he watched as the boat went well to the left and far past the location where he thought the object fell.

MOSS stated that if you timed a boat coming out of the Shinnecock Inlet at a high rate of speed for about 30 seconds this is where he feels the part fell into the ocean.

MOSS stated that he feels that the object, possibly a jet engine, dropped into the ocean about one and a one-half miles from the shore, and between the Ponquogue Bridge and the west Shinnecock Jetty.

MOSS stated that he believes the object may have been a part of the plane because he did not see where the rescue boats were going and he figured a larger event happened elsewhere on the water.

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EX11
256 OBS

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

(23)

40.5945° N
73.5029° W

On 7/27/96 MICHAEL SIEBER, First Officer, Austrian Airlines, was interviewed at the Austrian Airlines office at JFK International Airport, Queens, New York. Upon being advised of the identities of the interviewing Agents, SIEBER furnished the following information:

SIEBER advised on 7/17/96 he was flying in a private Cessna with his friend WERNER NICHOWITZ when they witnessed the explosion of TWA flight 800. According to SIEBER, they were flying 2000' above Jones Beach approximately 30 nautical miles from the area of the explosion. SIEBER described observing a "bright stripe of light", which "looked like an S" a few seconds prior to witnessing a fireball. SIEBER advised he was unable to tell whether the "bright stripe of light" was ascending or descending and that his initial impression was that it might be some phenomenon of sunlight. SIEBER stated that upon observing the fireball, his first thought was not of an airplane but that a ship or an oil platform might have exploded.

SIEBER stated he did not observe any other aircraft or ships in the area, although his colleague NICHOWITZ advised he had seen a ship in the area. NICHOWITZ did not describe this ship to SIEBER.

SIEBER provided the following biographical data:

Name	MICHAEL SIEBER
Address	2340 Moedling Mannagettgasse 25, Austria
Position	First Officer Airbus 320 Austrian Airlines

25

265A-NY-259028-SUB CC

Investigation on 7/27/96 at Queens, NYFile # 265A-NY-259028by SA JOHN G. SORGE, DET. WAYNE T. PAROLADate dictated 7/27/96 FBI - NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

(166) I 423

Date of transcription 8/9/96

On July 27, 1996, NANCY WARREN, Date of Birth, January 3, 1958, 242 Sebonec Road, Southampton, New York, telephone number (516) 283-9304, 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, WARREN provided the following information:

On the evening of July 17, 1996, while sailing in Shinnecock Bay, Long Island, New York, with her husband, RICHARD WARREN, and SCOTT DOBRINER, WARREN 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. WARREN stated that she then watched two flaming objects fall to the ocean. WARREN 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.

ie. 42 + 20-25
= 62-67 sec. of observation for 1st fireball?

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

File # 265A-NY-259028

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

Date dictated 7/27/96

000231

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FEDERAL BUREAU OF INVESTIGATION

28

Date of transcription 07/30/96

18
N 40° 58.698' = 40.9783° N
W 73° 02.664' = 73.0444° W

DEBORAH BULLOCK, Administrative Assistant in Mitigation, New York State Emergency Management Office, who resides at 5 Pepperbush Place, Balston Spa, New York 12020, telephone number (518) 485-1797, was contacted at the East Moriches Coast Guard Base, East Moriches, New York. Prior to any questioning, BULLOCK was advised of the identities of the interview. She, thereafter, provided the following:

On July 17, 1996, at approximately 8:30 PM, BULLOCK, in a sailboat, along with GARY KREGER, Owner of the Boat and Emergency Manager for Long Island Lighting Company (LILCO), ED SPRINGER, Suffolk County Fire Rescue Emergency Service, and JOHN DiNUZZO, New York State Emergency Management Office, was heading into the Mount Sinai Harbor roughly a mile and a half off the North Shore, when she witnessed an explosion.

She saw a very large orange glowing ball in the sky due south of where she was sailing. Seconds later, BULLOCK saw a sharp, yellow, very distinct, streak rising about it. She stated that it was curved at the end like a hook. She noticed the streak started at the shoreline and traveled up to the sky and veered westbound. She heard no sound and stated that the whole event lasted no more than three to four (3 to 4) seconds.

KREGER and DiNUZZO were interviewed and stated that they saw nothing and heard no sounds. SPRINGER was interviewed at a later date and provided information.

20
Investigation on 07/28/96 at East Moriches, New York

File # 265A-NY-259028

by SA PAMELA A. CULOS
SA SUSAN ROSENTHAL/hrg

Date dictated 07/29/96

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Date: 07/29/96

(17)

40.74° N
72.25° W

PATRICIA CHAPMAN, Date of Birth (DOB) January 3, 1955, Newton Avenue, Selden, New York, (516) 732-2416, was advised of the official identities of the interviewing agents and the purpose of the interview. CHAPMAN then provided the following information:

On July 17, 1996, CHAPMAN stated that she was at Smith Point Campsite number 48, sitting inside her screen house tent. CHAPMAN said she was sitting in a chair when all of a sudden she saw a trail of fire going up in the sky. CHAPMAN indicated that at first she thought it was some kind of flare or firework. She stated that the flare broke off and continued into the sky. CHAPMAN described the flare as being a bright orange and red, that went straight up into the sky. CHAPMAN advised that she was looking south into the sky and that the estimated distance between where she was located and the flare was about nine miles. CHAPMAN indicated that after the flare went up she did not observe where it went; nor did she observe anything come down to the ground.

CHAPMAN also advised that an elderly man in his sixties saw the same image. CHAPMAN stated that this gentleman was located directly across from her campsite. CHAPMAN did not know his name, but indicated that the campsite would have his name because they log in everyone at the campsite.

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265A-NY-259028-SUB CC1

Investigation on 07/28/96 at Westhampton, New York

File # 265A-NY-259028

by SA CARA L. HOLMES
SA JOSE M. FLORES, Jr. /hrq

Date dictated

X 07/29/SEP 18 1996

FBI-NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

40° 47.155' N
72° 32.381' W

Date of transcription 8/9/96

= 40.7961° N
72.6397° W

DIANE DOBBS, 15 Eagle Rock Hill, Centerport, New York 11721, telephone number (516) 757-9589, was contacted at her residence. Prior to any questioning, DOBBS was advised of the identity of the interviewing agent and the nature of the interview. DOBBS then provided the following information:

On July 17, 1996, DOBBS and her family were standing on Dune Road in Westhampton Beach, New York, when at approximately 8:30 p.m., noticed a very distinct line of black smoke rise up from the water. A second later she noticed a cloud of white smoke, followed by a big glowing red circle of fire rise up further into the atmosphere and come right down to the right of a dredge boat. DOBBS stated this event lasted approximately two seconds, was followed by two loud "booms," then saw two more minor explosions.

This same evening, DOBBS added, that at approximately 8:00 p.m., she noticed a 25 foot power boat (no further description) off in the distance drive by and thought it was rather odd because it was getting very dark and there was not a marina nearby.

Investigation on 7/28/96 at Long Island, NY (telephonically)
File # 265A-NY-259028
by SA PAMELA A. CULOS/nac Date dictated 7/29/96

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265A-NY-259028-SUI

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FBI - NEW YORK

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265A-NY-259028
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On July 29, 1996, at approximately 5:50PM, Investigator JOHN P. KEARY, New York State Police, interviewed RUBEN CORTES, Date of Birth March 8, 1964, of 151 Daisy Drive, Mastic Beach, New York (NY), telephone (516) 399-4752. CORTES works at GESTETNER GROUP, 388 Jericho Turnpike, Mineola, NY, (516) 365-3022. He was telephonically interviewed at his place of employment and advised of the following:

On July 17, 1996, at approximately 8:30PM, CORTES and his wife DIANA CORTES, were at Smith Point County Park. He was in the parking lot in the vicinity of the fee booths. He stated he was facing south, toward the ocean. CORTES stated that he saw a white-colored flare rise up into the sky. This occurred to his southeast. This flare suddenly exploded into a fireball which split into two (2) pieces and fell into the ocean. He could not provide any landmark which would assist in pinpointing the location of origin for the flare or the fireball. CORTES could not estimate an exact distance at which this event occurred. He did not hear any noise.

265A-NY-259028-SUB

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	
FBI - NEW YORK	

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 8/3/96

143
288-1000
NY-1000

On July 29, 1996, EDMUND CHARLES HALLER, date of birth - December 6, 1954, of 305 Lake Avenue South, Nesconset, New York, home telephone number (516) 360-1288, was advised of the identity of the interviewing Agents and the nature of the interview, and thereafter provided the following information:

HALLER advised that on June 30, 1996, at approximately 4:30 AM, he was fishing on a friend's boat in Stony Brook Harbor at the mouth of the Porpoise Channel and drifting past Westmeadow Beach. He stated that while it was not yet sunrise, there was enough light to see and he observed something so different and unusual it prompted him to say "What the heck is that?"

HALLER advised that what he observed was not an "object," not a light, nor fireworks - it was too big, too far away, too high up in the sky. He stated that he observed one smoke or vapor trail which was very steep, almost vertical. He advised that the smoke-vapor like trail was already in the sky when he first saw it and that it lingered for 20 to 30 minutes until he lost sight of it.

HALLER described the smoke-vapor like trail as whitish-orange in color, reflecting the color of the sunrise, at a location over the South Shore of Long Island. HALLER stated that he did not see nor hear an explosion.

Investigation on 7/29/96 at St. James, New York 265A-NY-259028-SUB D
File # 265A-NY-259028
by SAs JOHN L. SHEEHAN
KEVIN C. MATHIESON (KCM:dp) KCM Date dictated 7/30/96 OCT 31 1996

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FEDERAL BUREAU OF INVESTIGATION

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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 STEVEN PHILLIPS, Date of Birth (DOB) November 14, 1955, of 18 Garner Drive, Bay Shore, New York, (516) 666-3370. PHILLIPS works at NORTHWESTERN MUTUAL, 225 Broadhollow Road, Suite 114 West, Melville, New York 11747, (516) 694-2222. 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. PHILLIPS, 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. PHILLIPS 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.

Investigation on 07/29/96 at Melville, New York (telephonically)		265A-NY-259028 SUB C	
File # 265A-NY-259028	JPE	SEARCHED INDEXED	SEP 24 1996
by Investigator JOHN P. KEARY, NYSP/hrg	Date dictated 08/02/96	NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

(159)

Date of transcription 8/3/96

On July 29, 1996, JOSEPH GEORGE POST, JR., date of birth - June 11, 1937, of 22 Oakfield Road, St. James, New York, home telephone number (516) 862-9495, was advised of the identity of the interviewing Agents and the nature of the interview, and thereafter provided the following information:

POST advised that on June 30, 1996 at approximately 4:00 AM, he went fishing with his two friends, EDMUND HALLER and KJELL BIRKELAND, on the North Shore of Long Island, New York. POST stated that neither he nor his two friends had been drinking prior to witnessing the following events.

POST stated that on June 30, 1996, at approximately 4:30 AM, he was fishing in Stony Brook Harbor at the mouth of the Porpoise Channel and drifting past Westmeadow Beach and he observed a condensation trail of smoke a few degrees short of vertical, about 85 degrees. He advised that the smoke trail was in a southeasterly direction and far away.

POST advised that the smoke trail was white in color and that the trail got wider and fatter. He stated that the smoke trail lingered for at least 25 to 30 minutes.

Investigation on 7/29/96 at St. James, New York

265A-NY-259028-SUB D

File # 265A-NY-259028by SAS JOHN L. SHEEHAN
KEVIN C. MATHIESON (KCM:dp) KCMDate dictated 7/30/96

OCT 31 1996

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237

RICHARDSON
c:\data\tda\tw29001.302

7/29/96

— (61)

RICHARD RICHARDSON and BETTY ANN RICHARDSON, 171 Swan Lake Drive, Patchogue, New York, telephone (516) 475-4199, were interviewed at their residence by the below-listed Special Agents and provided the following:

On July 17, 1996, they were at their hunting shack in Bellport Bay, approximately one-half mile west of Smith Point. Between 8:30 pm and 9:00 pm that evening, they were sitting on their deck overlooking the sand dunes. Suddenly, at eye-level over the dunes in a southeast direction, they observed a fireball. The fireball was in three parts: The main explosion, which was the biggest, and two smaller ones on each side. The explosion to the left of the fireball was slightly smaller than the explosion to the right. After the fireball they saw smoke gradually falling down from the explosion to behind the dunes.

The RICHARDSONs never heard the explosion and did not make any other observations.

N 40° 45.863' = 40.761° N
W 72° 52.628' = 72.8771° W

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FEDERAL BUREAU OF INVESTIGATION

*Letter interview /
more detail*

Lead - Control #TW3245

Date of transcription

7/30/96

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MICHAEL WIRE, white male, date of birth November 29, 1946, 308 Twining Ford Road, Richboro, Pa., home telephone (215) 322-9561, was interviewed at his residence regarding his apparent observations of the explosion of TWA flight 800 on July 17, 1996. WIRE provided the following information:

WIRE advised he is a millwright foreman for VISTA ENGINEERING, Creeskill, N.J., telephone (908) 561-4420. VISTA ENGINEERING is a steel erection company. WIRE is currently working on the erection of a bridge on Beach Lane at Dune Road in Westhampton, N.Y. WIRE and others were working on the bridge trying to ready the bridge for opening. WIRE indicated the following individuals were working on the bridge on the evening of Wednesday, July 17, 1996:

1. JIM ATKINSON, a truck driver for VISTA ENGINEERING;
2. KEVIN (LAST NAME UNKNOWN/LNU), a employee of TANNER ELECTRICIAN, New York, N.Y.;
3. Unknown individual who was working with KEVIN (LNU) who also worked for TANNER ELECTRICIAN;
4. PAUL (LNU), an employee for LINK CONTROLS;
5. BILL (LNU), an employee with Suffolk County Highway Department;
6. BILL FLEISHMAN (phonetic), an employee with the New York State Department of Transportation.

WIRE stated just before 8:45 p.m., he had been working in the bridge's switch gear room. The switch gear room has no windows and is located at the base of the bridge. WIRE advised he wanted a break and he came up from the switch gear room to the roadway of the bridge. According to WIRE, everyone was still in the switch gear room except for BILL FLEISHMAN of the New York State Department of Transportation and WIRE. The bridge runs from the northeast to the southwest (toward the beach). WIRE was standing at the southwest end of the bridge where the span

Investigation on 7/29/96 at Richboro, Pa.

File # 265A-NY-259028 (SUB 302)

by SA ANDREW B. LASH:kml

Date dictated 7/29/96

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A-NT-1000000 (SUB 100)

MICHAEL WIRE

On 7/29/96 Page 2

begins to cross the river and was looking south-southwest toward the beach. At approximately 8:45 p.m., WIRE saw a white light that was traveling skyward from the ground at approximately a 40 degree angle. WIRE described the white light as a light that sparkled and thought it was some type of fireworks. WIRE stated the white light "zig zagged" as it traveled upward and at the apex of its travel, the white light "arched over" and disappeared from WIRE's view. WIRE estimated the white light was in view for approximately 15 seconds and its speed was consistent with the speed that normal fireworks might travel. WIRE advised the white light first came in to view just above the roof top of the fourth house west of the public parking area on Dune Road. WIRE stated the white light traveled outward from the beach in a south-southeasterly direction. WIRE stated two or three seconds after the white light disappeared, he saw an orange light that appeared to be a fireball in the sky approximately one-half mile away. WIRE was unable to estimate the height or elevation of this fireball due to its distance from him (approximately one-half mile away). The fireball descended at approximately a 30 degree angle and left a fire trail burning behind it. According to wire, the fireball disappeared behind the second house to the west of the public parking area located at Beach Lane and Dune Road.

As the fireball was falling, WIRE told FLEISHMAN to look. FLEISHMAN stated it must be an airplane and immediately ran down to the public parking area to see if he could see anything else.

3 WIRE stated after the fireball disappeared behind the house, he heard the first of four explosions. This first explosion was the loudest of the four explosions and the concussion from the explosion shook the bridge WIRE was standing on. Approximately eight to nine seconds after hearing the first explosion, WIRE heard a second and third explosion. The third explosion occurred immediately following the second explosion or what appeared to be at almost the same time. Approximately one second after the third explosion, WIRE heard a fourth and final explosion.

On the afternoon of July 17, 1996, WIRE had observed a C130 and helicopters flying in the area. WIRE stated the helicopter was a National Guard helicopter and that the C130 and helicopters appeared to be on maneuvers. Just after the

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65A-NY-259028 (SUB 302)

Continuation of FD-302 of MICHAEL WIRE

On 7/29/96 Page 3

explosions, WIRE observed a National Guard helicopter fly directly over the Beach Lane bridge headed toward the explosion.

The workers who had been in the switch gear room had heard and felt the explosions and came up on to the bridge deck to see what was happening.

WIRE stated several days after the July 17, 1996 incident, he overheard an individual in Eckard's Delicatessen in Westhampton Beach, N.Y., describing having seen similar sightings on July 17, 1996. WIRE stated this individual is the attorney for a woman who lives in the first house west of Beach Lane on the north side of Dune Road. Apparently her attorney, a 6' white male with grey hair, was at his client's home and observed a white light travel from the beach area skyward on July 17, 1996.

WIRE estimated the distance from the southwest end of the Beach Lane bridge to Dune Drive is approximately 300 feet. WIRE estimated the distance from the southwest end of the Beach Lane bridge to the fourth home west of the public parking area on Dune Road is roughly 800 to 900 feet. The fourth and second homes on Dune Road, west of the public parking area, identified by WIRE in his description of the events that took place on July 17, 1996, are on the beach side or south side of Dune Road. WIRE helped sketch a diagram of the Beach Lane bridge, Beach Lane, Dune Road, public parking area on Dune Road and the homes on Dune Road. WIRE's diagram is attached to this FD-302.

WIRE stated he does not recall any additional information regarding his observations on July 17, 1996. WIRE wishes to cooperate in whatever way he can and he can be recontacted at any time.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

On July 30, 1996, ANTHONY CURRERI, a white male, Date of birth (DOB) February 2, 1939, Social Security Account number (SSN) 100-30-3073, residing at 311 South Country Road, Brookhaven, N.Y. 11719, 516 286 1303, (mailing address of P.O. Box 163, Bellport, L.I. 11713), and employed by CBC Contracting, 5239 Hempstead Turnpike, Levittown, N.Y., 516 579 2600, was interviewed by Special Agents (SAs) WILLIAM F. LYNCH, PETER C. CASAZZA and PAUL SHEA, Federal Bureau of Investigation (FBI). Mr. CURRERI was interviewed regarding his observations of the crash of TWA flight # 800, on the evening of 7/17/96. He advised as follows:

OBSERVATIONS OF ANTHONY CURRERI:

On 7/17/96, ANTHONY "TONY" CURRERI was sitting on the dock, immediately in front of the Bellport Marina. His lady-friend CAROL "COOKIE" MELBY was with him, and as they talked, CURRERI gazed out over the bay, toward the south east, in the direction of Smith Point Park. It was dusk, and there was still considerable light, and while neither he nor Ms. Melby were wearing a watch, Mr. CURRERI recalls that it was approximately 8:35 PM., when he first noticed something, which he now feels was significant. He also recalls that what he observed seemed to have three distinct stages, and to consume approx. one minute of his time, as he watched it.

In the first stage of his observation, Mr. CURRERI noticed an object rising vertically, off in the distance, near Smith Point Park. The object had a red "glow" about it, and rose from the east to the west, on a steep angle. He noted that as it rose, the "red glow" coming from behind it was interrupted twice. After the second interruption, it again began to glow, and continued to climb, quickly. He estimated that it took about 30 seconds to rise to its zenith, and commented that at the time, he didn't think it remarkable, because the GRUCCI Fireworks factory is located in Bellport, and fireworks are frequently seen in Bellport.

Investigation on 7/30/96 at Bellport, New York

File # 265 A NY 259028

SAs WILLIAM F. LYNCH, PETER C. CASAZZA
by PAUL SHEA

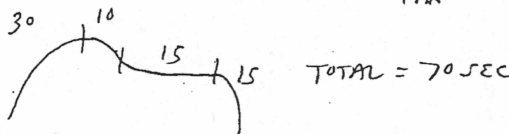
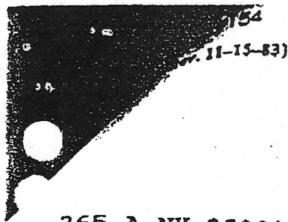
Date dictated 7/31/96

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FAX

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P. 3

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265 A NY 259028

Continuation of FD-302 of ANTHONY CURRERIOn 7/30/96 Page 2

In its second stage, after it reached its zenith, the object "arc-ed" downward, for what seemed to CURRERI to be approx 10 seconds.

In its third and final stage, the object sped off quickly on a flat, horizontal course, for approx. 15 seconds, and he recalls that it was at this point that he said to Ms. Melby "Cookie, look !".

As the object sped off on its now horizontal course, Ms. Melby looked up to find what Mr. CURRERI had mentioned, but could not see it. It was at approx this point, when there occurred a violent explosion, which itself occurred in two stages.

THE EXPLOSION:

The first stage of the explosion lasted only 1 to 2 seconds, and yielded only a small red explosion.

This, however, was followed by a second stage, explosion, which Mr. CURRERI describes as a tremendous explosion, "bright white" in color. He also recalled that the explosion resulted in two distinct pieces falling from the sky. He recalled that these falling pieces were "medium to orange yellow" in color.

CURRERI stated that he recalled the piece on the left as smaller, and as descending somewhat like a "box", with two black smoke "lines" descending from the middle of it.

The second stage of the explosion, also "boxlike" in appearance, was larger in size, but of the same orange-yellow color/intensity, but it had three black smoke "stripes" descending from it. LEFT WITH (ATTACHED) + REST OF PLANE?

These two parts of falling debris consumed approx. 15 seconds, as they fell, fell at the same rate of speed, and seemed to drift downward.

Mr. CURRERI stated that he was very much surprised by what he had seen, and had no idea what significance it had. He also recalled that after the large explosion, Ms. Melby had said to him "Tony, how did you know that would happen?" He added that it was only at this point, that he realized that he had seen two different things, namely, the rising "object", and the subsequent explosion, and he added that it was not until later that night, when he learned that TWA flight # 800 had crashed, that he came

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265 A NY 259028

Continuation of FD-302 of ANTHONY CURRERI

On 7/30/96 Page 3

to the personal conclusion that what he had seen was a missile hitting the TWA plane.

Mr. CURRERI stated that he only wears eyeglasses for reading, and has excellent eyesight. He stated that his personal life experience includes four years (1956-60) in the U.S. Marine Corps, in which he served as a crew chief in Marine Corps helicopter squadron HMR-161, in Kaneohe Bay, Hawaii. He stated that while in the Marine Corps, he was an excellent pistol shot, and that his eyesight today is such, that he is still an excellent shot. He added that while in the Marine Corps, he also had a Top Secret security clearance.

Mr. CURRERI stated that after he heard on the television news that a TWA plane had crashed, he was very uneasy, and didn't sleep much that night (7/17/96), and that the next day, he phoned the FBI office in Melville, N.Y. to report what he had seen, which subsequently resulted in his interview of this date.

During this interview, Deputy Inspector DOUGLAS MATULEWICH, Suffolk County Police Department (SCPD)-Marine Bureau, using Mr. CURRERI's information, "shot" magnetic compass azimuths, and then processed them using a Garmin Global Positioning System (GPS-45) device.

CPD 100-100000

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/5/96Dwight
see also Bramley

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(B)

JAMES J. NUGENT, date of birth: 7/21/36, home address: 77 Pitman Street, Apartment 102, Providence, Rhode Island, home telephone 401-831-2253, was advised of the identities of the interviewing Agents and of the nature of the interview. NUGENT provided the following information:

He was aboard USAIR FLIGHT 217 en route from Charlotte, North Carolina to Providence, Rhode Island, the evening of July 17, 1996. Seated in the coach section on the right side of the airplane, in window seat (6F), he spent the majority of the voyage looking out the window. *just behind Dwight Bramley*

As he stared out the window he saw an aircraft moving off to the east, and a short time later, at approximately 8:31 p.m., he observed another airplane proceeding in an easterly direction to the right and below the aircraft he was aboard. He noticed this large aircraft had what he took to be its landing lights on, and could observe cabin lights on the vessel. He estimates that USAIR FLIGHT 217 was flying at approximately 22,000 feet at this time, traveling in a northeasterly direction, and the aircraft he was observing was approximately 10,000 feet below.

He watched the aircraft for approximately thirty to forty seconds. It banked to the left, then proceeded straight in a path that would take it underneath the USAIR airplane. As he observed it, the aircraft exploded and a large round orange fireball appeared which seemed to emanate from the front area of the plane. The fireball was approximately twice the size of the aircraft. The plane seemed to stop in mid air "like a bus running into a stone wall - no forward motion". *EXPLOSION AT 8:31 PM*

Approximately one second after the first explosion it exploded again and an orange and yellow fireball appeared, the size of which was about fifty to seventy five percent larger than the first explosion. This second explosion occurred almost in the same location as the first explosion and flame from this second explosion seemed to shoot towards the front of the aircraft ahead of the path of the vessel. *EXPLOSION AT 8:32 PM*

Investigation on 7/30/96 at PROVIDENCE, RHODE ISLANDFile # 265A-NY-259028 SUB 302

SA WALLACE D. SALISBURY/dmi

by SA THOMAS J. CARSON JR.

Date dictated 7/30/96

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265A-NY-259028 SUB 302

Continuation of FD-302 of JAMES J. NUGENT

On 7/30/96 Page 2

He was able to observe the aircraft for another second after the second explosion and then it disappeared beneath the starboard engine of the USAIR airplane. *CONFIDENTIAL w/ BRUMLEY*

When the plane exploded he had glanced at his watch and noticed it was 8:32 p.m. (N 831:26 PM - EXCELLENT CORRELATION)

DWIGHT BRUMLEY
A white male, seated in seat #5F directly in front of him, turned to him and asked, "Did you see that?". He responded that he did and the white male commented that it would be in the paper in the morning. NUGENT replied, "I'll bet it'll be on the news tonight".

NUGENT believes that the individual sitting in front of him was in the service, possibly in the Navy since he had mentioned Newport, Rhode Island, in conversation prior to the incident. NUGENT described the white male as follows: white male, forties, height: 6', 170 pounds.

A couple of small children, aged six or seven, sat near the white male, but NUGENT is not sure if these children were with the white male or just happened to be sitting near him.

The white male called a stewardess over and NUGENT overheard him say "A plane just blew up down there".

He is unaware whether the stewardess passed on this information to anyone else.

NUGENT is retired from a career in the electrical field, and travels by air on occasion. When flying, he habitually gets a window seat and spends the voyage staring out the window.

NUGENT provided a hand drawn diagram, in pencil, that illustrates what he believes to be the approximate location of USAIR FLIGHT 217 relative to the explosion of TWA FLIGHT 800, a copy of which is attached to this document and made a part hereto.

(Not to see this.)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

JOSEPH DEFELLIS, 10 Clifford Court, Malverne, New York, telephone number (516) 593-2058 or (718) 261-3358, was interviewed telephonically at his place of business on July 31, 1996. After being advised of the identity of the interviewing Agent and the nature of the interview, DEFELLIS provided the following information:

DEFELLIS was taking the garbage out at his residence sometime after 8:00 p.m. on July 17, 1996 when he looked up toward a southerly direction when he saw in the distance "...a fire in the sky". This object was red in color, appeared to be climbing in altitude and lasted for about ten seconds. DEFELLIS stated that the object was moving at a forty-five degree angle and then the "Red flame went down in an arc" and that "In retrospect I believe it was the plane".

Investigation on <u>7/31/96</u>	at <u>Riverhead, New York</u>	(telephonically)
File # <u>265A-NY-259028</u>	SERIALIZED <input type="checkbox"/> FILED <input type="checkbox"/>	
by <u>SA BENNY LAMANNA/njs</u>	Date dictated <u>7/31/96</u>	SEP 24 1996
		rci-NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

(147) I 421

Date of transcription 080596

On July 31, 1996, at approximately 11:00 a.m., Senior Investigator JOHN F. CASSINO (New York State Police) (NYSP) interviewed Mrs. LORRAINE A. KRIEGER, date of birth (DOB): June 25, 1950, Social Security # 057-44-3016, telephone (516) 447-2389, residing at 20 South Summit Avenue, Patchogue, New York. Mrs. KRIEGER was interviewed at her residence with regard to the crash of TWA Flight 800 in the presence of her family:

- husband: HENRY W. KRIEGER, DOB: 9/15/42
- daughter: KRISTIN KRIEGER, DOB: 4/22/87
- daughter: AUDREY KRIEGER, DOB 3/12/88

Mrs. KRIEGER states as follows:

On July 17, 1996, at dusk, Mrs. KRIEGER states that she was walking down from her campsite at Smith Point County Park to sit by the ocean. As she approached the sand dunes she witnessed a red/orange/silver fireball dropping from the sky. This explosion was followed by a white cloud of smoke and a loud noise which appeared to be a result of the explosion. At the time, she was under the impression that this was some type of fireworks display. Mrs. KRIEGER awoke the next morning and heard of the crash on the radio.

265A-NY-259028-SUB

Investigation on 07/31/96 at Patchogue, New YorkFile # 265A-NY-259028 LEAD # TW00473by S/INV. JOHN F. CASSINO (NYSP)/pg Date dictated 7/31/1996

SEARCHED	INDEXED
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FBI - NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

(161) yesDate of transcription 8/3/96

On July 31, 1996, LEE P. ROYER, Date of Birth, March 17, 1962, 95 Osborne Avenue, Riverhead, New York, telephone number (516) 878-4527, was interviewed telephonically at his home. After being advised of the identity of the interviewing agent and the nature of the interview, ROYER provided the following information:

On the evening of July 17, 1996, ROYER, DANNY SMITH, CRAIG CARTER, and TOM ALBINE, were fishing in a boat in the Moriches Inlet vicinity. ROYER stated that at about dusk, he saw a huge fire ball coming down from the sky to his south. The fire ball broke into two pieces and continued falling towards the Atlantic Ocean, one fire ball dropping in front of the other, until he lost sight of them behind Dune Road. ROYER further stated that the entire sighting was approximately five to six seconds in duration. He stated that about three seconds after losing sight of the fire balls, he heard three rumbles of explosions, one right after the other. ROYER stated that he then called the UNITED STATES COAST GUARD (USCG), on VHF channel 16 and he was told that the sighting was already being investigated.

Investigation on 7/31/97 at Riverhead, New York (telephonically)
File # 265A-NY-259028
by SA SAMUEL G. KRAMER/gmo Date dictated 8/3/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

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12-17

KENNETH GIRARDIN, 182 Johnny Cake Mountain Road, Burlington, Connecticut, was advised of the identity of the interviewing agent and the purpose of the interview. GIRARDIN then furnished the following information: *Where?*

On July 17, 1996, at approximately 8:30 p.m., he was with his friend, DWIGHT HARRIS, on Dune Road, when he noticed an explosion in the sky. GIRARDIN, who is a former EOD in the Marine Corp, stated the initial colors of the explosion were white, yellow and orange and that it reminded him of napalm or the crack of a bomb. He then heard two to three explosions and the sound of thunder. Afterwards, he saw black smoke and flames fall from the area of the explosion to the ocean.

He noticed a vapor line from the ocean up to the sky, like a firework. He saw this vapor line after the initial blast, but thought it could have come from the ground or possibly from the horizon.

He stated that he had never seen anything like this before in all the years he has been in Westhampton.

Investigation on 8/5/96 at NY, NY (telephonically)
File # 265A-NY-259028
by SA PAM CULOS/dcd Date dictated 8/8/96

JAN-30-1997 10:12 2661-03-NAT

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NEW

PAGE 1

N 40° 44.812'

W 73° 15.399'

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40.686°
72.687°
FALCO

40.74687°
73.25665°

8/9/96

ELIZABETH FALCO, 96 Gates Avenue, Central Islip, New York (NY) 11722, telephone (516) 851-1197, Date of Birth, December 15, 1971, was advised of the identities of the interviewing Agents and the nature of the interview. She then provided the following information:

Later interview indicates this plane was flying east-to-west.

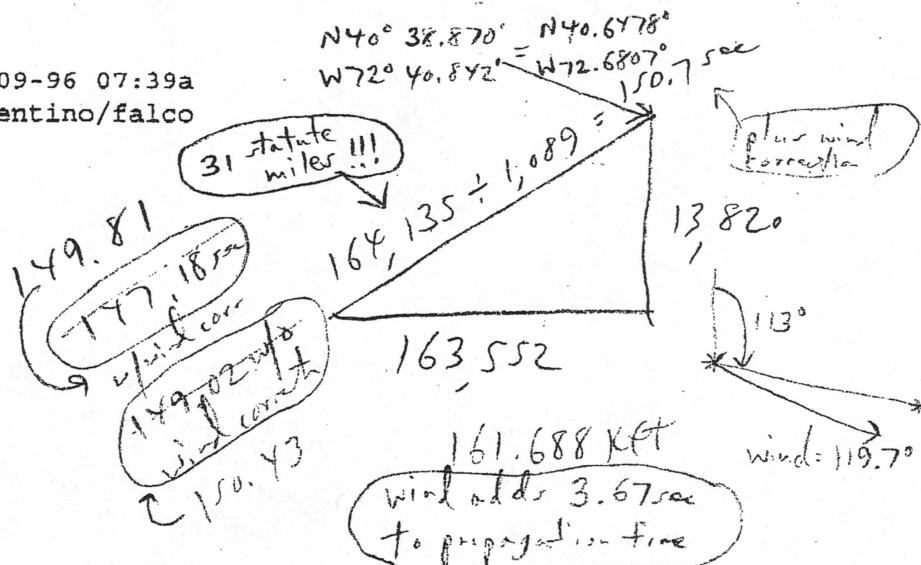
On July 17, 1996, FALCO was visiting a friend at 17 Millay Lane, Bayshore, NY. She was sitting in the house by a second story window looking out towards the ocean just about dusk. FALCO stated that she saw a plane and noticed an object spiraling towards the plane. The object, which she saw for about one second, had a glow at the end of it and a grey/white smoke trail. FALCO stated she saw the object hit the plane and then the object headed down toward the ocean. She could not be sure where the object hit the plane, but said it could have been the side or near the back. She heard a loud noise and saw an explosion just as the object hit the plane. The plane dropped towards the water and appeared to split in two pieces. A few seconds later, she heard another explosion. FALCO stated the explosions were so loud they shook the house. She stated after the two explosions, the sky turned a green color.

NOT!!

FALCO pointed out the position of the plane using two large trees located across the street from the house she was in. She stated the plane was just a little over the tree line just about directly over the house which is facing in a southeast direction.

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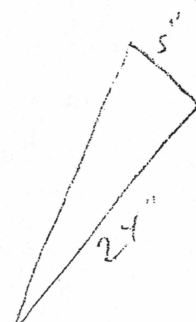
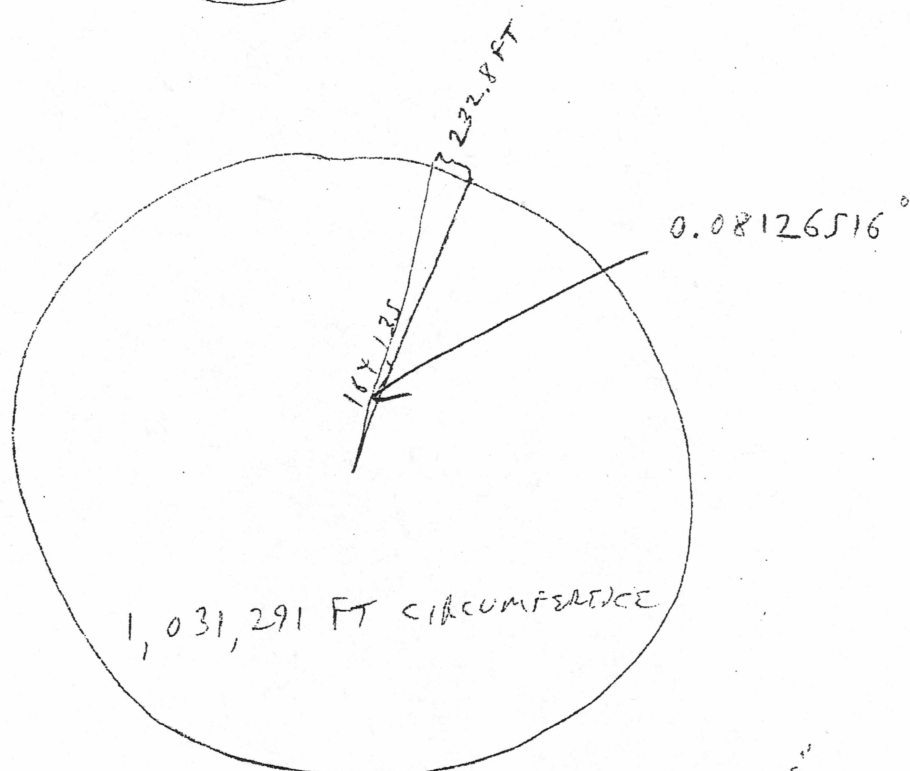
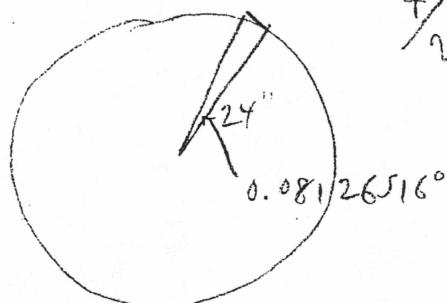


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FALCO

~~ADMINISTRATIVE INTERNAL USE ONLY~~(b)(3)
(b)(5)

8 December 1999

APPROVED FOR
RELEASE DATE:
30-Mar-2012

MEMORANDUM FOR: Executive Director

VIA: General Counsel
Director of Public Affairs
Deputy Director for Intelligence
Deputy Director for Administration
Director, Office of Information Management

FROM: Jami Miscik
Director of Transnational Issues

SUBJECT: Release to NTSB the Transcript of
30 April 1999 Briefing on TWA Flight 800

1. Action Requested: This memorandum recommends that you release the attached unclassified TWA 800 Briefing transcript to the National Transportation Safety Board (NTSB) for placement on the public record. The attached letter to the Chairman of the NTSB, for your signature, will accompany the transcript.

2. Background: Based on a request to the DCI from the Chairman of the NTSB, OTI provided an unclassified briefing on its analysis of eyewitness accounts of the 17 July 1996 TWA Flight 800 crash to the NTSB's Witness Group—consisting of NTSB investigators and representatives from each of the parties to the investigation (Boeing, the Airline Pilots Association, the Federal Aviation Administration, the International Association of Machinists, and TWA). The Witness Group was tasked with studying the eyewitness accounts of the accident. [] Legal Counsel also attended. Recently, the NTSB requested CIA to release the Briefing transcript to them for placement on the NTSB's public docket with other information collected during its investigation.

3. Recommendation: Based on a review of the facts, I recommend that you approve release of this transcript. The NTSB will soon be lifting a gag order that had been on Witness Group members, so we can expect the Briefing and its contents will be discussed by seemingly authoritative individuals in public—some of whom have already misquoted

~~ADMINISTRATIVE INTERNAL USE ONLY~~

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

(169)

HENRY STUART PALAU, white male, date of birth April 13, 1929, social security number 045-22-8495, home address 38 Yarmouth Road, Rowayton, Connecticut, home telephone number (203) 855-0021, was interviewed at his home by the below listed special agents on the below listed date. He was advised of the identities of the interviewers and the nature of the interview. PALAU provided the following information:

PALAU is a retired Naval Officer, from the Judge Advocates office of the United States Navy. He has a waterfront home, overlooking the cove, in Rowayton. On 7/17/96, at 8:30 pm, PALAU was standing in his kitchen, talking on the phone and looking out his glass sliding doors, at the Long Island Sound. PALAU advised that the sun was down and it was a clear night.

PALAU saw a skyrocket type object streak up into the night sky from behind Sheffield Island. PALAU recalled thinking that someone spent money on a dud, as it did not immediately explode. The skyrocket had an orange contrail which had a continuous brightness. A few seconds later, after the skyrocket contrail disappeared; PALAU saw a large orange fireball appear above Sheffield Island. This fireball was orange in color. It was in the shape of a fat exclamation mark.

Spent time
PALAU estimated the fireball and skyrocket to have reached a height of two degrees above the horizon. He further pointed out the bearing of 165 degrees magnetic (from his home) as the origin of his skyrocket. He stated that the skyrocket went slightly from the left to the right as it was going up. PALAU was questioned whether he may have actually seen something going down instead of up. PALAU insisted that his skyrocket went up.

PALAU believed at the time, that he had seen a boat's gas tank explode. It was not until later that night that he learned of the TWA Flight 800 explosion.

PALAU made a sketch of what he saw and marked his position and line of sight on a map. Copies of both are attached.

Investigation on 8/12/96 at Rowayton, Connecticut

File # 265A-NY-259028

by SA Kenneth E Gray Jr : KEG/keg
SA Foria Younis : FY

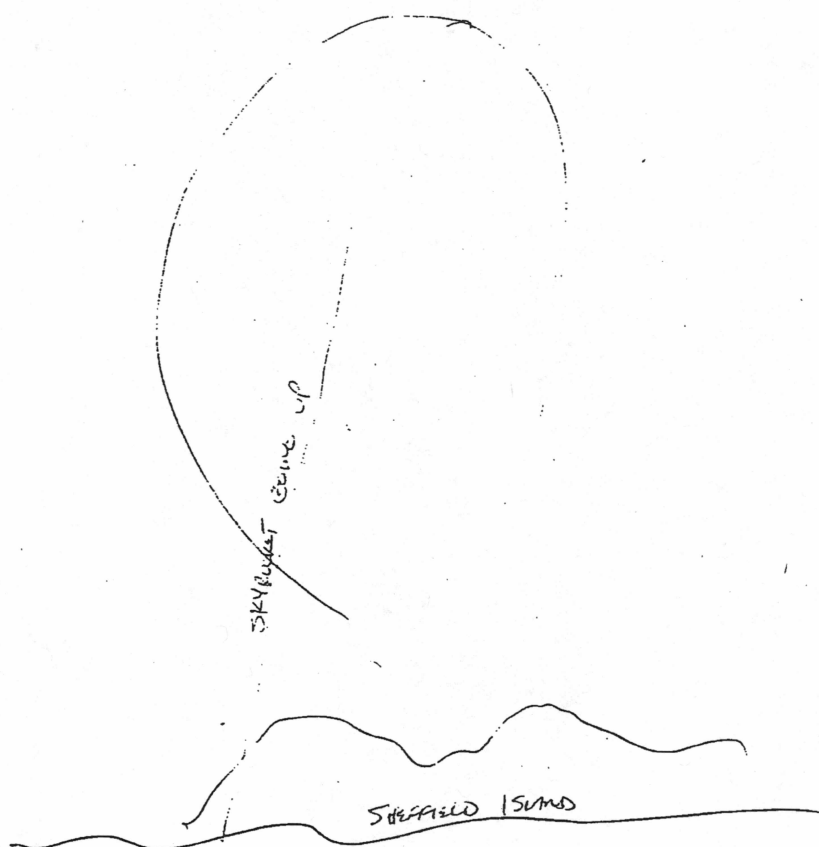
Date dictated 8/12/96

pm 302, 225

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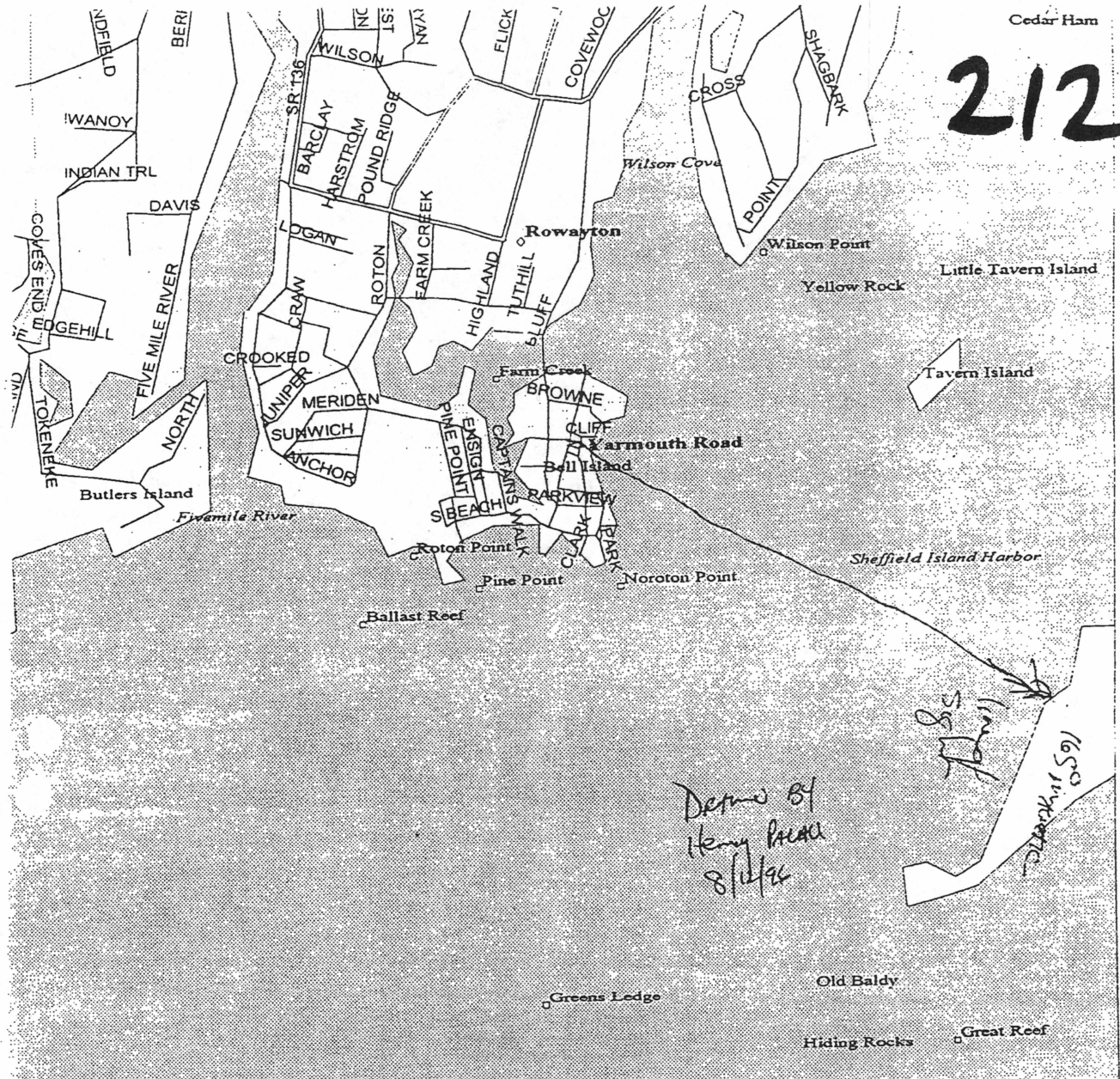
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211



drawn by Henry PALAU
8/12/96

C05784358



1993 DeLorme Mapping

LEGEND

- Population Center
- State Route
- Geo Feature
- Town, Small City
- Street, Road
- Major Street/Road
- State Route
- Interstate Highway

- US Highway
- Railroad
- River
- Land Mass
- Open Water

Scale 1:15,625 (at center)

1000 Feet

500 Meters

Mag 15.00

Sun Aug 11 17:37:12 1996

000257

~~ADMINISTRATIVE - INTERNAL USE ONLY~~

SUBJECT: Release to NTSB the Transcript of 30 April 1999
Briefing on TWA Flight 800

CIA's Briefing in private according to the NTSB. The transcript will also serve to support the intelligence success story that has already been publicly touted (the CIA-produced video of its analysis was released by the FBI when it closed its criminal investigation).

[REDACTED]

[REDACTED] In short, release would put CIA in a position of control, avoid the appearance that we are holding something back, and avoid selective release of parts of the transcript text.

[REDACTED]

[REDACTED] Jami Misicki

Attachments:

- A. Letter to Chairman, NTSB
- B. Transcript of 30 April 99 Briefing on TWA Flight 800

~~ADMINISTRATIVE - INTERNAL USE ONLY~~

MAY-08-1997 11:48

Hold for

P.03

02 (Rev. 10-6-95)

117

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4.30.97

On Tuesday, April 29, 1997, JEANNE GROGAN was interviewed at her residence by representatives of the Federal Bureau of Investigation's New York Office. After being advised of the identity of the interviewing agents as well as the nature of the interview, GROGAN voluntarily provided the information set forth below.

JEANNE GROGAN stated that she was a witness to a number of the events surrounding the explosion and crash of Trans World Airways (TWA) Flight 800, during the early evening hours of July 17, 1996. She stated that she was in the New York area on vacation and had been on Long Beach Island (New York) earlier that evening for dinner. After dinner, GROGAN and two friends (not identified) drove to the beach near the Moriches Inlet, in Center Moriches, New York. She added that at some time earlier in the evening, she had consumed two (2) "Long Island Iced Tea" cocktails, but that she did not feel inebriated at the time she made the observations described herein.

According to GROGAN, after arriving at the beach, she removed her shoes and walked down to the water line where she enjoyed the ocean for a while. She stated that at some point during the time when she was near the water, her attention was drawn to an aircraft that was flying from her right [West] to her right [East]. She added that she had previously been involved in the travel industry and had since then been interested in travel and flying. GROGAN stated that during the course of her observations, the aircraft appeared to be flying routinely. She added that it appeared to be leveling off at an unknown altitude. GROGAN attributed this to the pressurization process. She then described the aircraft as it appeared to ascend for approximately ten (10) seconds. Once again, GROGAN stated that she thought that this was all routine and attributed the plane's movements to pressurization.

According to GROGAN, at approximately this time, she noticed what appeared to be a "contrail" which appeared to be coming from an object which was flying toward the plane which she had been watching. This "object" approached the aircraft from behind. GROGAN described this "contrail" as an elongated trail which had three (3) distinct sections. These included a "greyish-white" tail, a center which appeared "pinkish" in hue, and a leading edge (the point on the object which was furthest left).

Investigation on 4.29.97 at Brooklyn, New York

File # 265A-NY-259026

Date dictated

SA Steven A. Bongardt

SA Theodore J. Otto, III

000259

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P.04

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F 2a (Rev. 10-6-95)

265A-NY-259026

Continuation of FD-302 of JEANNE GROGAN On 4.29.97 Page 2

GROGAN went on to liken this contrail as resembling an inverted "Nike" symbol which closed in from behind the aircraft, rose above the path of the aircraft, then dropped down and intercepted the aircraft.

According to GROGAN, within several seconds of the object hitting the aircraft, but not more than five seconds, she saw what appeared to be a small explosion, which occurred almost simultaneously with her hearing a small "pop." She added that several seconds later, she heard a "very large explosion." GROGAN stated that she does not remember having felt the concussion of any of the explosions.

GROGAN stated that to the best of her recollection, the "object" hit the aircraft in the vicinity of where one of the wings (she could not recall which of the wings) joined the fuselage. When asked to estimate the distance at which this event took place, GROGAN stated that if a person were to place one hand on top of another length-wise, the event took place at an elevation of five and one half ($5\frac{1}{2}$) to six (6) hands off of the horizon at her arm's length. She estimated the distance between the first and second explosions at approximately one and one half ($1\frac{1}{2}$) hands, again at her arm's length. Regarding the relative distance over which this event took place, GROGAN described (and sketched) the series of events (beginning with her first observing the aircraft up until the point at which the second larger explosion took place) as taking place over an area of approximately seventy degrees (70°). She then went on to divide this seventy degree panorama as follows: she described her first observations of the aircraft (i.e. when the plane appeared to be ascending) as covering approximately fifteen degrees (15°) of the distance. She then stated that it was as the aircraft covered the next thirty five degrees (35°) that the object which she described as trailing a contrail, approached the plane from behind and impacted with the aircraft. GROGAN stated that the final twenty degrees (20°) of her view involved the distance between the first, smaller explosion and the second, larger explosion. She added that after the plane had covered this distance, it was no longer flying, and had begun falling toward the surface of the water.

GROGAN then went on to describe the falling detritus of the aircraft as resembling a meteor as it fell. She added (and sketched) that the front of the aircraft appeared to be burning as it fell toward the ocean, but not the cockpit.

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MAY-08-1997 11:49

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Continuation of FD-302 of JEANNE GROGAN, On 4.29.97, Page 3

GROGAN was then asked if she had any opinion about what it was that she observed that evening. She replied that she believed that she witnessed a missile, which had been fired from a boat which was located somewhere on the Atlantic Ocean.

The following descriptive information regarding JEANNIE GROGAN was developed through interview and observation:

Date of Birth: June 27, 1970;

Place of Birth: Rockingham County, North Carolina;

Social Security Account Number (SSAN): 239.45.4423;

Address: 2732 East 21st Street, Apartment 1,
Brooklyn, New York 11235;

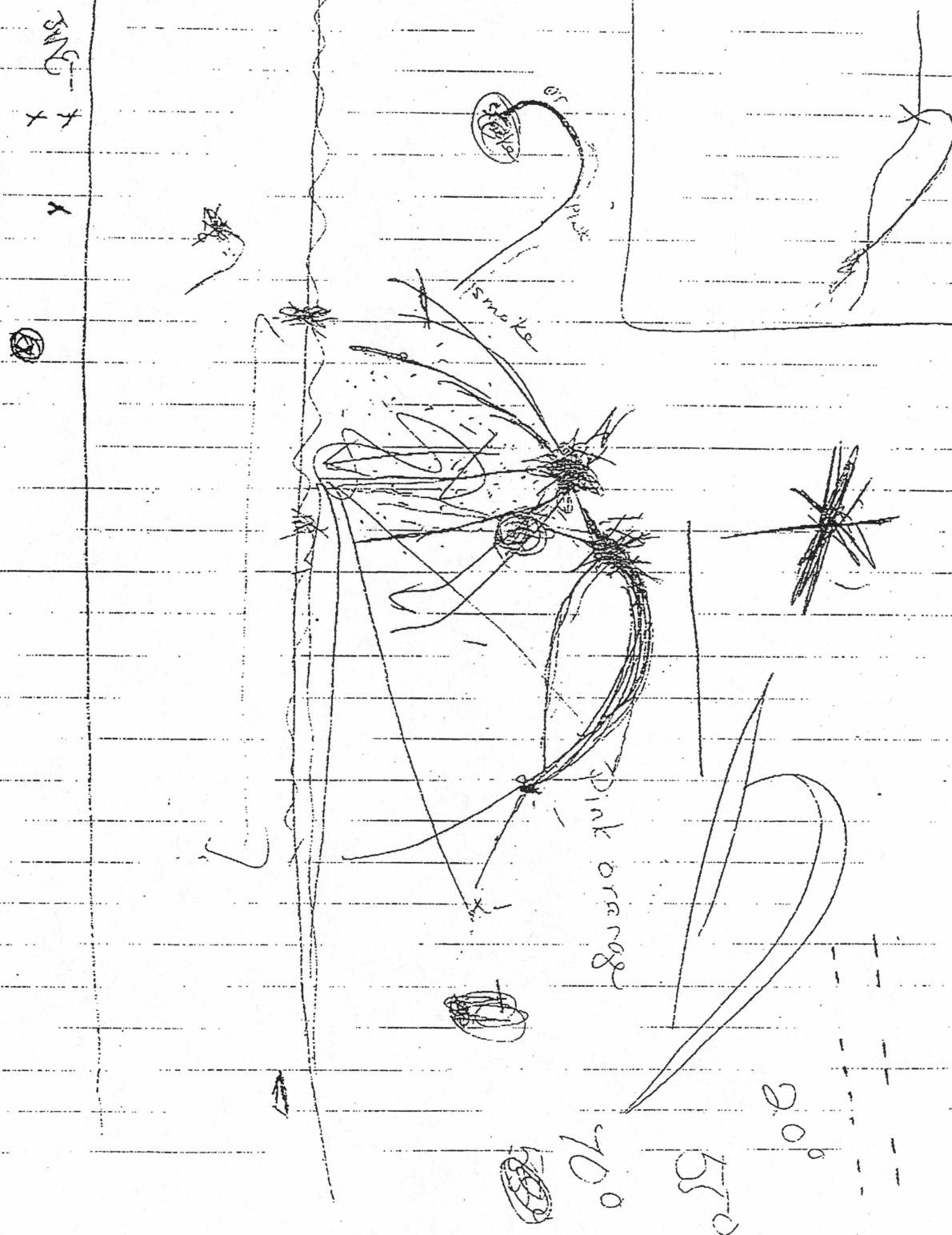
Telephone Number: 718.769.2738.

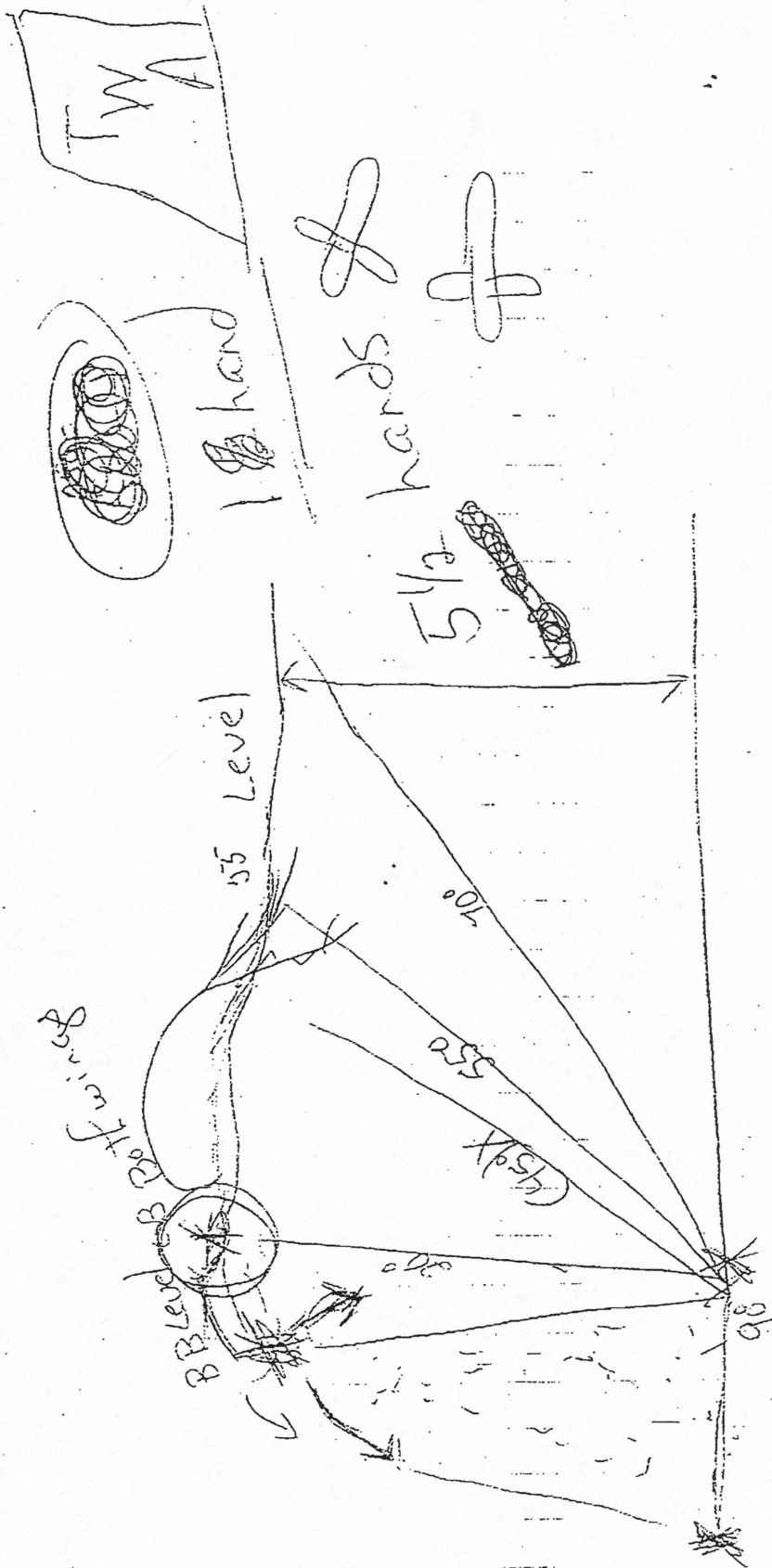
Without further questions or comments, the interview was terminated.

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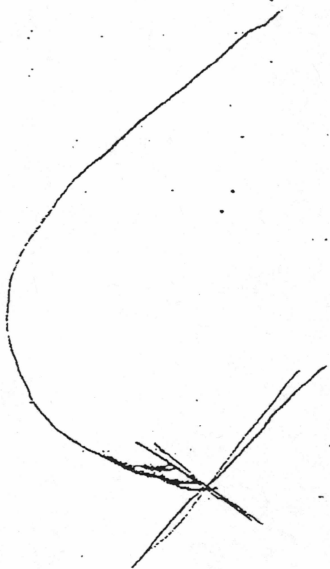
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TRANSCRIPT OF PROCEEDINGS

UNITED STATES OF AMERICA
CENTRAL INTELLIGENCE AGENCY

BRIEFING ON
TWA FLIGHT 800

C O N F I D E N T I A L
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DRAFT / SUBJECT TO SA MORRISON

67

INITIALS

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/14/97

On May 8, 1997, JOSEPH DELGADO, Assistant Principal, Eastern Suffolk Board of Cooperative Educational Services, Oakdale, New York, date of birth March 16, 1953, Social Security Number 126-42-4374, work telephone number (516) 244-5900, home telephone number (516) 288-1140, was interviewed at Westhampton Beach High School parking lot regarding his observations on the evening of July 17, 1996. Present at the interview was FREDERIC RICHARD BOTT, Aerospace Engineer, Naval Air Warfare Center, China Lake, California. BOTT was introduced to DELGADO as a member of the Department of Defense. DELGADO was advised of the identity of the interviewing agents and the nature of the interview. During the course of the interview DELGADO first drew a picture of what he saw on the night of July 17, 1996, on a piece of paper on which had already been drawn a tree line and ground line approximating his view of these frames of reference and the sky (this drawing was labeled #1). The tree line was visually estimated to extend approximately two (2) degrees maximum above the ground line. At the conclusion of the interview DELGADO was given a drawing taken from a slide presentation of the Central Intelligence Agency's Office of Weapon's Technology and Proliferation (a copy of this drawing was labeled as drawing #2a). This drawing was the C.I.A. office's probable trajectory of TWA Flight 800 after the last transponder reading when viewed by a hypothetical witness perpendicular to the flight path of the aircraft. DELGADO was informed that this drawing was done by another observer so as not to taint his observations as conflicting with a government agency's analysis. DELGADO was also informed the orange 'bursts' on the drawing indicated probable points of explosions. DELGADO drew his modifications on this drawing (drawing #2b). During the interview DELGADO provided the following information:

? check
? ?

←

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

Investigation on 5/8/1997 at Westhampton Beach, NYFile # 265A-NY-259028Date dictated 5/14/1997

SA Bradley S. Morrison

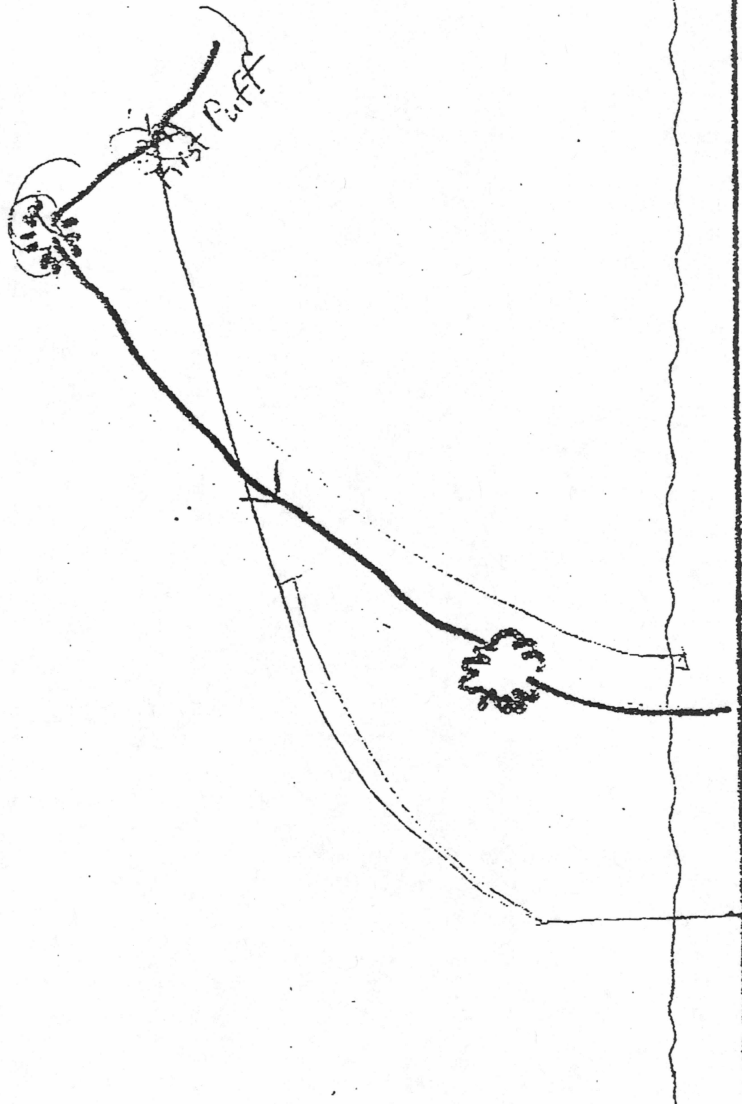
by SA Steven A. Bongardt (SAB:sab)

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For

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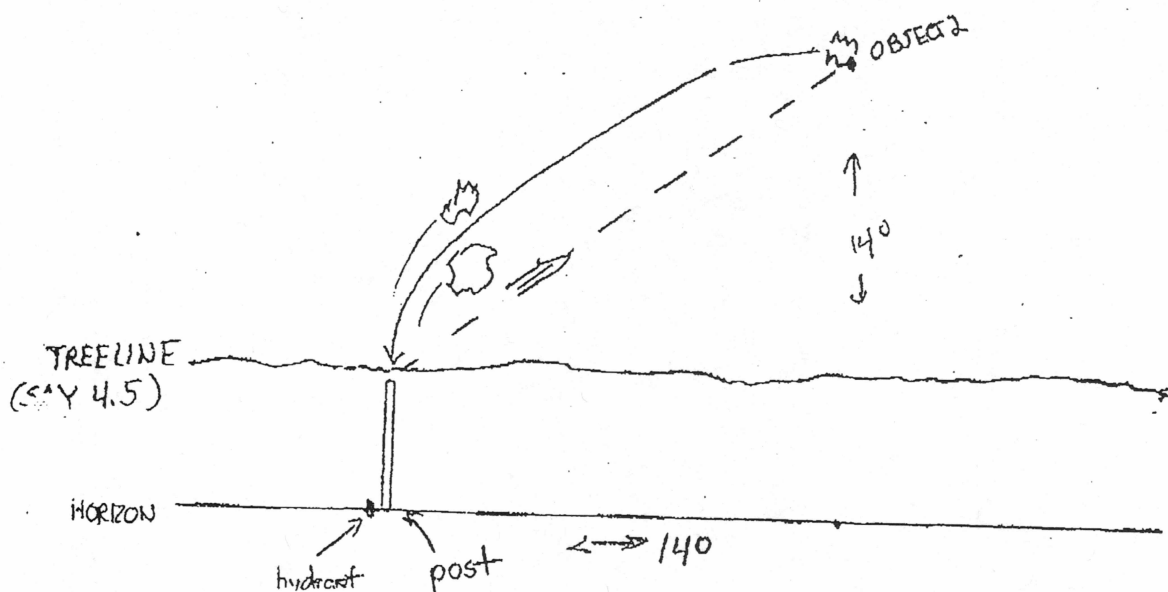
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FOR MR. TOTTI

#1 SCENARIO



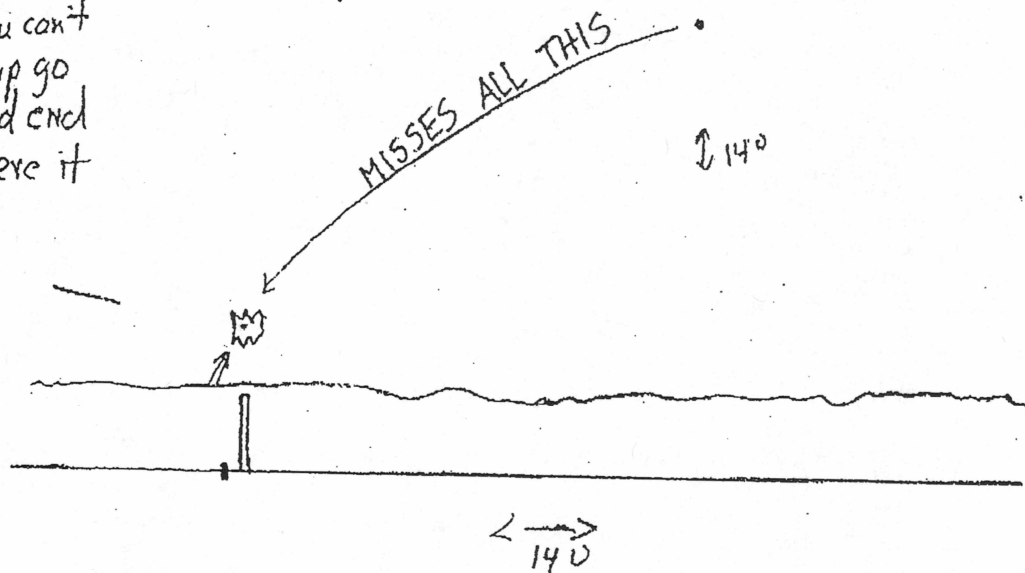
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P.03

or

#2 SCENARIO (AGENCY)
(TREE LINE est 2.5°)
if @ $4\frac{1}{2}^\circ$ won't be able to see)

This doesn't
work you can't
raise it up go
right and end
up where it
is at



MAY-20-1997 12:02

P.03

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

He is cognizant rising "straight up", not "angling" to either "the right or left" and "ascend in the sky close to a telephone pole" [a vertical point of reference]

When he describes the object as ascending quickly, then slowing down (as changes direction), then speeding up again, is this consistent in any way with a MANPADS or any other type of missile?

Continuation of FD-302 of

JOSEPH DELGADO

On 5/8/1997

Page 2

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

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

very consistent with
 MANPADS from that
 distance.

How much
 10, 20, 30

000270

MAY-20-1997 12:03

P.04

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

Object ascend from, why didn't he indicate it on either of sketches he made?

69

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Continuation of FD-302 of JOSEPH DELGADO On 5/8/1997 Page 3

in the same location on the tree line as DELGADO had seen the first object, or "firework", ascend.

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

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

000271

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265A-NY-259028

Continuation of FD-302 of JOSEPH DELGADO, On 5/8/1997, Page 4

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

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

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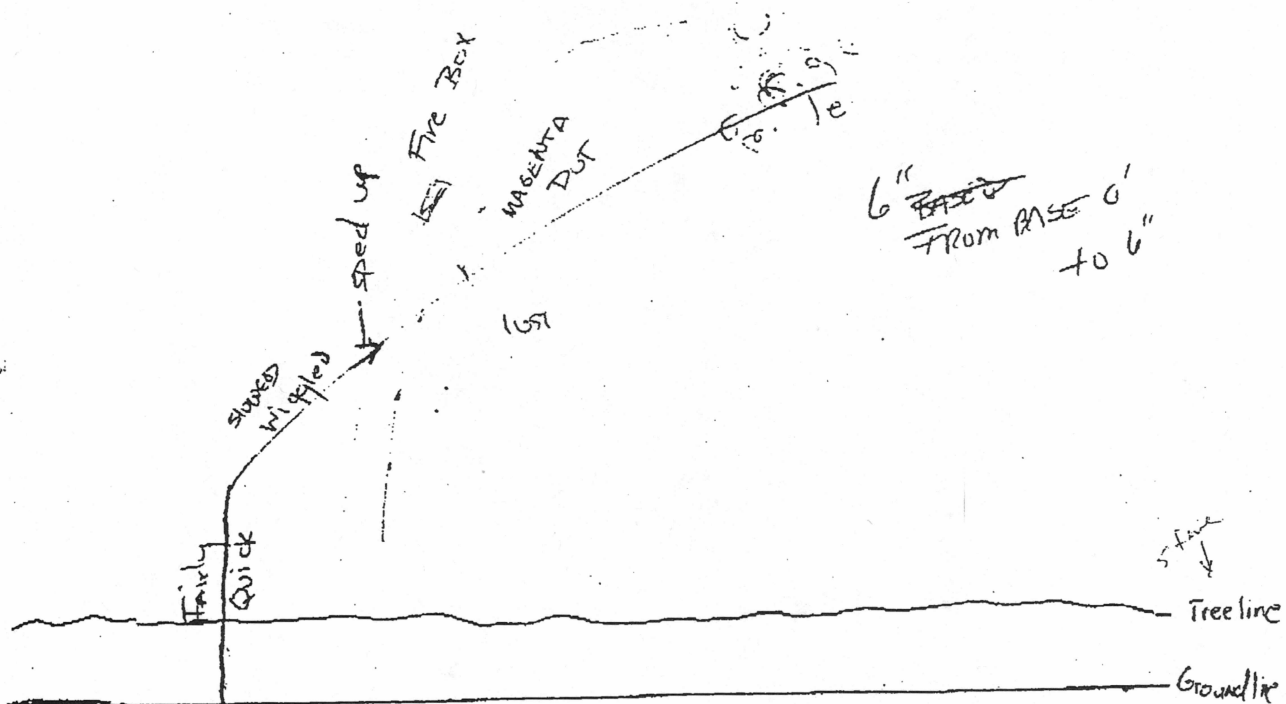
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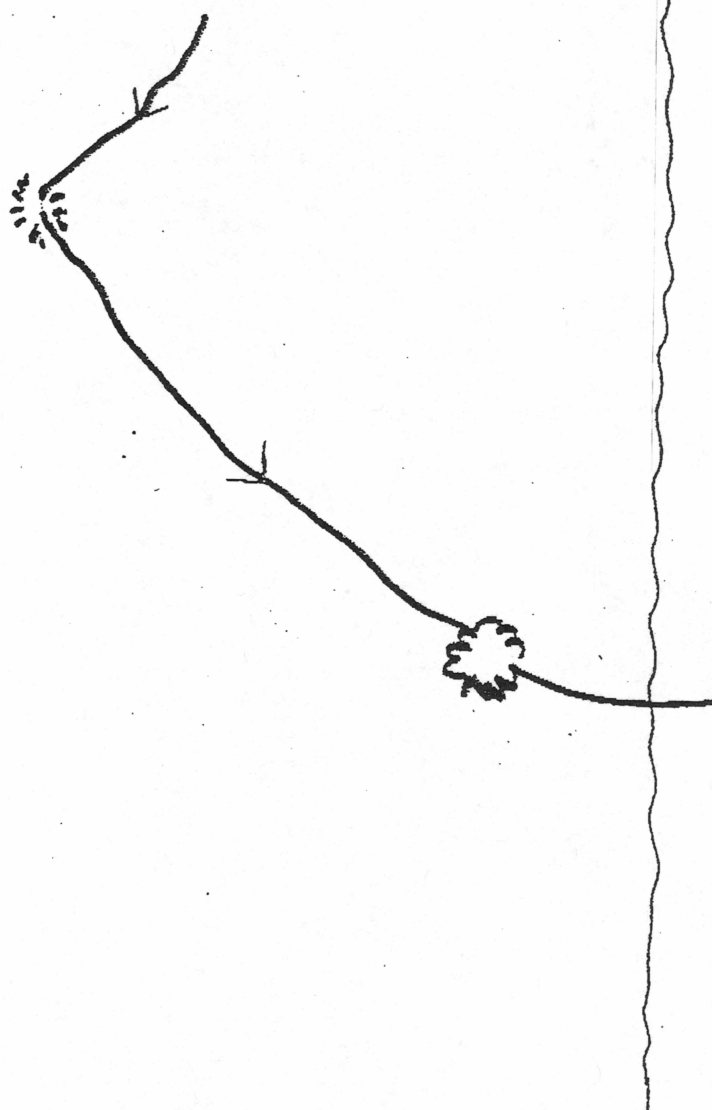
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Joseph Delgado
dob 3/16/53
on 5/8/97
at WHB High School

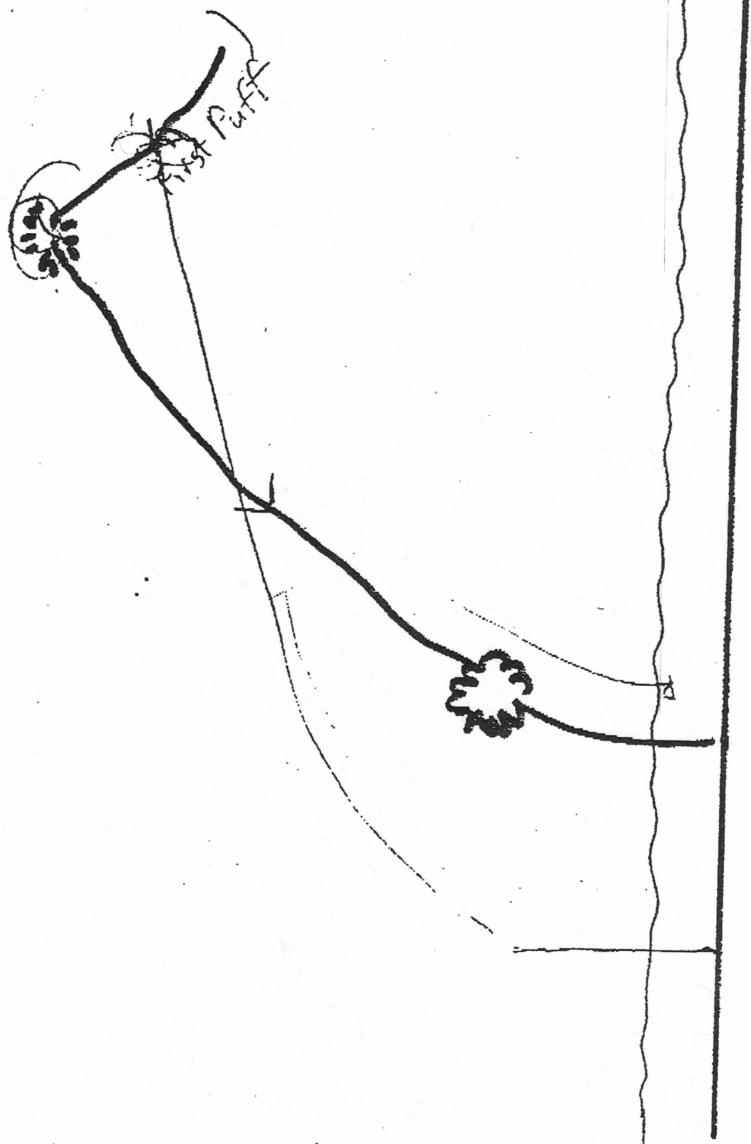
Delgado
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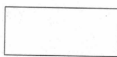



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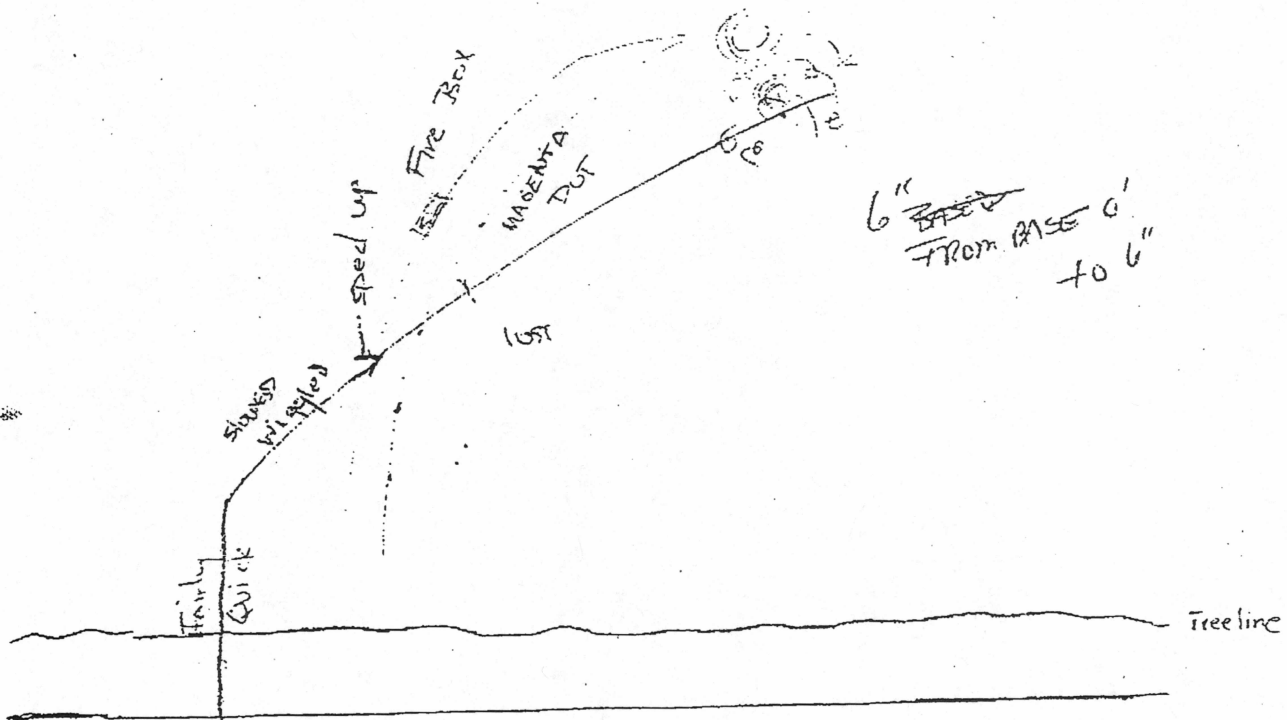
Joseph Delgad
dob 3/16/53
on 5/8/9
@ WHB H. L.

74

 In the event that Steve has not yet transmitted these to you, I am enclosing two (2) drawings which were rendered during the course of Steve's interview with Joseph Delgado yesterday afternoon. Drawing "A" (my notation) is Delgado's own sketch, while Steve described drawing "B" as Delgado's "sketch on Agency [sic] analysis." If these accurately represent Delgado's recollection of the events of the night of the 17th, I think it is unlikely that his observations (specifically as they relate to direction and sequence) will ever be fully explained. I look forward to hearing your analysis of this material.



75^A



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SUBJECT: Release to NTSB the Transcript of 30 April 1999
Briefing on TWA Flight 800

CONCUR:

[Redacted Signature]

Director, Office of Information Management

12/20/99

Date

[Redacted Signature]

Deputy Director for Administration

1/7/00

Date

[Redacted Signature]

Deputy Director for Intelligence

13 Dec 99

Date

[Redacted Signature]

Director of Public Affairs

14 Dec 99

Date

[Redacted Signature]

General Counsel

5 Jan 00

Date

APPROVED:

[Redacted Signature]

Executive Director

1/12/00

Date

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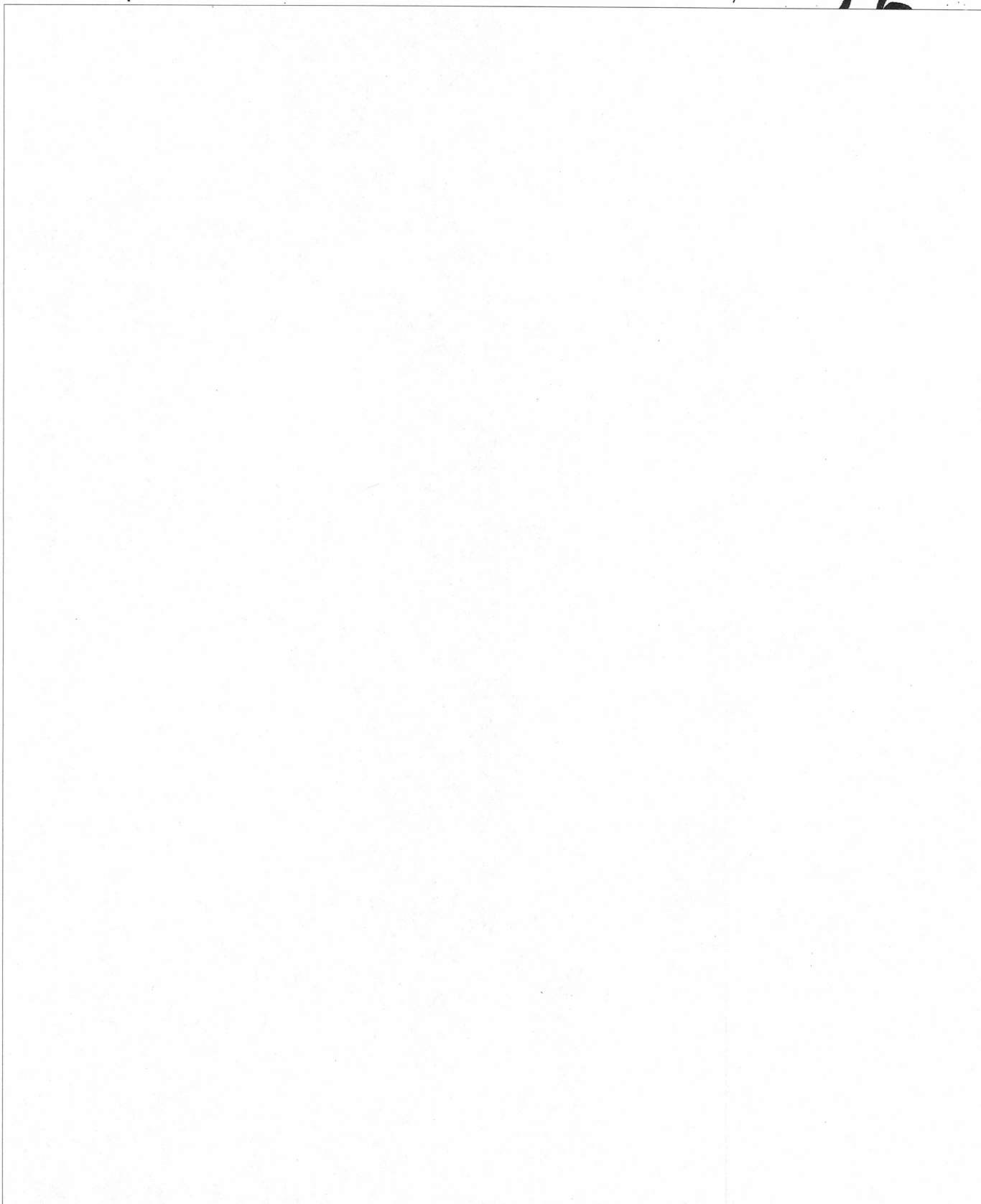
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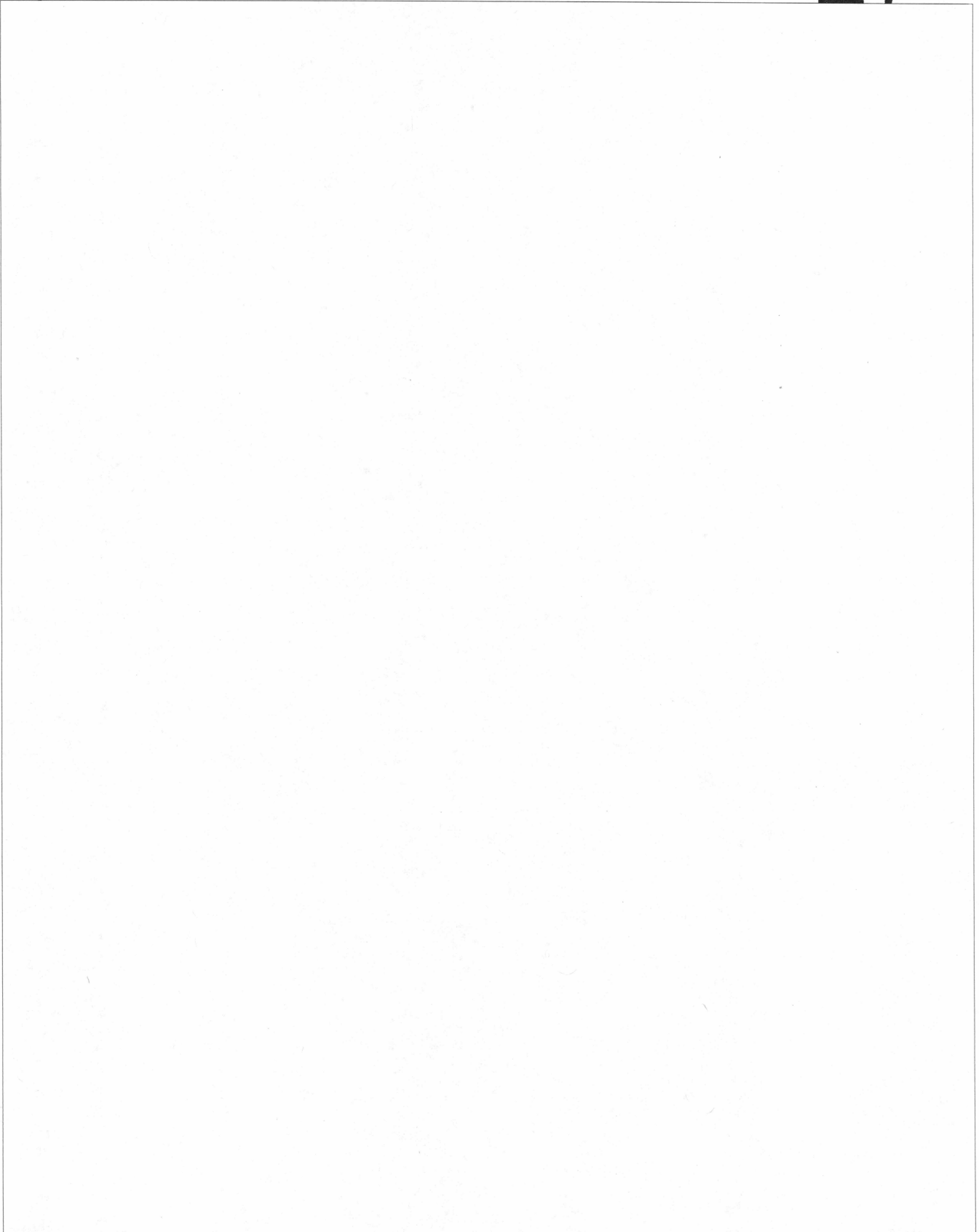
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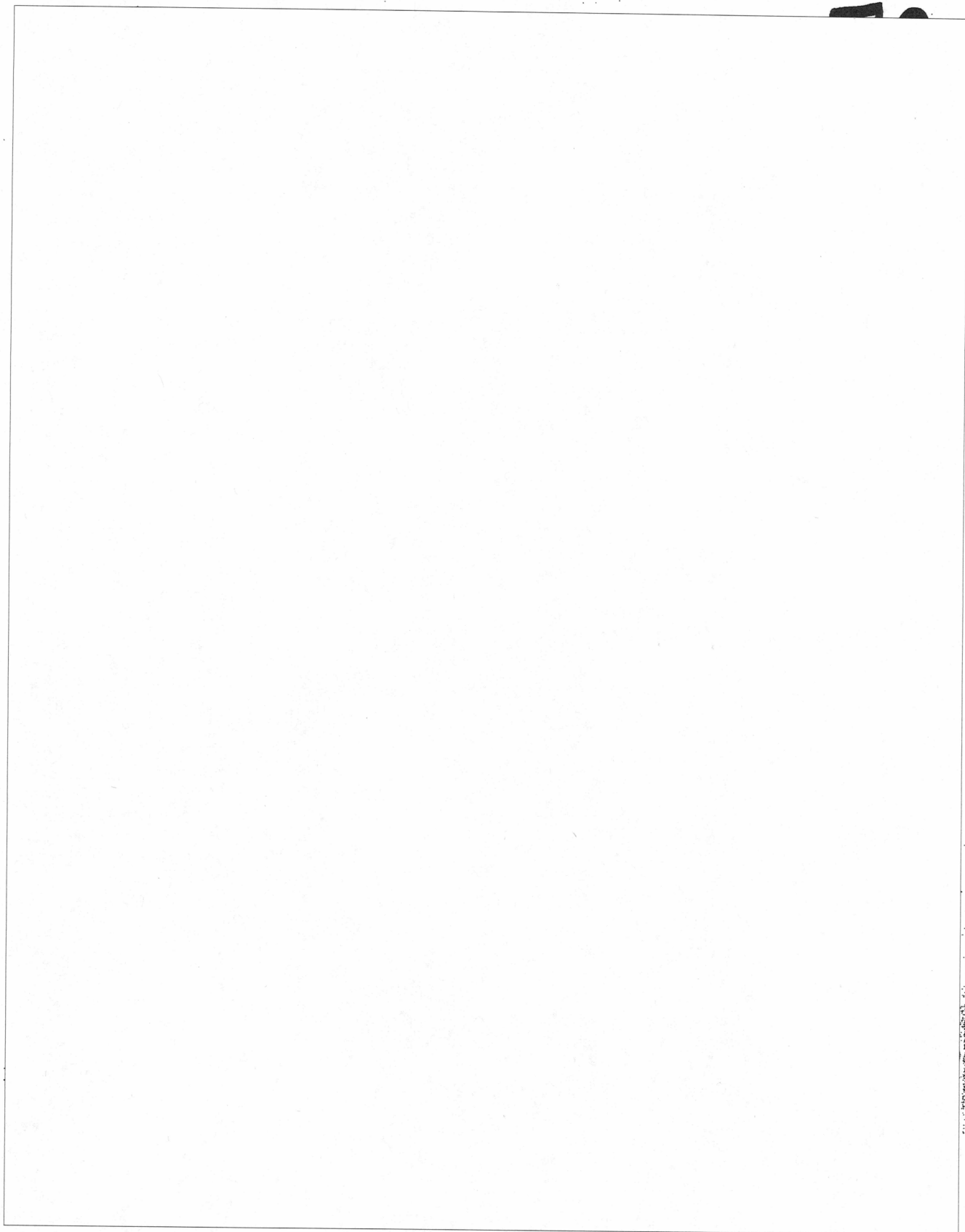
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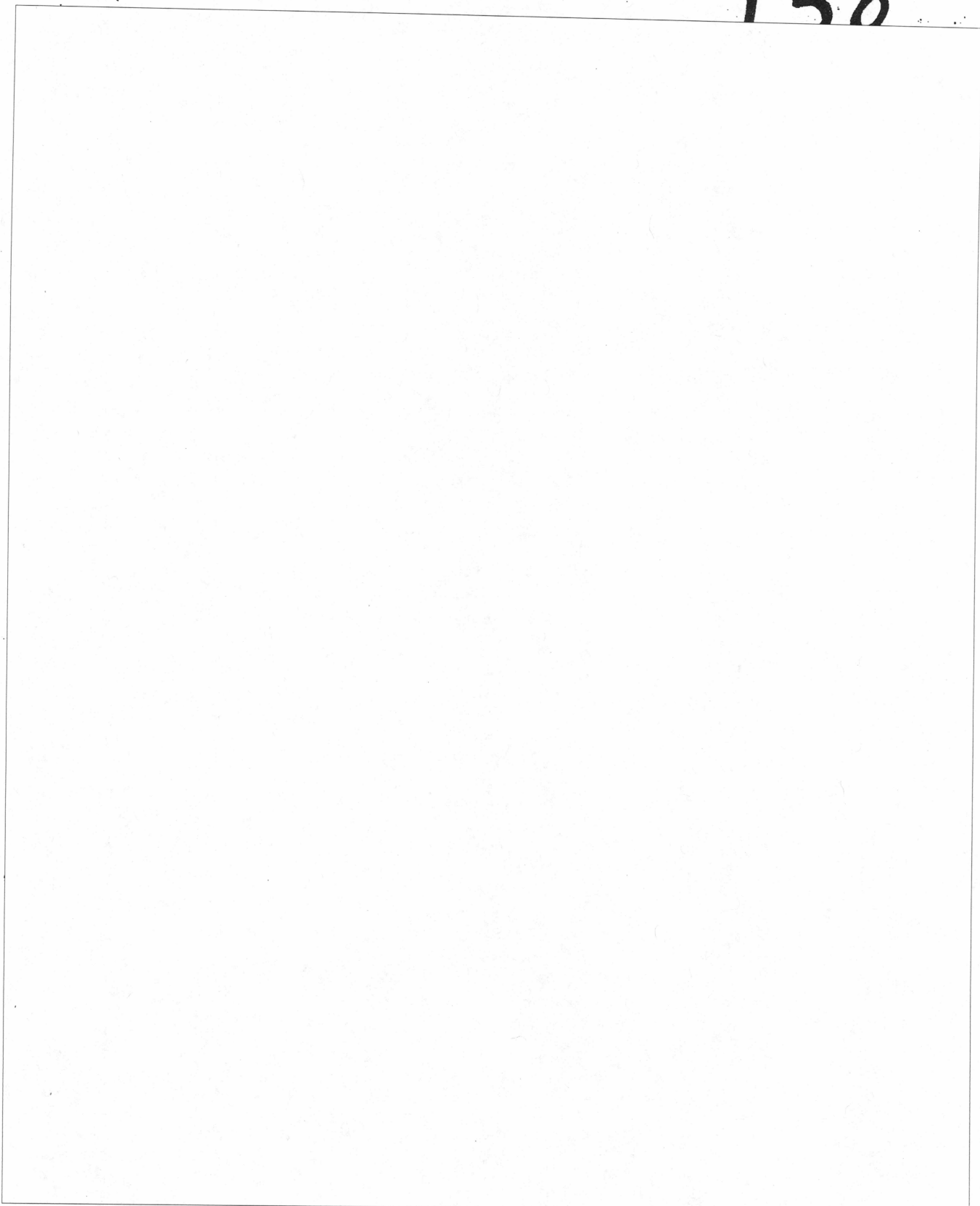
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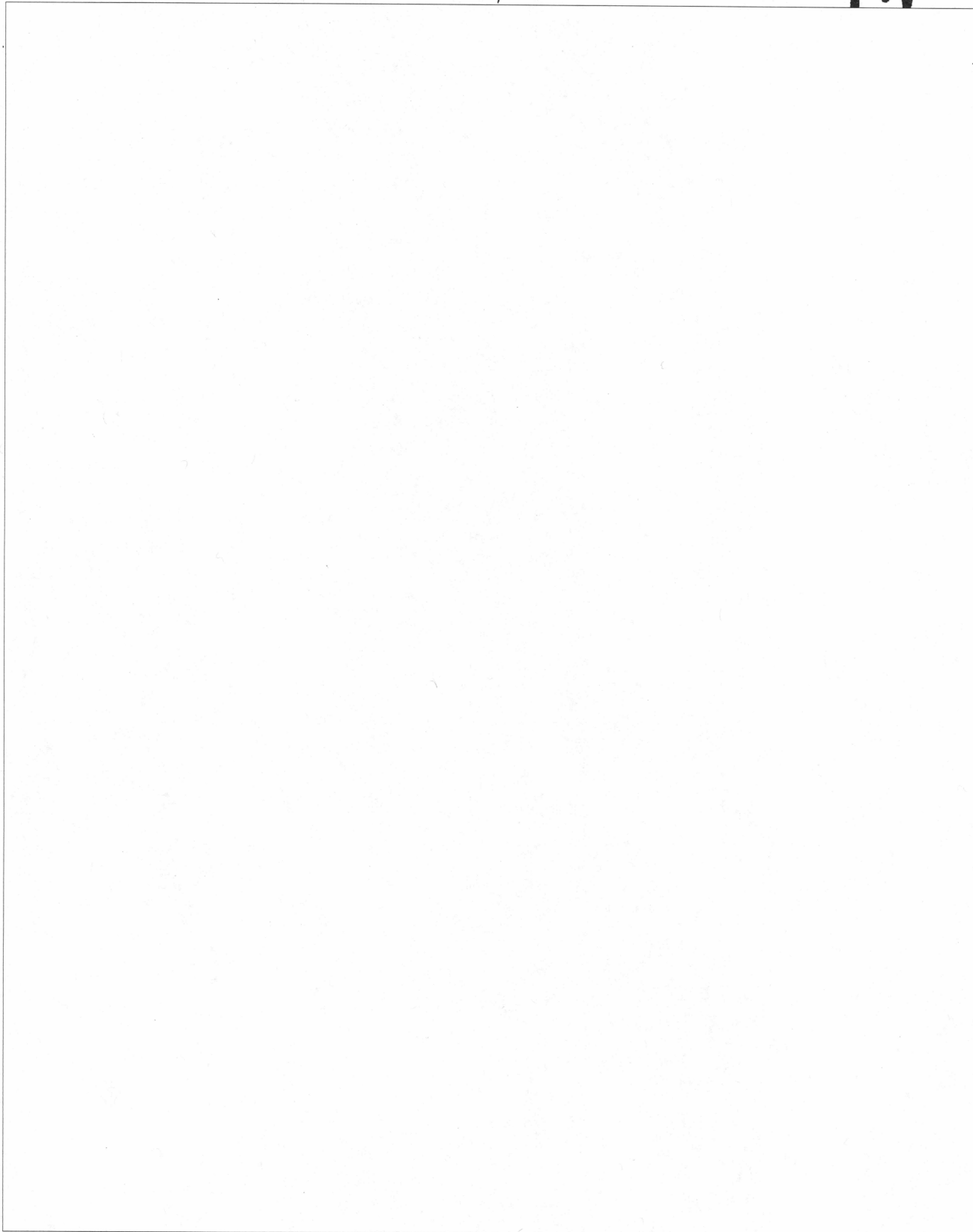
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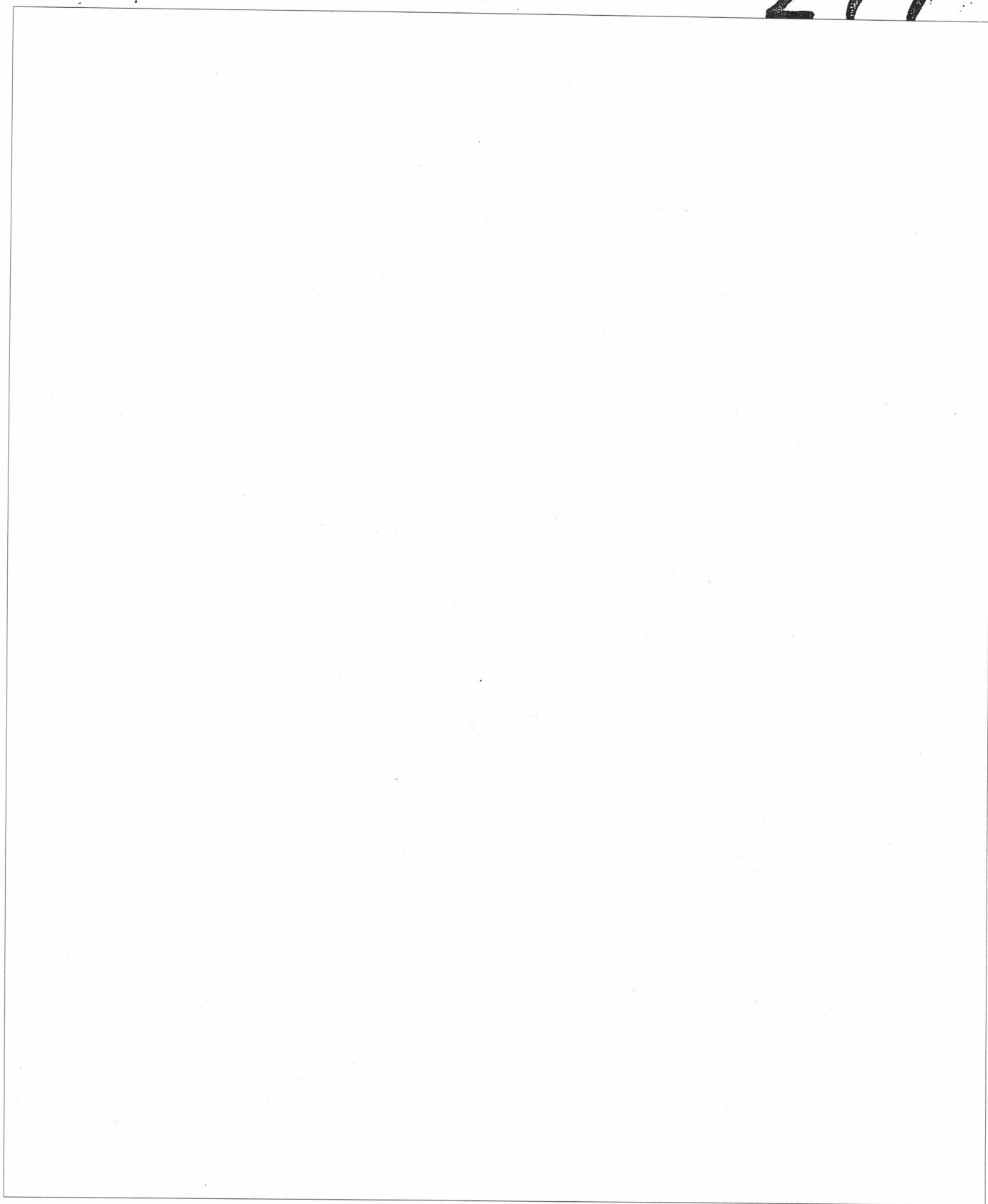
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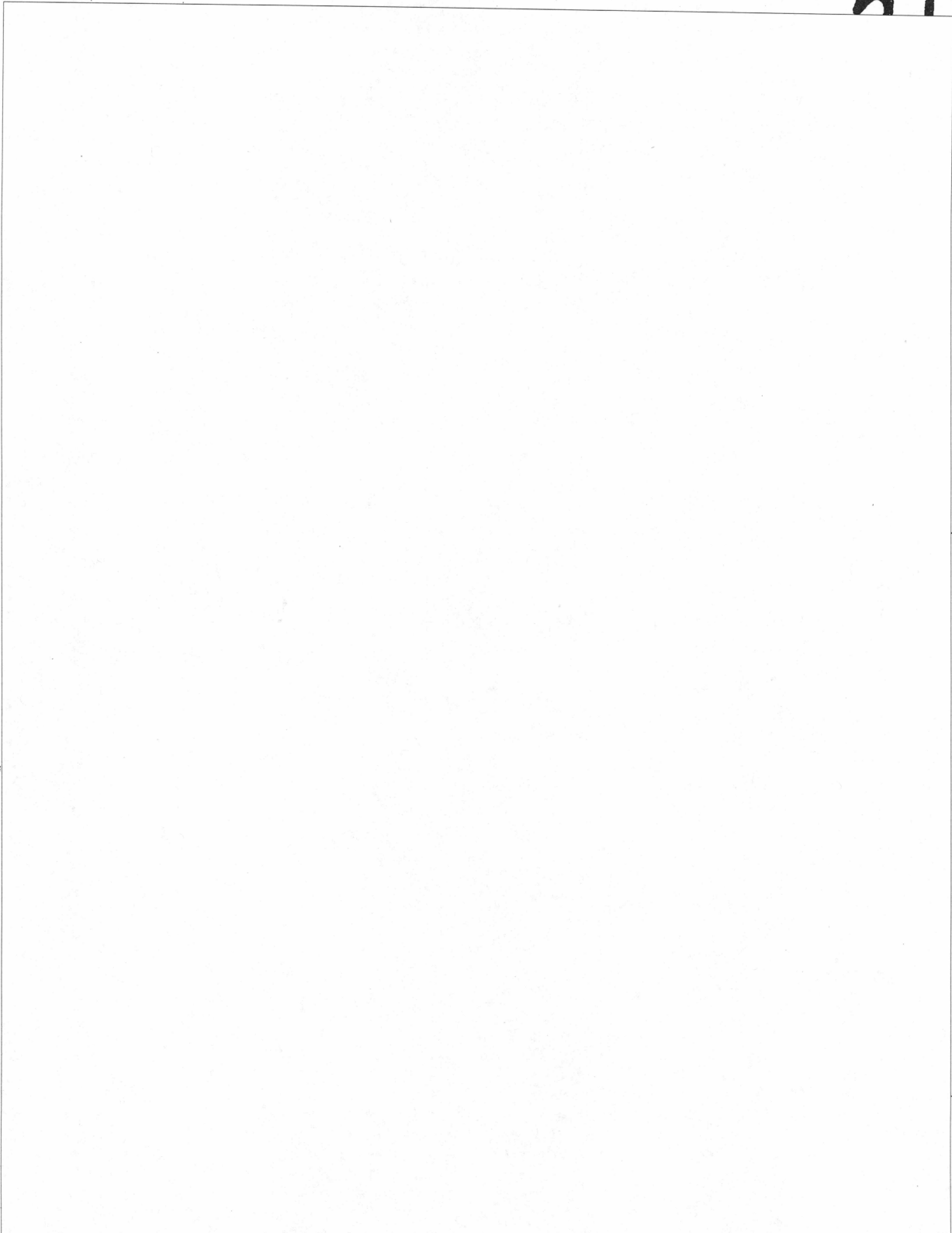
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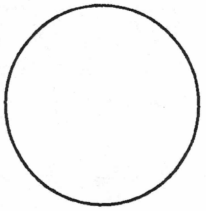
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(b)(7)(c)



ACROPOLIS Consensus Meeting 6Mar97



Purpose of this meeting:

1. To achieve consensus on the flow of the overall TWA-800 crash story
2. To achieve consensus on the responsibility for creation of scenes for the final product

APPROVED FOR
RELEASE DATE:
19-Mar-2012

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FEDERAL BUREAU OF INVESTIGATION

7/21/96

Date of transcription 7/25/96

117 Montauk
Office of the

g advised of
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DOUGHERTY can
Quogue, NY.

Y MARINO, Social Security Number 115-40-3257, 12
, Westhampton, New York, telephone number (516)
ptionist, WESTHAMPTON COUNTRY CLUB, Westhampton
k, (516) 288-1148, was advised of the identity of
ng agent and the purpose of the interview. MARINO
following information:

pproximately 8:20 PM on July 17, 1996, MARINO was
beach at Rogers Pavillion on Dune Road,
ach, New York. MARINO was with her three nieces.
looking at the sky, she observed a white colored
peared to be fireworks travel up into the sky. The
i fast and left a trail. The object appeared to
water. Seconds later, MARINO observed a big,
fireball. Two fireballs fell from the sky. Up to
INO did not hear any sounds. The second fireball
in the first. After the second fireball fell,
thunderous noise for about five seconds. MARINO
proximately seven other people were on the beach
this incident.

ing
Aircraft

265A-NY-259028-SUB

at Westhampton Beach, New York (telephonically)

JSSELL:mxh

Date dictated 7/19/96 OCT 31 1996

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