☒ See additional information which follows.

Sincerely yours,

David M. Hardy
Section Chief
Record/Information
Dissemination Section
Records Management Division

Enclosures (2)

Pursuant to Title 28, Code of Federal Regulations, Sections 16.11, there is a fee of ten cents per page for duplication. No fees are assessed for the first 100 pages.

As a means of releasing documents to you in a more timely and efficient manner, we are enclosing the material in advance of your payment. At this time, we are requesting payment in the amount of $50.80 for this release of 608 pages.

Your check or money order should be made payable to the Federal Bureau of Investigation, and should include the FOIPA number assigned to the request.

:

U.S. Department of Justice

Federal Bureau of Investigation

Washington, D.C. 20535

MAY12, 2005

MR H RAY LAHR
18254 COASTLINE DRIVE
MALIBU, CA 90265

Subject: TWA FLIGHT 800

FOIPA No. 1014706- 000

Dear Requester:

The enclosed documents were reviewed under the Freedom of Information/Privacy Acts (FOIPA), Title 5, United States Code, Section 552/552a. Deletions have been made to protect information which is exempt from disclosure, with the appropriate exemptions noted on the page next to the excision. In addition, a deleted page information sheet was inserted in the file to indicate where pages were withheld entirely. The exemptions used to withhold information are marked below and explained on the enclosed Form OPCA-16a:

Section 552		Section 552a
☐(b)(1)	☐(b)(7)(A)	☐(d)(5)
☒(b)(2)	☐(b)(7)(B)	☐(j)(2)
☐(b)(3)_____	☒(b)(7)(C)	☐(k)(1)
_____	☐(b)(7)(D)	☐(k)(2)
_____	☐(b)(7)(E)	☐(k)(3)
_____	☐(b)(7)(F)	☐(k)(4)
☐(b)(4)	☐(b)(8)	☐(k)(5)
☐(b)(5)	☐(b)(9)	☐(k)(6)
☒(b)(6)		☐(k)(7)

650 **page(s)** were reviewed and 608 **page(s)** are being released.

☒ Document(s) were located which originated with, or contained information concerning other Government agency(ies) [OGA]. This information has been:

- ☒ referred to the OGA for review and direct response to you.
- ☐ referred to the OGA for consultation. The FBI will correspond with you regarding this information when the consultation is finished.

☒ You have the right to appeal any denials in this release. Appeals should be directed in writing to the Co-Director, Office of Information and Privacy, U.S. Department of Justice, Flag Building, Suite 570, Washington, D.C. 20530-0001 within sixty days from the date of this letter. The envelope and the letter should be clearly marked "Freedom of Information Appeal" or "Information Appeal." Please cite the FOIPA number assigned to your request so that it may be easily identified.

☐ The enclosed material is from the main investigative file(s) in which the subject(s) of your request was the focus of the investigation. Our search located additional references, in files relating to other individuals, or matters, which may or may not be about your subject(s). Our experience has shown, when ident, references usually contain information similar to the information processed in the main file(s). Because of our significant backlog, we have given priority to processing only the main investigative file(s). If you want the references, you must submit a separate request for them in writing, and they will be reviewed at a later date, as time and resources permit.

EXPLANATION OF EXEMPTIONS

SUBSECTIONS OF TITLE 5, UNITED STATES CODE, SECTION 552

(b)(1) (A) specifically authorized under criteria established by an Executive order to be kept secret in the interest of national defense or foreign policy and (B) are in fact properly classified to such Executive order;

(b)(2) related solely to the internal personnel rules and practices of an agency;

(b)(3) specifically exempted from disclosure by statute (other than section 552b of this title), provided that such statute(A) requires that the matters be withheld from the public in such a manner as to leave no discretion on issue, or (B) establishes particular criteria for withholding or refers to particular types of matters to be withheld;

(b)(4) trade secrets and commercial or financial information obtained from a person and privileged or confidential;

(b)(5) inter-agency or intra-agency memorandums or letters which would not be available by law to a party other than an agency in litigation with the agency;

(b)(6) personnel and medical files and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy;

(b)(7) records or information compiled for law enforcement purposes, but only to the extent that the production of such law enforcement records or information (A) could be reasonably be expected to interfere with enforcement proceedings, (B) would deprive a person of a right to a fair trial or an impartial adjudication, (C) could be reasonably expected to constitute an unwarranted invasion of personal privacy, (D) could reasonably be expected to disclose the identity of confidential source, including a State, local, or foreign agency or authority or any private institution which furnished information on a confidential basis, and, in the case of record or information compiled by a criminal law enforcement authority in the course of a criminal investigation, or by an agency conducting a lawful national security intelligence investigation, information furnished by a confidential source, (E) would disclose techniques and procedures for law enforcement investigations or prosecutions, or would disclose guidelines for law enforcement investigations or prosecutions if such disclosure could reasonably be expected to risk circumvention of the law, or (F) could reasonably be expected to endanger the life or physical safety of any individual;

(b)(8) contained in or related to examination, operating, or condition reports prepared by, on behalf of, or for the use of an agency responsible for the regulation or supervision of financial institutions; or

(b)(9) geological and geophysical information and data, including maps, concerning wells.

SUBSECTIONS OF TITLE 5, UNITED STATES CODE, SECTION 552a

(d)(5) information compiled in reasonable anticipation of a civil action proceeding;

(j)(2) material reporting investigative efforts pertaining to the enforcement of criminal law including efforts to prevent, control, or reduce crime or apprehend criminals;

(k)(1) information which is currently and properly classified pursuant to an Executive order in the interest of the national defense or foreign policy, for example, information involving intelligence sources or methods;

(k)(2) investigatory material compiled for law enforcement purposes, other than criminal, which did not result in loss of a right, benefit or privilege under Federal programs, or which would identify a source who furnished information pursuant to a promise that his/her identity would be held in confidence;

(k)(3) material maintained in connection with providing protective services to the President of the United States or any other individual pursuant to the authority of Title 18, United States Code, Section 3056;

(k)(4) required by statute to be maintained and used solely as statistical records;

(k)(5) investigatory material compiled solely for the purpose of determining suitability, eligibility, or qualifications for Federal civilian employment or for access to classified information, the disclosure of which would reveal the identity of the person who furnished information pursuant to a promise that his/her identity would be held in confidence;

(k)(6) testing or examination material used to determine individual qualifications for appointment or promotion in Federal Government service the release of which would compromise the testing or examination process;

(k)(7) material used to determine potential for promotion in the armed services, the disclosure of which would reveal the identity of the person who furnished the material pursuant to a promise that his/her identity would be held in confidence.

FOIA # 1014706

MORI DocID: 1147293

ALL FBI INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-08-2005 BY 60290 AUC BCE/TCG/JHF

11/12/97 SI
facsfac.rm3

Return-Path: [redacted]netcom.com>
Received: from mailhub.ucia.gov by mailhub.iodine.ucia.gov (SMI-8.6/iodine v1.3 (complaints to postmaste
id QAA07347; Sun, 7 Dec 1997 16:45:59 -0500
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by mailhub.ucia.gov id AA01498; Sun, 7 Dec 97 16:35:13 EST sender[redacted]netcom.com for [redacted]iodine.u
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.. ceived: from[redacted]ix.netcom.com(206.214.98.5) by[redacted]net.ucia.gov via smap (V1.3mjr)
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by[redacted]ix.netcom.com (8.8.4/8.8.4)
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Cc:[redacted]@mindspring.com
Subject: Re: Riverhead data
References[redacted].netcom.com>
Content-Transfer-Encoding: 7bit
Content-Type: text/plain;[redacted]
X-UIDL: 9f536a199e588fa9dc9714bfb9118a0e

b6 [redacted]

b7C Sorry for the delay in getting these to you. Took a while to find and correct the problem.

I have provided both USN FACSFAC (file:[redacted] and USAF NORAD (file:[redacted] data. The header on the USN data lists the U.S. b6 Military site designator and physical locations. Both files indicate the corresponding site designator in the data lines.

b7C

The one exception to the above can be found in the NORAD data at time 0025:54.495 which lists UNKNOWN MILITARY SITE. These files were completed back in December 96 & January 97 and the unknown e was documented as being the Boston ARTCC/NORAD shared LRR . ated at Cummington, Mass.

If you have any questions, please feel free to call me. I should be in most of the week.

Respectfully,

[redacted]

b6 cc: SA[redacted] FBI/NYO

b7C ==========

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from: USN FACSFAC VACAPES

SITES
RP43=Trevose, PA
RP44=Riverhead, NY
RP47=North Truro, MA
****

SITE	TIME	RANGE	AZIMUTH	MODE C
RP44	0028:59.5	22.25	214.19	13,000
RP43	0029:02.6	99.88	073.48	12,900
RP47	0029:07.1	157.25	237.04	12,900
RP44	0029:11.4	21.25	212.08	12,800
RP43	0029:14.6	98.13	073.39	12,800
RP47	0029:19.1	156.13	236.87	12,900
RP44	0029:23.2	20.38	209.97	12,800
RP43	0029:26.8	99.38	073.48	12,800
RP47	0029:31.0	154.88	236.95	12,700
RP44	0029:35.0	19.38	207.51	12,700
RP43	0029:38.7	100.50	073.13	12,700
[illegible]7	0029:43.0	153.75	236.60	12,700
[illegible]4	0029:46.9	18.63	204.96	12,700
RP43	0029:50.7	101.75	073.39	12,700
RP47	0029:55.1	152.50	236.43	12,700
RP44	0029:58.8	17.75	202.06	12,800
RP43	0030:02.7	103.00	073.30	12,800
RP47	0030:07.1	151.38	236.51	12,900

MORI DocID: 1147293

44	0030:10.7	17.00	198.98	12,800
43	0030:14.7	104.25	073.30	12,800
47	0030:19.1	150.25	236.25	12,800
44	0030:22.4	16.25	195.64	12,800
43	0030:26.8	105.50	073.21	12,900
4	0030:34.2	15.63	192.66	13,000
3	0030:38.8	106.63	073.30	13,000
47	0030:43.1	147.88	235.99	13,100
44	0030:46.0	15.13	188.44	13,200
43	0030:50.8	107.88	073.21	13,200
47	0030:55.1	146.63	235.72	13,200
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43	0031:02.7	109.25	073.04	13,400
47	0031:06.9	145.38	235.81	13,500
43	0031:14.8	110.50	073.13	13,700

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lename: NORAD.RAA

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,25,30.925,	32.250,	232.73,	11700	RP43
,25,32.015,	83.625,	072.16,	11700	RP47
,25,42.665,	31.750,	231.68,	12000	RP44
,25,43.970,	84.750,	072.25,	12000	RP43
,25,49.085,	168.250,	239.24,	12000	RP47
,25,54.495,	111.000,	230.12,	12000	[UNKNOWN MILITARY
3]				
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26,20.020,	88.125,	072.86,	12300	RP43
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26,42.060,	26.750,	224.21,	12500	RP44
26,44.100,	90.500,	072.95,	12500	RP43
26,49.120,	163.000,	238.01,	12600	RP47
26,53.900,	25.875,	222.36,	12600	RP44
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27,05.740,	25.000,	220.34,	12700	RP44
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27,25.165,	159.625,	237.30,	12800	RP47
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27,37.101,	158.500,	237.13,	13000	RP47
27,41.365,	22.250,	214.19,	13000	RP44
27,44.165,	96.875,	073.48,	12900	RP43
27,49.055,	157.250,	237.04,	12900	RP47
27,53.200,	21.250,	212.08,	12800	RP44
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MORI DocID: 1147293

b6 25-W00097
File: [redacted] b7C

Secondaries

b6
File: [redacted] b7C

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FOIA # 1014706

MORI DocID: 1147293

ALL FBI INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-08-2005 BY 60290 AUC BCE/TCG/JHF

Return-Path: <[redacted]netcom.com>
Received: from [redacted].ucia.gov by mailhub.iodine.ucia.gov (SMI-8.6/iodine v1.3 (complaints to postmaste
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Received: from relay2.ucia.gov (ain-relay2.net.ucia.gov)
by mailhub.ucia.gov id AA16427; Tue, 25 Nov 97 11:45:19 EST sender [redacted]netcom.com for [redacted]
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ceived: from [redacted]ix.netcom.com(206.214.98.12) by [redacted]net.ucia.gov via smap (V1.3mjr)
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Received: (from [redacted]ocalhost)
by [redacted]netcom.com (8.8.4/8.8.4)
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id rma025343; Tue Nov 25 10:43:09 1997
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Date: Tue, 25 Nov 1997 12:52:44 -0800
From: [redacted]x.netcom.com>
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Mime-Version: 1.0
To: [redacted]ucia.gov
Subject: TWA800 beacon datasets (3)
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b6
b7C

25 Nov 97

file: [redacted] txt

b6
b7C

This is a multi-part message in MIME format.

--------------[redacted]
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

b6 To: [redacted]

b7C The datasets you requested this AM are attached. As I mentioned on the phone, the timing indicates adjustments to raw time based on the final CVR & DFDR time values. The range, ACPS, and Mode "C" altitude are raw (as extracted from FAA data).

Data format is: HH,MM,SS.SS, NM RANGE, ACPS, MODE C ALT IN ft MSL
00,00,00.00, 00.00, 0000, 000

l free to call if you have any questions. I should be in all week.

b6 [redacted]
b7C

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MORI DocID: 1147293

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18Nov-97

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Sheet1

	Witness Name	Longitude	Latitude	1	2	3	4	5	6	7
27		73.3654	40.5784	X						
104.		?	?	X						
3.		72.85	40.74		X					
4.		73.094	40.7198		X					
7.		72.7539	40.767		X					
10		72.807	40.794		X					
11		72.807	40.794		X					
19		72.2	41.25		X					
20		72.5538	40.8418		X					
21		72.7515	40.7815		X					
25		72.8193	40.7495		X					
30		72.5035	40.8443		X					
31		73.0758	40.7125		X					
37		72.85	40.74		X					
38		72.2576	40.9192		X					
42		72.8845	40.7369		X					
43		72.6397	40.7961		X					
52		72.6501	40.8198		X					
57		72.6503	40.7928		X					
59		72.6663	40.8244		X					
64		?	?		X					
65		72.6507	40.8194		X					
73		72.7762	40.7624		X					
75		?	?		X					
76		72.7499	40.8045		X					
77		72.815	40.7747		X					
80		72.7621	40.8282		X					
82		?	?		X					
91		?	?		X					
93		?	?		X					
94		73.0144	40.7134		X					
105.		?	?		X					

b6
b7C

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114		72.6833	40.7842			X					
8		72.8542	40.7358				X				
9		72.8667	40.7333				X				
16		72.85	40.74				X				
17		72.85	40.74				X				
18		73.0444	40.9783				X				
22		72.8117	40.8383				X				
23		73.5029	40.5945				X				
28		72.6268	40.8278				X				
29		72.8542	40.7367				X				
40		72.6552	40.7915				X				
45		72.1838	40.9083				X				
49		72.4754	40.8383				X				
53		73.0822	40.7356				X				
55		?	?				X				
56		?	?				X				
60		72.8079	40.8742				X				
61		?	?				X				
66		72.6125	40.8038				X				
67		72.7539	40.7669				X				
70		72.7539	40.7669				X				
74		?	?				X				
85		72.7369	40.7822				X				
87		?	?				X				
92		72.773	40.7022				X				
97		73.3956	41.0833				X				
98		?	?				X				
99		72.4417	41.254				X				
100		73.0566	41.2227				X				
101		73.0566	41.2227				X				
103		73.3748	41.0678				X				
26		72.6833	40.7667					X			
32		72.6904	40.7833					X			
33		72.8151	40.7748					X			
34		72.0449	40.9783					X			
41		72.6638	40.7982					X			
44		72.6846	40.7868					X			

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33.		72.8151	40.7748					X			
34.		73.0449	40.9783					X			
35.		72.515	40.8514								X
36.		72.7527	40.7687								X
37.		72.85	40.74		X						
38.		72.2576	40.9192		X						
39.		72.7349	40.7698								X
40.		72.6552	40.7915			X					
41.		72.6638	40.7982					X			
42.		72.8845	40.7369		X						
43.		72.6397	40.7961		X						
44.		72.6846	40.7868					X			
45.		72.1838	40.9083			X					
46.		72.844	40.9231						X		
47.		72.9328	40.7517							X	
48.		72.6461	40.7939					X			
49.		72.4754	40.8383			X					
50.		72.4754	40.8383						X		
51.		72.6454	40.7941					X			
52.		72.6501	40.8198		X						
53.		73.0822	40.7356			X					
54.		?	?							X	
55.		?	?			X					
56.		?	?			X					
57.		72.6503	40.7928		X						
58.		72.6594	40.802							X	
59.		72.6663	40.8244		X						
60.		72.8079	40.8742			X					
61.		?	?			X					
62.		?	?						X		
63.		72.7539	40.7669						X		
64.		?	?		X						
65.		72.6507	40.8194		X						
66.		72.6125	40.8038			X					
67.		72.7539	40.7669			X					
68.		72.8313	40.797							X	
69.		73.0287	40.7431						X		

b6
b7C

MORI DocID: 1147294

Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42						
		Longitude	Latitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)				
		72.687	40.646	13820	40.6522	72.664	16800	40.6661	72.6315	6000				
Witness Name		Longitude	Latitude		1	2	3	4	5	6	7			
1.		72.6276	40.8008						X					
2.		72.7539	40.7669						X					
3.		72.85	40.74			X								
4.		73.094	40.7198			X								
5.		73.1575	40.6532						X					
6.		72.2448	41.0171						X					
7.		72.7539	40.767			X								
8.		72.8542	40.7358				X							
9.		72.8667	40.7333				X							
10		72.807	40.794			X								
11		72.807	40.794			X								
12		72.64	40.7988						X					
13		72.7565	40.8009						X					
14		72.6695	40.7897						X					
15		72.7358	40.7841						X					
16		72.85	40.74				X							
17		72.85	40.74				X							
18		73.0444	40.9783				X							
19		72.2	41.25			X								
20		72.5538	40.8418			X								
21		72.7515	40.7815			X								
22		72.8117	40.8383				X							
23		73.5029	40.5945				X							
24		72.6874	40.8133						X					
25		72.8193	40.7495			X								
26		72.6833	40.7667					X						
27		73.3654	40.5784		X									
28		72.6268	40.8278				X							
29		72.8542	40.7367				X							
30		72.5035	40.8443			X								
31		73.0758	40.7125			X								
32		72.6904	40.7833					X						

b6
b7C

MORI DocID: 1147294

48.	[redacted]	72.6461	40.7939					X				
51.		72.6454	40.7941					X				
84.		72.6454	40.7998					X				
86.		72.6664	40.8244					X				
90.		72.6508	40.603					X				
1.	[redacted]	72.6276	40.8008						X			
2.		72.7539	40.7669						X			
5.		73.1575	40.6532						X			
6.		72.2448	41.0171						X			
12.	[redacted]	72.64	40.7988						X			
13.		72.7565	40.8009						X			
14.		72.6695	40.7897						X			
15.		72.7358	40.7841						X			
24.		72.6874	40.8133						X			
46.		72.844	40.9231						X			
50.		72.4754	40.8383						X			
62.		?	?						X			
63.		72.7539	40.7669						X			
69.		73.0287	40.7431						X			
71.		73.1828	40.7535						X			
72.		?	?						X			
79.		?	?						X			
83.		73.2595	40.623						X			
88.		72.7097	40.6167						X			
89.		?	?						X			
95.		72.8725	40.7303						X			
96.		72.7486	40.7661						X			
102.	[redacted]	72.6526	41.2672						X			
47.	[redacted]	72.9328	40.7517							X		
54.		?	?							X		
58.		72.6594	40.802							X		
68.		72.8313	40.797							X		
78.		?	?							X		
81.		72.6705	40.796							X		
35.		72.515	40.8514									X
36.		72.7527	40.7687									X
39.		72.7349	40.7698									X

b6
b7C

MORI DocID: 1147294

70		72.7539	40.7669				X				
71		73.1828	40.7535							X	
72		?	?							X	
73		72.7762	40.7624			X					
74		?	?				X				
75		?	?			X					
76		72.7499	40.8045			X					
77		72.815	40.7747			X					
78		?	?								X
79		?	?							X	
80		72.7621	40.8282			X					
81		72.6705	40.796								X
82		?	?			X					
83		73.2595	40.623							X	
84		72.6454	40.7998						X		
85		72.7369	40.7822				X				
86		72.6664	40.8244						X		
87		?	?				X				
88		72.7097	40.6167							X	
89		?	?							X	
90		72.6508	40.603						X		
91		?	?			X					
92		72.773	40.7022				X				
93		?	?			X					
94		73.0144	40.7134			X					
95		72.8725	40.7303							X	
96		72.7486	40.7661							X	
97		73.3956	41.0833				X				
98		?	?				X				
99		72.4417	41.254				X				
100		73.0566	41.2227				X				
101		73.0566	41.2227				X				
102		72.6526	41.2672							X	
103		73.3748	41.0678				X				
104		?	?		X						
105		?	?			X					
114		72.6833	40.7842			X					

b6
b7C

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FD-302 (Rev 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

FOIPA # 1014706

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Date of transcription 7/23/96

[redacted] telephone [redacted] was interviewed, telephonically, on July 23, 1996. [redacted] provided the following information: b6 b7C

[redacted] 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., [redacted] saw what appeared to be cheap fireworks coming off the beach about 4 or 5 houses west of the bridge. [redacted] described this one firework as a white spark (meteor, that went up and arched across the sky. A short time later (seconds later) [redacted] observed an orange fireball in the sky to the south of the bridge. The fireball fell out of the sky. The firework that [redacted] had previously observed was travelling in the direction at the fireball. Seconds after observing the fireball, [redacted] heard and felt one explosion, then three other explosions for a total of four. b6 b7C

Soon after the explosion [redacted] saw a National Guard Helicopter fly over the bridge. b6 b7C

265A-NY-259028-SUB

Investigation on 7/23/96 at New York (telephonically)

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION letter interview/ more detail 3

Lead - Control #TW3245 Date of transcription 7/30/96

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[redacted] white male, date of birth [redacted] home telephone [redacted] b6
[redacted] was interviewed at his residence regarding his apparent b7C
observations of the explosion of TWA flight 800 on July 17, 1996. [redacted] provided the following information:

[redacted] advised he is a [redacted] for VISTA ENGINEERING, Creeskil, N.J., telephone (908) 561-4420. VISTA ENGINEERING is a steel erection company. [redacted] is currently
b6 working on the erection of a bridge on Beach Lane at Dune Road in
Westhampton, N.Y. [redacted] and others were working on the bridge
b7C trying to ready the bridge for opening. [redacted] indicated the following individuals were working on the bridge on the evening of Wednesday, July 17, 1996:

1. [redacted] for VISTA ENGINEERING;

2. [redacted] (LAST NAME UNKNOWN/LNU), a employee of [redacted] New York, N.Y.; b6

3. Unknown individual who was working with [redacted] (LNU) b7C who also worked for [redacted]
b6

4. [redacted] (LNU), an employee for [redacted]
b7C

5. [redacted] (LNU), an employee with [redacted]

6. [redacted] (phonetic), an employee with the [redacted]

[redacted] stated just before 8:45 p.m., he had been working in the bridge's switch gear room. The switch gear room has no windows and is located at the base of the bridge. [redacted] advised he wanted a break and he came up from the switch gear room to the
b6 roadway of the bridge. According to [redacted] everyone was still in the switch gear room except for [redacted] of the New York
b7C State Department of Transportation and [redacted] The bridge runs from the northeast to the southwest (toward the beach). [redacted] was standing at the southwest end of the bridge where the span

2

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

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

by SA [redacted] :kml b6 Date dictated 7/29/96
b7C

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

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

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

3

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

b6 explosions, [redacted] observed a National Guard helicopter fly
b7C directly over the Beach Lane bridge headed toward the explosion.

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

[redacted] stated several days after the July 17, 1996 incident, he overheard an individual in Eckard's Delicatessen in Westhampton Beach, N.Y., describing having seen similar sightings
b6 on July 17, 1996. [redacted] stated this individual is the attorney
b7C for a woman who [redacted] 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.

[redacted] estimated the distance from the southwest end of the Beach Lane bridge to Dune Drive is approximately 300 feet. [redacted] estimated the distance from the southwest end of the Beach Lane bridge to the fourth home west of the public parking area on
b6 Dune Road is roughly 800 to 900 feet. The fourth and second homes on Dune Road, west of the public parking area, identified
b7C by [redacted] in his description of the events that took place on July 17, 1996, are on the beach side or south side of Dune Road. [redacted] helped sketch a diagram of the Beach Lane bridge, Beach Lane, Dune Road, public parking area on Dune Road and the homes on Dune Road. [redacted] diagram is attached to this FD-302.

[redacted] stated he does not recall any additional information regarding his observations on July 17, 1996. [redacted]
b6 wishes to cooperate in whatever way he can and he can be
b7C recontacted at any time.

MORI DocID: 1147295

FEDERAL BUREAU OF INVESTIGATION

B-C 6

(2) 40.7669°N 72.7539°W

Date of transcription 7/25/96

On July 22, 1996, [redacted] was telephonically contacted AT [redacted] was advised of the identity of writer as a Special Agent (SA) of the Federal Bureau of Investigation (FBI). [redacted] voluntarily provided the following information:

That on Wednesday, July 17, 1996 he and a friend, [redacted] were fishing in Mariches Inlet, when at approximately 8:4 PM, he saw what appeared to be a flare rising into the sky to th south, southeast from [redacted] position, [redacted] said that he commented to his fishing partner of the inadvisability of firing flares for no good reason; however, inasmuch as the flare was nc red, which would indicate a distress signal, but rather whitish/yellowish in color, it seemed less serious at the time. [redacted] said that it appeared to him that the flare was launched from a position off-shore and not from any beach area. He watched the flare move upward in the sky to a point where th flare seemed to lose energy and arc and began to descend, he observed a fireball somewhat above where he last saw the flare.

b6 b7C

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265A-NY-259028-SUB CC

Investigation on 7/22/96 at Shirley, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] VLS/jmj b6 b7C

Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 22, 1996, [redacted] was telephonically contacted AT [redacted] was advised of the identity of writer as a Special Agent (SA) of the Federal Bureau of Investigation (FBI). [redacted] voluntarily provided the following information:

That on Wednesday, July 17, 1996 he and a friend, [redacted] were fishing in Mariches Inlet, when at approximately 8:45 PM, he saw what appeared to be a flare rising into the sky to the south, southeast from [redacted] position, [redacted] said that he commented to his fishing partner of the inadvisability of firing flares for no good reason; however, inasmuch as the flare was not red, which would indicate a distress signal, but rather whitish/yellowish in color, it seemed less serious at the time. [redacted] said that it appeared to him that the flare was launched from a position off-shore and not from any beach area. He watched the flare move upward in the sky to a point where the flare seemed to lose energy and arc and began to descend, he observed a fireball somewhat above where he last saw the flare.

Investigation on 7/22/96 at Shirley, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] /VLS/jmj Date dictated 7/23/96

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Date of transcription 7/25/96

[redacted] DOB: [redacted] telephone number [redacted] was contacted and advised of the identity of the interviewing agent, as well as the nature of the interview. [redacted] provided the following information: b6 b7C

On 7/17/96 around dusk time, [redacted] 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 and had initiated from the east in an upward diagonal trajectory. The flare disappeared and seconds later a "wide area" of the sky was filled with "something" descending on fire resembling a "white bright star."

[redacted] later learned from the news about the TWA crash. On July 25, 1996, [redacted] decided to contact the Federal Bureau of Investigation to report what she witnessed. b6 b7C

265A-NY-259028-SUB

JUL 28 1996

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

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 7/25/96

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(Y-G)

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265A-NY-259028
#1860
FAJ:maj

40.7198° N
73.0940° W

(4)

The following investigation was conducted by Special Agent [redacted] on July 22, 1996, at New York, New York:

b6
b7C

On July 22, 1996, [redacted] Home telephone number [redacted] was telephonically contacted at place of employment, regarding his observations on the evening of July 17, 1996.

b6
b7C

[redacted] advised he was bicycle riding with [redacted] telephone [redacted] on the West Sayville, Long Island Dock between 8:30 PM - 9:00 PM at twilight. [redacted] while looking east and southeast over water, observed a small reddish-orange round dot rise from the water, reaching its apex, making a small arch, falling a short distance, then disappearing. [redacted] observed no explosion, noise, or trail of smoke. [redacted] believes this object appeared to be a flare.

b6
b7C

[redacted] related that two (2) seconds later he observed two (2) red streaks just to the right of the initial light source falling off at the horizon. [redacted] stated that he observed no airplanes, objects, or explosions in the area at this time. [redacted] related that [redacted] observed only the very ending of the two (2) red streaks.

b6
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265A-NY-259028-SUB CC, 61

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TC

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PLOT

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

-Went MSL a AC

B-D 10

FEDERAL BUREAU OF INVESTIGATION

Lat. 40.6532°N
Long. 73.1575°W

N 40° 39.174'
W 73° 09.451'

Date of transcription 7/25/96

(5)

[redacted] was telephonically contacted at his place of employment, [redacted] telephone number [redacted] b6 b7C [redacted] After being advised of the official identity of the contacting Agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at between 8:30 PM and 8:40 PM, [redacted] was out in his boat, fishing with his wife, when he saw what he thought to be a flare fly into the air to his southeast side over the ocean. When the "flare" reached its highest point a bright orange fireball erupted. That fireball then fell, fluttering back and forth, into the ocean. When he made these observations, [redacted] was located approximately three (3) miles east of the Fire Island Inlet on the bay side of Fire Island in the vicinity of Ocean Beach. He launched his boat from a private dock in Bayshore, New York.

He described the "flare" as glowing red and stated that it rose "straight up" from the ocean and was in flight for approximately ten (10) seconds. It took the fireball approximately 30 seconds to fall into the ocean. [redacted] saw no smoke trail from the "flare" and saw nothing fall away from it as it rose. He did not see an airplane, nor did he hear any sound associated with the eruption of the fireball. He described himself as being "upwind" of the location where the fireball occurred. [redacted] stated that his wife had her back to the fireball and consequently did not see it occur.

[redacted] resides at [redacted] telephone [redacted] His date of birth is [redacted] b6 b7C

7

265A-NY-259028-SUB CC

Investigation on 7/22/96 at New York, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] /maj b6 b7C Date dictated 7/22/96

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MJL

Y-M

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41.0171° N
72.2448° W

Date of transcription 7/28/96

41° 01.028'
72° 14.687'

(6)

On July 21, 1996, [redacted] white female, Date of Birth [redacted] Social Security Account Number [redacted] residing at [redacted] telephone number [redacted] business telephone number [redacted] was interviewed at the Westhampton Volunteer Ambulance Corps [redacted] was advised of the identities of the interviewing agents and the nature of the interview, which was to ascertain her knowledge and observations during the evening hours of July 17, 1996. Thereafter, [redacted] provided the following information:

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b7C

At approximately 8:20 pm on July 17, 1996, [redacted] was parked in her Ford [redacted] automobile on Mile Hill Road, at the shore of the Northwest Bay, East Hampton, New York. [redacted] was looking out over the Bay in a general south, southwesterly direction. [redacted] had a vague recollection regarding the following observations which occurred approximately 30 - 40 miles away.

b6
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[redacted] observed a fine, pencil thin white light. This white light extended upward in the sky and was viewed as a fine white line. This white line had a more definitive head and a less definitive smokey line. This white line extended upward in an arc shape at approximately 70 degrees from approximately 2 - 5 vertical degrees over the horizon and extending to 20 degrees above the horizon. The line emanated wispy effects trailing off the east side. This fine white line travelled in a north, northwesterly direction. The fine white line was in the sky for approximately three (3) seconds. As the line extended upwards and began to arc, the tail began to dissipate.

b6
b7C

[redacted] recollections regarding the next series of observations are more clear in her mind. The fine thin line at 20 degrees off the horizon became a brilliant, bright white light which quickly traveled into a star-shaped light radiating rays of white light. This transformation occurred in a split-second at which time it became a bright red/orange ball of fire. This red/orange light began to cascade in an arc-shape downward toward the horizon. The cascade of red/orange light arched slightly

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b6
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265A-NY-259028-SUB

Investigation on 7/21/96 at Westhampton, New York

File # 265A-NY-259028

by SA [redacted] cam SA [redacted]

Date dictated 7/23/96

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SERIALIZED ____ FILED ____
SEP 19 1996
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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, On 7/21/96, Page 2

upward before flowing straight down toward the horizon. The cascade of red/orange light was interrupted, seeming to dissipate at five (5) degrees above the horizon than quickly resumed as red/orange falling out of view on the horizon. The direction of this cascade was northwesterly.

The cascade of red/orange light was of considerable size and width, described as a puffy, thick, fireball. A second red/orange cascade of light emanating from that same 20 degree point arched in a similar manner to the north, northeast, falling toward the horizon after a slight upward movement similar to the larger, thicker cascade of light. The smaller cascade of red/orange light was approximately one-sixth (1/6) the thickness of the larger cascade of red/orange light. The pinnacle of both arches was the initial white, bright light.

[redacted] did not hear any noise associated with the events surrounding the observation of these lights. The initial fine white/greyish line was less than five (5) degrees off the horizon overlooking Barcelona Neck. The line travelled approximated three (3) seconds. The total time of these light observations from the initial sighting of the fine white/greyish line to the cascade of red/orange cascade vanishing into the horizon was approximately two (2) seconds. The initial fine white line curved slightly, leveling off with the horizon before transforming into the bright, burst of white light. The direction of the initial fine white line was from the west, northwest.

b6 b7C

[redacted] saw no specific objects associated with her observations of the lights. The lights were more than 30 miles away. The entire series of events and observations encompassed approximately twenty (20) degrees vertical of [redacted] field of vision.

b6 b7C

[redacted] was advised to attempt to retain these observations in her mind and possibly sketch her observation in case it becomes necessary to specifically recall these details and observations in the future. [redacted] indicated that she would recontact the Federal Bureau of Investigation (FBI) if she recalls any additional observations regarding the events surrounding the aforementioned observation.

b6 b7C

MORI DocID: 1147295

REINT

MSL a 13
A/C

B-C

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

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FEDERAL BUREAU OF INVESTIGATION

(7)

Lat 40°46.017'
Long 72°45.234'
40.7670°N
72.7539°W

Date of transcription 7/23/1996

[redacted] Date/Place of Birth (D/POB) [redacted]
[redacted] at [redacted] Social Security Number (SSN)
[redacted] residence [redacted]
b6 phone [redacted] work telephone [redacted] was
b7C interviewed at the Coast Guard Command Center, East Moriches, NY. Present during the interview was Federal Bureau of Investigation (FBI) Special Agent (SA) [redacted] Defense Intelligence Agency (DIA) [redacted] and DIA [redacted] and Suffolk County Police Department (SCPD) [redacted]

b6 [redacted] was cooperative, but was difficult to follow,
b7C as his speech was at times tangential. He provided the following information:

On Wednesday, July 17, 1996, [redacted] went fishing about 8:10 PM in the bay about one mile due south of the United States Coast Guard Station at East Moriches, NY. Sometime later (time unspecified), he saw a plane coming from west to east and then what looked like a "smaller" plane coming from the northeast on a dead course heading toward the nose of the larger plane. There was no smoke tail on the "smaller plane." [redacted] saw the
b6 smaller plane for about 3 or 4 seconds before hearing a crackling
b7C sound and saw what looked like aerial bomb fireworks. The larger plane blew up and became a big fireball which then broke into four pieces. [redacted] heard a sound like paper crackling when the "two planes" crunched up, then a whooshing sound. The sun was to the west of the Coast Guard station. [redacted] did see a green light, but this might have been one of the lights from the big plane.

- speed of small plane
- dir L-R?

1) Smaller plane FLT 217 ?

9

Investigation on 7/20/1996 at East Moriches, New York 265A-NY-259028-SUB CC,

File # 265A-NY-259028

by SA [redacted] iaw b6 b7C Date dictated 7/22/1996

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TC

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PLOT

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MSL

Y-D 14

FEDERAL BUREAU OF INVESTIGATION

N 40° 44.147'
W 72° 51.249'

Date of transcription 7/23/96

(8)

40.7358°N
72.8542°W

[redacted] Date of Birth [redacted] was b6
advised of the nature of this investigation and the identities of b7C
the investigating agent and detective. She provided the
following information:

On July 17, 1996, she was at the beach near the campgrounds at Smith Point Park on Fire Island, New York, with her husband [redacted] At about 8:25 PM, she and her husband had b6
walked to the waters edge in front of camp site number 29. At b7C
about 8:40 PM, she noticed something like fireworks or a flare going up from the water. It first appeared to be a fiery orange color. She also noticed white smoke. She then observed a bright orange explosion in the sky about half way up in the sky. She then observed this fireball fall into the sea beyond the horizon. This all occurred to the south and east of her location. It was almost directly south of the Moriches inlet. She recalls thinking to herself "how stupid it is to shoot fireworks from a boat."

[redacted] resides at [redacted] Her home telephone is [redacted]
b6 She is employed by [redacted] New York. Her work number b6
b7C is [redacted] b7C

10

16

265A-NY-259028-SUB CC

On 7/20/96 at North Shirley, New York

File # 265A-NY-259028

b6 [redacted] (SCPD) 51
b7C SA [redacted] (FBI) (JM:mxb) Date dictated 7/20/96

SCANNED INDEXED
SERIALIZED FILED
AUG 15 1996
FBI-NEW YORK

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15 Y-P

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DATE 03-10-2005 BY 60290 AUC BCE/TCG/JHF

40°44'
72°52'
40.7333°N
72.8667°W

Date of transcription 07/27/96

[redacted] telephone number [redacted] Date of Birth [redacted] and her boyfriend, [redacted] b6 Date of Birth [redacted] b7C 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 [redacted] and [redacted] provided the following information:

[redacted] and [redacted] 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. b6 b7C

While looking out of the front windshield, [redacted] saw a "flare" rise up directly in front of her and due south of her position, far out over the Atlantic Ocean. She asked [redacted] "What's that?", so [redacted] looked south out the front windshield and saw what appeared to be a "flair." [redacted] and [redacted] 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 thinker as it rose through the sky. Neither [redacted] nor [redacted] 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. b6 b7C

[redacted] can decribe 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. b6 b7C

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

File # 265A-NY-259028 TW 7241 Date dictated

by [redacted] wl b6 b7C

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Date of transcription 07/25/96

On July 20, 1996, [redacted] Date of Birth (DOB) [redacted] was interviewed at his home, [redacted] telephone number [redacted] After being advised of the identities of the interviewing agents and the nature of the interview [redacted] provided the following information:

On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [redacted] was on his boat, with his wife, docked at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a ball of orange fire arcing upward with a white smoke tail. [redacted] said the object looked like a "roman candle" firework. Approximately ten seconds later, he saw a large reddish-orange fireball where the firework-type object disappeared. [redacted] further stated that the fireball fell at a sixty degree down angle and appeared to knife-edge shortly before he lost sight of it near the horizon.

40° 47.64 N
72° 48.42' W

40.7940° N
72.8070° W

265A-NY-259028-SUB CC

Investigation on 07/20/96 at Center Moriches, New York

File # 265A-NY-259028

by SA [redacted] ATF (SGK:hrg) Date dictated 07/23/96

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Nicest

17

Y-I

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

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

11

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] telephone number [redacted] was interviewed in the presence of Special Agent (SA) [redacted] Alcohol, Tobacco, and Firearms (ATF), and [redacted] Suffolk County Police, at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information: b6 b7C

On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [redacted] was on her husband's boat with her husband, docked at the SENIX MARINA. She stated that while looking to the south towards the Atlantic Ocean, she saw what looked like a flare with a white trail going in a curve, and then she saw red flames falling. [redacted] further stated that the falling flames grew larger, into a "wall or waterfall" of flames, before she lost sight of it near the horizon. [redacted] thought the flare-type object came from a boat in the ocean. b6 b7C

upa ↓?

40.7940°N
72.8070°W

→ dir?
→ timing
→ consistency

13

265A-NY-259028-SUBCC

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

File # 265A-NY-259028 b6

by SA [redacted] b7C Date dictated 07/23/96

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B-E 18

FEDERAL BUREAU OF INVESTIGATION

Q³. Direction of descent
: Direction of descent

Date of transcription 8/9/96

40.7988°N
72.6400°W

40° 47.93'
72° 38.40'

(12)

[redacted] Date of Birth: [redacted] was interviewed at his residence, [redacted] telephone number [redacted] After being advised of the identities of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

[redacted] for the [redacted] On the evening of July 17, 1996, [redacted] 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. [redacted] was traveling with his girlfriend, [redacted]

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

Just as [redacted] 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. [redacted] 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, [redacted] knew that it originated from the ocean.

He turned to his girlfriend, [redacted] 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. [redacted] 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.

The flare ascended for what [redacted] estimated to be about fifteen seconds. It then burst into a yellow flash, slightly larger than the flare itself. [redacted] 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 CC 3

UPLOADED

File # 265A-NY-259028

by SAs [redacted] JR/rdo

Date dictated 7/23/96

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AUG 29 1996
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19

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

[redacted] did not hear any sounds as the flare ascended, or when the yellow flash and the huge fireball appeared. The fireball descended and eventually [redacted] b6 lost visual contact as it descended south of Dune road. [redacted] b7C heard three explosions after he lost visual contact. estimated that the entire event took about thirty seconds.

At about the same time that he lost visual contact, [redacted] saw a National Guard helicopter traveling from b6 northeast to the south in the direction of the fire. The b7C helicopter headed south into the ocean over the Beach Lane draw bridge.

b6 [redacted] offered to revisit the exact point at which b7C he saw the flare.

The interviewing Agents accompanied [redacted] to his 23 foot boat to the point where he saw the flare. [redacted] b6 stopped the boat at the first red buoy which is marked b7C 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.

[redacted] pointed his boat in the direction in which b6 he saw the flare. The compass reading was 173 degrees south. b7C The direction which [redacted] pointed was about one quarter of a mile east of the Jessup Lane Bridge.

[redacted] advised that his girlfriend, [redacted] b6 will be available tomorrow to be interviewed. She works b7C at the [redacted] in Center Moriches, telephone number [redacted]

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Y-R 20

(13) N 40° 48.051' W 72° 45.389' 40.8009°N ~72.7565°W

Date of transcription 07/21/96

[redacted] telephone number [redacted] was interviewed on July 19, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information: b6 b7C

At approximately 8:00 PM on July 17, 1996, [redacted] began cleaning his boat while it was docked in his slip at ABBOTTS HARTS COVE MARINA. While cleaning his boat, he was talking to two people, who were also cleaning their boat, in a boat two slips away from his boat. [redacted] does not know their names. b6 b7C

b6 [redacted] was standing on the dock next to his boat and looking south of the Moriches Inlet, when he saw a "flare" rising b7C [redacted]. He immediately thought someone in Moriches Bay was having trouble. He yelled to the people on the other boat, "I think someone in the bay is having trouble. He sent up a may-day flare." The "flare" traveled straight up into the sky on a southly course, and then hooked southwest. Then, he saw a large red/orange explosion at the end of the flare's course of travel.

b6 [redacted] saw what appeared to be "wreckage" from a plane b7C falling from the site of the fireball. The "wreckage" took approximately ten seconds to come down to earth, and fell in one large fireball, and many other smaller fireballs.

b6 [redacted] did not see a plane prior to him seeing the explosion. However, he believes that the explosion was caused by b7C the "flare" hitting a plane.

b6 [redacted] said that there was an ultralight aircraft b7C flying in the area of East Moriches at the time of the explosion.

15

299

Investigation on 07/19/96 at East Moriches, NY 265A-NY-259028-SUB-a

File 265A-NY-259028 Date dictated 07/21/96

b6 by [redacted] WL

b7C

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M.32 A
21 R'NT

FD-302 (Rev. 3-10-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

N 40° 47.382'
W 72° 40.172' = 40.7897° N.
72.6695° W.

(14)

On July 26, 1996, [redacted] telephone [redacted] was
b6 interviewed by Special Agent [redacted]. Having been shown the
b7C identity of the interviewing Agent, he then provided the
additional information:

[redacted] stated that from the position he was standing on
Point Road in Westhampton Beach at the origin of [redacted]
b6 was approximately 185 degrees magnetic north. [redacted]
b7C the distance of the smoke trail between his thumb and [redacted]
finger to be four or five inches in length from [redacted]
standing.

[redacted] described the smoke trail to be a well formed
b6 line of white smoke that looked as if it started from land.
b7C
[redacted] saw three explosions. The first one being a
b6 large round red fireball with white smoke billowing around it,
then approximately three or four seconds later, a yellow flame a
b7C little smaller, then the third explosion appeared to be more like
a fire with pieces of the plane falling from it.

- timing - line then explosion?

M.32 21
R 21 22

16

Investigation on 7/26/96 at East Moriches, New York (Telephonic)

File # 265A-NY-259028

b6 by [redacted] (3)(b) Date dictated

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(10) M.SL ~ AL
22 REINT

FD-302 (Rev. 3-10-95)

P-Q

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

(14)

On July 26, 1996, [redacted] telephone; [redacted] interviewed by Special Agent [redacted] identity of the interviewing Agent, he then provided the following additional information:

b6
b7C

[redacted] stated that from the [redacted] Point Road in Westhampton Beach at the [redacted] was approximately 105 degrees magnetic [redacted] the distance of the smoke trail per [redacted] finger to be four or five inches in length [redacted] standing.

b6
b7C

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

b6
b7C

[redacted] 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.

b6
b7C

M 32 ?

- timing - time btwn explosions ?

R 201 ?

Investigation on 7/26/96 at East Moriches, New York

File # 265A-NY-259028

by [redacted] SAS

b6
b7C

JAN-30-1997 10:12

MORI DocID: 1147295

UNKNOWN

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23

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BLUE on Moriches Bay

N 40° 47.048' = 40.7841° N
W 72° 44.147' = 72.7358° W

Date of transcription 7/23/96

(15.)

[redacted] was interviewed at her residence, [redacted] telephone [redacted]. Also participating in the interview was [redacted] Suffolk County Police Department (SCPD) father, [redacted] also furnished observations which were reported independently. After being apprised of the identities of the interviewing agent and Detective, as well as the nature of the interview, [redacted] provided the following:

b6
b7C

[redacted] age 16, advised that on the evening of July 17, 1996, she was present on her father's boat in Moriches Bay when she observed a white smoke trail ascending through the sky, culminating in a bright orange fire ball. The fireball appeared to emanate from either the dunes or beyond the dunes in the ocean. [redacted] noted that the smoke trail seemed to start off slowly, but gained momentum and speed before evolving into a fireball.

Concurrent with her observation of the smoke and fireball, [redacted] also observed a black plane flying overhead in a northeast direction at approximately 1/2 the [illegible] larger planes in the area. She believed that the plane might have been a propeller driven plane. [redacted] advised that this plane was distinct from another white plane that she observed in the area doing loops several minutes prior to her observation of the smoke trial.

b6
b7C

17

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

File # 265A-NY-259028 b6

by SA [redacted] b7C AM Date dictated 7/23/96

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MSL

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Date of transcription 7/25/96

(16.) 40.74°N 72.85°W

[redacted] Date of Birth (DOB) - [redacted] residing at [redacted] telephone
b6 number [redacted] was advised of the official identities of
b7C the interviewing Agents and the nature of the interview. [redacted] then provided the following information:

[redacted] and his brother, [redacted] DOB - [redacted] were walking their dog at SMITH POINT BEACH in Mastic, New York, at approximately 8:30 PM to 8:45 PM. [redacted] advised they were walking in the parking lot facing south towards the ocean when they saw a light heading straight up in the sky just east of their location. The light was a small red ball that
b6 they caught half-way up in the sky. The red ball looked like a
b7C flare that had been fired from the beach. No smoke trail was observed emanating from the red ball. Nothing was observed falling from the red ball. The red ball took approximately four seconds to impact from halfway up in the sky. Upon impact, [redacted] observed a large fireball which drifted or floated westward while dripping fire and breaking up further. A smoke trail came from the explosion. [redacted] drew a sketch. Special Agent (SA) [redacted] wrote notes on the sketch as directed by [redacted]

Saw object ½ up in sky.

18

Investigation on 7/20/96 at East Patchogue, New York 265A-NY-259028-SUBCC

File # 265A-NY-259028 JW1016

b6 by SA [redacted] (GPS:dp) Date dictated 7/22/96

b7C

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Y-T

Date of transcription 7/28/96

25

(17)

40.74°N
72.85°W

[redacted] Date of Birth (DOB) [redacted]
[redacted] was advised of
b6 the official identities of the interviewing agents and the
b7C purpose of the interview. [redacted] then provided the following information:

On July 17, 1996, [redacted] stated that she was at Smith Point Campsite number 48, sitting inside her screen house tent. [redacted] said she was sitting in a chair when all of a sudden she saw a trail of fire going up in the sky. [redacted] 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. [redacted] described the flare as being a bright orange and red, that went straight up into the sky. [redacted] 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. [redacted] indicated that after the flare went up she did not observe where it went; nor did she observe anything come down to the ground.

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

Observed no federal violations

19

265A-NY-259028-SUB CC,

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

File # 265A-NY-259028

b6 by SA [redacted] Jr./hrg
b7C SA

Date dictated 07/29/96

22

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
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[redacted]

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Date of transcription 07/30/96

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

(18.)

[redacted] who resides at [redacted] telephone [redacted] was contacted at the East Moriches Coast Guard Base, East Moriches, New York. Prior to any questioning, [redacted] was advised of the identities of the interview. She, thereafter, provided the following:

b6
b7C

On July 17, 1996, at approximately 8:30 PM, [redacted] in a sailboat, along with [redacted] Owner of the Boat and [redacted] and [redacted] was heading into the Mount Sinai Harbor roughly a mile and a half off the North Shore, when she witnessed an explosion.

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

[redacted] and [redacted] were interviewed and stated that they saw nothing and heard no sounds. [redacted] was interviewed at a later date and provided information.

	Rec	Ap	Wing
A2	140.7	138.4	134.8
E1	5.06	6.05	2.13

20

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

File # 265A-NY-259028

by SA [redacted] hrg Date dictated 07/29/96

b6
b7C

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27

SW: AK

EXP

FEDERAL BUREAU OF INVESTIGATION

41.2500° N
72.2000° W

Date of transcription 7/23/96

(19)

[redacted] telephone number [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] then furnished the following information:

On 7/17/96 at approximately 8:30pm, while fishing on his boat, a Starcraft, 23 foot outboard, with [redacted] and [redacted] in the Long Island Sound, approximately four miles due north of Plum Island and Wyanick Bay, saw what he thought to be a "parachute flare". Rising from the land into the sky above him.

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

[redacted] 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.

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

[redacted] 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.

	Rec	Az	Wing
Az	211.5	210.5	209.3
El	3.07	3.80	1.41

21

Investigation on 7/23/96 at (telephonically)

File # 265A-NY-259028

by SA [redacted]/dt Date dictated 7/23/96

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A/C

28

FEDERAL BUREAU OF INVESTIGATION

40:8418°N
72.5538°W

(20)

Date of transcription 07/24/96

[redacted] telephone number [redacted] Date of Birth [redacted] was b6 interviewed on July 22, 1996 at her place of residence. After b7C being advised of the identity of the interviewing agent and the nature of the interview [redacted] provided the following information:

[redacted] was walking from the front of her home to her car approximately 8:30 PM on July 17, 1996, when she observed an b6 orange colored "arc" moving upward from behind trees south- b7C southwest of her home. The arc continued to travel upward and appeared to bend to the left a little at the end. Then the arc, which appeared to dissipate into a "little round glow" for 2-3 seconds, ended in a large explosion.

At first, [redacted] thought that what she saw was fireworks. However, when the arc ended in a large explosion, she b6 no longer believed the arc to be fireworks. [redacted] is sure that b7C what she saw was a missile, based on what she has seen on television and the movies.

[redacted] can pinpoint exactly where she was when she saw b6 the arc and exactly where the arc was as it rose through the sky b7C and exploded.

Bend to left OK

direction?

A/C

	Rec	Ap	Wing
Az	207.3	203.8	198.6
El	9.76	12.54	5.08

22

Investigation on 07/22/96 at East Quoge, New York

File # 265A-NY-259028 7b 7261

265A-NY-259028-SUB C-1

Date dictated 07/24/96

b6 by SA [redacted]

b7C

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? smoke trail after the white light.

EXPL?

29

FEDERAL BUREAU OF INVESTIGATION

N40° 46.89' W 72° 45.09' = 40° 7815' N 72° 7515' W

Date of transcription 08/01/96

(21)

[redacted] telephone [redacted] was interviewed in person at the East Moriches Coast Guard Station on this date. [redacted] is a New York City [redacted] and a [redacted] for East Moriches. He was on [redacted] at the time of the interview. b6 b7C

[redacted] advised that on the night of July 17, 1996, he and his son, [redacted] launched his boat from the Maple Avenue boat launch in East Moriches circa 8:20 PM. He was just taking the boat out for a test run. Around 8:30 PM, they were in Moriches Bay, not far from the Coast Guard Station, heading in the direction of Fire Island. [redacted] noticed a bright light in the sky. He looked up and noticed that a column of smoke went from the bright light down to the ground or water. [redacted] stopped his boat to watch, and a few seconds later, the bright light became more intense and broke into two fire balls as it fell. [redacted] drew his son's attention to this sight. He told his son it looked as if a propane tank had blown up. b6 b7C

[redacted] and his son headed toward Fire Island, expecting to see something burning on the ground. Based on the location of the column of smoke, [redacted] thought that the problem originated on Fire Island. When he saw no fire, he turned his boat around and went over to another, larger boat. He inquired there as to whether or not there had been any radio broadcasts explaining what he had seen. Someone in the other boat advised that a news report had just been issued about a plane going down. b6 b7C

[redacted] described the light that he first saw as being white-orange in color. It then grew more intense in brightness and broke up into two, red balls of fire. b6 b7C

[redacted] said that the column of smoke resembled a trail left by something being shot up into the sky. He did not see anything moving from the ground upward, but when he saw the light and the explosion, he concluded the smoke came from something being shot upward. He said the smoke on both sides of b6 b7C

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

File # 265A-NY-259028

by SA [redacted] hrg

Date dictated 07/22/96

265A-NY-259028-SUB-CC3

SEP 19 1996

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the column was dark grey, almost blackish in color and seemed to spiral or twist upward on both sides. In the middle of the column was a lighter-colored, greyish smoke. Because of his experience as a fire fighter, he thought this might have been caused by a propane tank exploding.

[redacted] did not hear any sounds associated with his sighting. He advised that his boat motor drowned out other noises.

After [redacted] learned about the plane explosion from people on the other boat, he took his boat to ABBOTT MARINA in East Moriches where he moored it for the night.

[redacted] had nothing further to report. He is agreeable to further contact if such is necessary.

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EXPL-
OBSERV

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FD-302 (Rev. 3-10-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/20/96

(22) 40.8383°N 72.8117°W

On July 18, 1996, at about 4:15PM, [redacted] and [redacted] SO-9, were present at [redacted]. At this time an interview of one [redacted] white male, Date of Birth [redacted] was conducted. [redacted] is a witness to the downing of Trans World Airlines (TWA) Flight 800, July 17, 1996. [redacted] resides with his parents at [redacted] telephone [redacted]

b6
b7C

[redacted] stated that he is employed by [redacted] NY. On July 17, 1996, at about 7:45PM, he and one [redacted] were walking near the Club House at Pine Hills Golf Club. He estimates the time, but is certain that it was day's end and still light. They were walking in an easterly direction. [redacted] heard the sounds of an aircraft, and having some interest in airplanes, glanced toward the sky. he observed a large commercial airplane flying west to east and south of his location, probably over water. The aircraft had an unusual amount of black smoke spewing from the wing area. he thinks it was the left wing. A second later, he glanced again and saw what he described as a "red glow" or "red dot" on the aircraft. Having seen this, he brought it to the attention of [redacted]

b6
b7C

[redacted] and [redacted] now see the airplane nosing at an angle towards the ground. They continued looking as the airplane disappeared behind trees in the horizon. [redacted] heard a blast and saw a red flash through the trees and extending upwards. He further states that the aircraft appeared to remain intact for the period of his observation.

b6
b7C

the next morning he related this experience to a coworker, one [redacted] a [redacted] who notified the police. [redacted] telephone number is [redacted]

b6
b7C

	Rec	Ac	Wing
Az	153.8	148.9	141.5
El	10.0	12.0	4.3
Dist (km)	78.1	79.2	80.1

24

265A-NY-259028-SUBCC

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

File # 265A-NY-259028

b6 by [redacted] (NG:amo) Date dictated 07/19/96

b7C

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TC

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EXIL
GBS
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

(23) 40.5945°N 73.5029°W

On 7/27/96 [redacted] was interviewed at the [redacted] ffice at JFK International Airport, Queens, New York. Upon being advised of the identities of the interviewing Agents, [redacted] furnished the following information:

[redacted] advised on 7/17/96 he was flying in a private Cessna with his friend [redacted] when they witnessed the explosion of TWA flight 800. According to [redacted] they were flying 2000' above Jones Beach approximately 30 nautical miles from the area of the explosion. [redacted] described observing a "bright stripe of light", which "looked like an S" a few seconds prior to witnessing a fireball. [redacted] 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. [redacted] 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.

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

[redacted] provided the following biographical data:

Name [redacted]
Address
Position

	Rec	Az	Wing
Az	85	84.6	83.5

25

265A-NY-259028-SUB CC.

Investigation on 7/27/96 at Queens, NY

File # 265A-NY-259028

by [redacted] SA

Date dictated 7/27/96 FBI — NEW YORK

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A/C

33 1 XH

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

40.8133°N
72.6874°W

[redacted] Date of Birth (DOB) [redacted]
Social Security Number [redacted]
[redacted] telephone [redacted] another residence in [redacted]
b6 [redacted] provided the following
b7C information:

At approximately 8:20 or 8:30 PM, [redacted] was on his deck which faces the south shore. [redacted] was having dinner with his wife, [redacted] and [redacted] wife observed a white ball shooting across the sky and brought this to his attention. [redacted] advised that it looked like a shooting star. [redacted] advised that the white ball travelled on an arc from right to left (approximately west to
b6 east). The arc travelled on a decline from its initial sighting. the ball left a "skinny" white trail. From their position,
b7C looking south, at approximately a nine (9) o'clock position the ball exploded into a large whitish grey ball of smoke. Then a wide orange/reddish flame travelled upward to the smoke ball. Shortly after the wide flame disappeared, two strong earthquake type rumblings were felt and heard. [redacted] advised that the entire incident occurred in ten (10) seconds or less. [redacted] commented that the fireball and arc were east of the accident site. Additionally, he advised that it appeared to occur over the bay. [redacted] corroborated the above information.

Saw end of event from time analysis

Rec 179.9 12.8
Az 173.7 15.9
Wing 163.9 6.1

26

191

265A-NY-259028-SUB

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

File # 265A-NY-259028 b6

[redacted] b7C

UPLOADED
WITH TEXT
WITHOUT TEXT
AUG 28 1996

MORI DocID: 1147295

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

40.7495° N
72.8193° W
(25)

[redacted] telephone [redacted] Date of Birth [redacted] b6

b6 employed at [redacted] Westbury, b7C
New York, telephone [redacted] was advised of the identity
b7C of the interviewing agents and the nature of the interview, and thereafter provided the following information from his truck at the Smith Point Beach:

[redacted] advised he is a [redacted] b6
He stated that on Wednesday, July 17, b7C
1996, he was fishing off the second cut on the beach at Smith Point, approximately three miles west of Moriches inlet. He stated he arrived there approximately 5:30 pm - 6:00 pm. At approximately 8:35 pm - 8:40 pm, as it was just becoming dark, he looked up into the sky and saw the red lights blinking on the side of a plane, and a star in the sky. He stated he then saw an
b6 instant burst and flames start coming down from the sky in a
b7C mushroom shape. He stated that he did not see any rocket launched, like the radio reported. He said he would have seen it if a missile went off. He stated approximately two seconds after the first explosion, a second burst of flames occurred and flames travelled back upward toward the first burst of flames. He stated he believes this was a result of the unburned fuel. [redacted] stated within a matter of seconds, the water was on fire and smoke was in a mushroom shape travelling up into the sky. The smoke was black nearer the water and a white cloud in the sky. [redacted] again stated he did not see anything going up toward the plane prior to the explosion.

End of event 1b

[redacted] stated he did see a small single engine white airplane with a red trim flying very low approximately two - three minutes prior to the plane exploding. He stated the
b6 plane was flying so low near him he even waived to the pilot.
b7C [redacted] described the pilot as a male approximately 40 - 50 years old, chubby, and having light brown hair. He stated the plane flew right over him and he could tell there was only one person in the plane. [redacted] stated he has seen planes flying low before, but this was unusual because this airplane had a closed cockpit. He stated it was not an ultra light airplane

27

8C

265A-NY-259028-SU

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

File # 265A-NY-259028

b6 by SA [redacted] :cam (Kim) Date dictated 7/23/96
b7C

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

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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C , On 7/20/96 , Page 2

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

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

b6 b7C

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

b6 b7C

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(FLARE-) EXPL-A/C

36

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40.7471
72.7633

Date of transcription 07/23/96

(26) 40.7667°N
72.6833°W

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

b6 b7C

OBSERVATIONS OF [redacted]

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

b6 b7C

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

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

b6 b7C

Re Az Wing
Az 181.3 172.7 158.7
El 17.4 21.8 8.7

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

b6 b7C

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

b6 b7C

26 Downward at end of trajectory

265A-NY-259028-SUB

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

File # 265A-NY-259028

by SA [redacted] hrg

Date dictated 07/22/96

b6 b7C

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b6

265A-NY-259028 b7C

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

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

[redacted] continued that almost at the same instant b6 that he identified the object as an airplane, he noted that it b7C had rolled over onto it's left side, and seemed to be hooking northward and downward.

Immediately, the entire right wing separated from the fuselage, and peeled back, alongside the fuselage. [redacted] emphasized that the entire wing was intact as it separated, and b6 stated that he did not see any engine pods on it. He added, b7C however, that this may have been because he was viewing only the top of the right wing.

A FIRE STARTS:

[redacted] stated that at the instant the wing separated, a b6 large "fire trail" erupted, which he described as a roaring, b7C rushing sound, and added that he immediately felt a concussion on his chest when this happened. The separated wing disappeared into this fire trail.

The plane now dropping sharply, separated into two parts, being the right wing and the rest of the plane, dropped about one mile, and then hit the water as two separate pieces. As the two pieces hit the water a large curtain of water arose b6 and [redacted] then saw black smoke coming from the impact area. b7C At this point, [redacted] still had no idea of the type or size of the plane, and never did see any markings on it.

[redacted] stated that he became very excited and used his boat's radio to exclaim "MAYDAY" several times to the United b6 States Coast Guard (USCG), and then transmitted "This is the b7C [redacted]...I want to report an aerial burst and whatever it is crashed into the ocean."

[redacted] then drove his boat toward the fire and got about five (5) miles from the surface fire, having travelled b6 approximately four (4) nautical miles. At this point, he could b7C see surface ablaze, and while he considered going further toward it, decided against this, because he was low on fuel. He did, however, call the USCG again, to report that the "Water was on fire!" before returning to Moriches Inlet.

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b6 38
b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 07/21/96, Page 3

b6 Upon entering the inlet, [redacted] heard radio traffic from
b7C other responding boats, which mentioned "many bodies" in the water.

The next day, July 18, 1996, [redacted] again phoned the Coast Guard to identify himself as the "MAYDAY" caller from the night before. He recalled that the Coast Guardsman he reached
b6 was, in fact, the same man to whom he had made his "MAYDAY" call,
b7C and added that the man remembered him, and took his [redacted] name and phone number.

During this interview, Senior Investigator [redacted]
b6 [redacted] New York State Police, and the Queens District Attorney's Office was also present.
b7C

[redacted] Suffolk County Police Department (SCPD) a Police Artist, also reviewed [redacted]
b6 observations with him, and based upon them, rendered a sketch of
b7C what [redacted] saw. That sketch is attached.

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Date of transcription 7/24/96

On July 22, 1996, [redacted] Telephone Number [redacted] b6 was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] b7C then provided the following information:

On Tuesday evening, July 16, 1996, the night before the crash of TWA Flight 800, at approximately 8:15PM or 8:30PM, [redacted] was walking along Rogers Beach on Dune Road in Westhampton when he saw a bright white flash that frightened him and was at horizon level southwest of the beach over the ocean. [redacted] was facing west and was walking west on the beach at the time of the flash. When he saw the flash, he was near the second jetty approximately 1.5 miles west of the Rogers Pavilion Beach House. b6 b7C

He described the flash as white in color, round in shape and lasting for approximately one second or almost instantaneous. He further advised that he did not hear any sounds before or after the flash. The flash was "tunnel-like" and withdrew.

[redacted] waited to see if there would be a second flash but saw nothing else. He further advised that about twenty minutes prior to seeing the white flash, he observed a helicopter flying from the west to the east along the coastline. [redacted] could not provide any further information. b6 b7C

265A-NY-259028-SUBC

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

File # 265A-NY-259028 b6

SA [redacted] b7C (VLG:meg)

Date dictated 7/23/96

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AUG 15 1996
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41

265A-NY-259028
ESM:hrg
EdM

40.5784°N
73.3654°W

(27)

[redacted] and [redacted] was interviewed by Investigator [redacted] b6
[redacted] and Investigator [redacted] of the New York State b7C
Police Department. The interview was conducted on July 23, 1996.

On July 23, 1996, responded to Captree State Park and interviewed [redacted] Date of Birth (DOB) [redacted] [redacted] of [redacted] phone [redacted] b6
[redacted] is employed as a [redacted] on the b7C
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). [redacted] 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. [redacted] stated he noted that the plane was glowing red b6
and orange to the rear of its nose and extended all the way to b7C
the tail section. He drew this to the attention of the other [redacted] claimed he watched the plane continue to fly for about a half of a minute to a minute. [redacted] lost view of the plane as it came across the post 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. [redacted] 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. [redacted] stated he did not see any flares in the sky or hear any explosion that night.

30

265A-NY-259028-SUB

CC

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OBS A/C 42

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

(28) N 40° 49.669' W 72° 37.610' = 40°.8278° N 72°.6268° W

[redacted] b6 b7C was contacted about a telephone call he made to the FBI's New York Office on 7/21/96 to report an observation made on the evening of 7/17/96. He provided the following details:

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

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

was explosion or hits in space to horizon

explosion at end of event

31

265A-NY-259028-SUB CC;

Investigation on 7/22/96 at East Moriches, NY (telephonically)

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 7/23/96

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7/23/96 JUL 1996

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FEDERAL BUREAU OF INVESTIGATION

N 40°44.20' = (40.7367°N
W 72°51.25' = 72.8542°W)

Date of transcription 7/24/1996

29

[redacted] Date of Birth (DOB) [redacted]
b6 [redacted] Social Security Account Number (SSAN) [redacted] was
b7C advised of the identities of the interviewing agents and the nature of the interview. [redacted] provided the following information:

b6
b7C
[redacted] resides at [redacted] and her home telephone number is [redacted]
b6 [redacted] is employed at the [redacted]
b7C telephone number [redacted]

On the evening of Wednesday, July 17, 1996, [redacted] was on the beach at Smith Point just east of the boardwalk with her husband and children when she observed a huge "fireball" grow from a black/silvery dot in the sky. [redacted] was at the water's edge looking out over the ocean at the time of the occurrence. [redacted] watched as the red/orange fireball, which appeared to be momentarily suspended in one spot, began to fall toward the ocean. The fireball was outlined in black. Approximately, one-half of the distance from the horizon to the explosion spot in the sky, the fireball broke into two pieces; one pencil or telephone shaped, and one shaped like a circle. Both pieces continued to fall toward the ocean with the larger pencil-shaped piece falling slightly ahead of the smaller circular-shaped piece. The two pieces were both encircled in flames and close together. [redacted] described them as "puzzle pieces that were separate but together."

End explosion

b6
b7C

[redacted] watched until the flaming pieces hit the surface of the ocean, the larger piece hitting a second or two before the smaller piece. Approximately 5-10 seconds later, [redacted] observed a white "flare" type of light rise from the right (west) side of where the two flaming pieces impacted the ocean. The "flare" was pink on the outside and white on the inside. The "flare" appeared to be followed by a black trail of smoke and arced to the east before fading out.

32

b6
b7C

b6 [redacted] believes that the wind was blowing from west to east. [redacted] determined this by observing

240

265A-NY-259028-SUB-CC1

b7C

Investigation on 7/21/1996 at Shirley, New York

File # 265A-NY-259028

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 19 1996
FBI/DOJ NEW YORK

b6 by SA [redacted] (DLM:iaw) Date dictated 7/21/1996
b7C SA

41AC

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44

the two pieces of the fireball. [redacted] observed no boats in the ocean near the impact area. [redacted] estimated the explosion was one mile out from the shore. [redacted] did not hear an explosion or any other noises that she could associate with the explosion.

b6
b7C

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PLOT

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

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Read 45

Probably K

FEDERAL BUREAU OF INVESTIGATION

40.8443°N
72.5035°W

Date of transcription 07/24/96

(30)

[redacted] Date of Birth [redacted] Social Security Account Number (SSAN) [redacted] residing at [redacted] telephone number [redacted] was contacted regarding observations he made on the evening of July 17, 1996. [redacted] was interviewed by Special
b6 Agents [redacted] and [redacted] of the Federal Bureau of
b7C Investigation (FBI). Also present during the interview was [redacted] Suffolk County Police Department (SCPD), [redacted] of the Marine Bureau; [redacted] and [redacted] Missile and Space Intelligence Center, Redstone Arsenal, Alabama.

[redacted] Observations:

b6 [redacted] related that on the evening of July 17, 1996, at
b7C approximately 8:45PM, he was in a boat immediately to the west side of the Ponquogue Bridge, looking south at the barrier island when he noticed something out of the corner of his eye.

b6 [redacted] described what he saw as a red glow in the southwest, going straight up for approximately three (3) seconds.
b7C Then there was what he described as a separation in this red glow as it reached its highest point; a red flame then went upward from the red glow.

End event

After the glow went out, what remained was black smoke with white smoke on top of the black smoke.

b6 [redacted] then heard two (2) big booms about twenty-five (25) seconds later; one after the other.

b7C

b6 [redacted] related that this whole occurrence must have been far away, because the entire event was low on the horizon,
b7C approximately at eye level.

3-2

Position and compass readings taken:

[redacted] was taken out to the location where he made his
b6 observation west of the Ponquogue Bridge. [redacted]
b7C

[redacted]-NY-259028-SUB CC,

Investigation on 07/22/96 at Hampton Bays, New York

File # 265A-NY-259028 b6

by SA [redacted] b7C PCC:amo) TC-1075 Date dictated 07/23/96

TC

TC

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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C . On 07/22/96 . Page 2

[redacted] took a compass reading. With a global positioning system instrument called a Garmin GPS 45, [redacted] located approximately the exact position of the witness at the time he made his observations. b6 b7C

[redacted] recorded these readings for future plotting on a maritime chart. b6 b7C

Background:

Name:
Date of Birth:
SSAN:
Address:

Telephone:
Occupation:
#1 Employer:

Telephone:

#2 Employer:

Telephone:

[redacted] b6 b7C

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EXPL OBSERV 47

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Date of transcription 7/22/96

40.7125°N
73.0758°W

(31)

[redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] then furnished the following information: b6 b7C

[redacted] was on her boat called [redacted] on Wednesday, July 17, 1996 with her family - [redacted], Date of Birth [redacted] and [redacted], Date of Birth [redacted]. The boat was located in the Great South Bay at the end of the Connetquot River. The boat was facing north and [redacted] was facing south. b6 b7C

At exactly 8:23 P.M. [redacted] looked in the sky and saw an explosion in the air. [redacted] did not hear any noise associated with the explosion. After the explosion, objects were seen falling from the sky. The falling objects were described as being bright red and orange in color. It took approximately 15-20 seconds for the objects to fall behind the horizons. [redacted] stated the explosion resembled fireworks and the fallen objects resembled a distress flare. [redacted] went out on the boat at approximately 7:00 P.M. and returned at approximately 8:40 P.M. End explosion b6 b7C

[redacted] stated her husband [redacted] and her neighbor [redacted] also witnessed the explosion. [redacted] advised [redacted] was interviewed by a Federal Bureau of Investigation agent on July 21, 1996. b6 b7C

34

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

File # 265A-NY-259028 b6

SA [redacted] b7C 1AM OCS

Date dictated 7/20/96

265A-NY-259028-SUB CC, - 13

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FBI - NEW YORK

TC

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OBS · A/C EXP

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Date of transcription 7/22/96

(32) 40.7833°N 72.6904°W

[redacted] date of birth [redacted]

[redacted] home

b6 telephone number [redacted] worked telephone number [redacted]

b7C [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, he was having dinner at JOHN SCOTT's Restaurant on Dune Road in West Hampton. He was having dinner

b6 with his wife [redacted] and his friend [redacted]

b7C [redacted] work number [redacted] works at B.A. TOFTE COMPANY (BATCO).

The restaurant is located three or four miles east of Moriches Inlet on Dune Road. They were sitting outside on a deck on the bay side of Dune Road.

At approximately 8:15 P.M. he looked up and saw a reddish orange glowing ball. It appeared to be directly overhead. It looked like the ball from a Roman candle. He saw no falling debris at this point. He did not think it was a plane. He tracked it for 15-20 seconds. It then exploded and burst into flames. It broke into several pieces. He ran from the restaurant on the bay side, across Dune Road, to the beach on the ocean side.

Az 178.9 Ap 171.8 W 159.1
El 15.4 19.2 7.5

There was a haze over the ocean so he could not see the impact when the plane hit the water. He did hear two explosions and felt the concussion in his chest.

35

He did not see anything else in the sky. The glowing ball did not appear to be dropping when he saw it before the explosion. He saw nothing leave from the ground. He did not see any flames or smoke emitting from the glowing ball.

He had drank two beers before seeing this. His friend

b6 [redacted] and his wife [redacted] also saw this. He said it was not

b7C like the Challenger explosion except for the trail of smoke after the impact. He was facing due west when he was having dinner.

265A-NY-259028-SUB CC - 8

Investigation on 7/18/96 at (telephonically)

File # 265A-NY-259028

by SA [redacted] MAM b6 Date dictated 7/22/96

b7C

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FD-302a Rev 10-15-85

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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, On 7/18/96, Page 2

The bay was on his right and the ocean on his left. The glowing ball was travelling from his right to his left. It travelled from mainland Long Island, across Moriches Bay, towards the ocean. It travelled perpendicular to the coast, not parallel to it. The glowing ball bore no resemblance to a plane, it was just a red dot. It did not appear to be 8,000 or 13,000 feet high.

93

MSL 4

50 A/C ?

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Date of transcription 7/30/96

40.7748°N
72.8151°W

33

[redacted] Date of Birth - [redacted] was advised of the nature of this investigation and the identity of the interviewing Agent. She provided the following information:

b6
b7C

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

[redacted] 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.

36

[redacted] resides at [redacted]

b6
b7C

	Rec	Ap	W
Az	143	136.9	127.9
El	13.2	15.4	5.3

Q24 19

145

265A-NY-259028-SUB CC-

Investigation on 7/25/96 at Mastic Beach, NY

File # 265A-NY-259028

b6 SA [redacted]
t SA
b7C

(JM:dp)

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BY
DATE 9/16/96

Date dictated 7/29/96

FBI NEW YORK AUG 28 1996

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51

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1754

265A-NY-259028
JK:dt

(34.)

40.9782°N
73.0449°W

The following investigation was conducted by SA [redacted] on July 23, 1996.

b6
b7C

[redacted] home phone number [redacted], was telephonically contacted at home. [redacted] advised that she was on [redacted] boat, one mile north of Mt. Sinai, when she saw what looked like a rocket rise from the south east. [redacted] explained that it appeared to be like a rocket used in fireworks, with a red-orange ball and tail. [redacted] didn't observe any smoke and didn't hear anything because the boat's engines were running. [redacted] 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. [redacted] thought that a house on land may have suffered a gas explosion until she heard news of the plane crash.

	Rec	Ap	W
Az	140.7	138.4	134.8
El	5.05	6.04	2.13

34

265A-NY-259028-SUB CC 3

(X)

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Date of transcription 8/12/96

40.8514°N
72.5150°W

(35)

[redacted] Date of Birth, [redacted] home telephone number [redacted] work telephone number [redacted] was advised b6 of the identity of the interviewing Agent and the purpose of the interview. [redacted] provided the following information: b7C

[redacted] was on a small beach in Southhampton, two beaches west of Ponnequoge Beach on July 17, 1996. [redacted] was b6 with his wife, [redacted] standing at the shoreline looking out over b7C the water.

[redacted] saw a red navigator light from an airplane in the distance. [redacted] then saw an orange firework, with a tail, b6 in the air southwest of him. The firework traveled up, then arched down before [redacted] lost sight of it. b7C

Seconds later [redacted] saw a second and third fire work b6 in the sky simultaneously. Both were orange with tails and they traveled in the same arching pattern of the first firework. b7C

Approximately 30 seconds later [redacted] 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 b6 this activity occurred at 8:30 pm. In addition to [redacted] and his b7C wife, there were other people on the beach, a man and a woman with a camera.

	R	A	W
Az	212.5	209.6	205.5
El	8.86	11.38	4.58
Dist	88.74 km		

No idea!

39 East of Event - probably seeing Aircraft Explosion

265A-NY-259028-SUB CC, - 223

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

File # 265A-NY-259028

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 20 1996
FBI - NY

b6 SA [redacted] pan Date dictated 7/25/96
b7C

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Kent 11:1

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Date of transcription 7/30/96

40.7687 °N
72.7527 °W

b6 On July 22, 1996, [redacted] also known as (aka) [redacted] (36)
b7C Date of Birth - [redacted] [redacted] ew York, telephone number [redacted] b6
[redacted] was advised of the official identities of the interviewing b7C
Agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was fishing off of a boat in the northern section of Moriches Inlet with [redacted] and [redacted] Between 8:30 PM and 9:00 PM, [redacted] observed a flare ascending four to six miles east from his position. [redacted] described the flare as an orange ball that travelled at a
b6 10:00 angle (from perpendicular) from his position and increasing
b7C in brightness. Approximately one minute following his flare observation, [redacted] saw two large sections descending towards the ocean with one section in flames and the other leaving a small trail.

[redacted] estimated that the flare reached an altitude of
b6 15,000 to 20,000 feet and was travelling slowly. [redacted] did not
b7C observe any smoke trail coming from the flare or its point of origin.

	R	A	W
Az	157.9	150	138.1
El	15.92	18.91	6.82

40

One minute total time

265A-NY-259028-SUB-CC3

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

File # 265A-NY-259028

b6 SA [redacted]
b7C SA (JDF:dp) Date dictated 7/26/96

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E A W
AB 127.2 121.9 114
EQ 13.7 15.5 5.2

MSL ct
ACP
54

-1-

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Date of transcription 7/28/96

40.74°N 72.85°W

37

[redacted] Date of Birth [redacted] Social Security Account Number [redacted] home address [redacted] was telephonically contacted at her work telephone number [redacted] After being advised of the identity of the interviewing agent and the purpose of the interview, [redacted] provided the following information:

b6
b7C

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

b6
b7C

L→R a

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

R→L

b6
b7C

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

b6
b7C

Investigation on 7/24/96 at East Moriches, New York (telephonically)

File # 265A-259028

by SA [redacted] cam Date dictated 7/24/96

b6
b7C

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Kent

55

Date of transcription 8/8/96

(38) 40.9192°N
72.2576°W

[redacted] Date of Birth, [redacted] home address, [redacted] telephone [redacted] 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, [redacted] provided the following information: b6 b7C

On the evening of July 17, 1996, [redacted] was on the beach in Bridgehampton directly overlooking the ocean. [redacted] did not know the name of the beach, but with the use of the Hagstrom map, nearest to where the beach was located. b6 b7C

While looking southwest, at a time just before dark, [redacted] saw the end part of something going up into the air. [redacted] explained that she did not actually see any defined object, but she saw a smokey orange streak. [redacted] could not see where the streak originated from, but it seemed to move from east to west. b6 b7C

The streak lasted only for about one or two seconds, when it then burst into a very large bright orange-red round fire. The fire descended and became uneven in shape. It descended into the horizon, and was no longer visible. [redacted] did not hear anything at any time. b6 b7C

[redacted] advised that she would be able to revisit the beach, and determine exactly where she was standing and looking at the time. b6 b7C

End event!

	R	A	W
A2	230.1	229.2	228.3
E1	5.10	6.45	2.48

176

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

File # 265A-NY-259028 ~~265A-NY-259028-SUB-CC1~~

by SAs [redacted] JJ b6 b7C

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PLOT Find out where

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Want MSSL.? 2nd Poss. (Port Shot) 56

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Date of transcription 7/30/96

?

45 sec

Lead Number 1589

39

[redacted] white female, date of birth [redacted] Social Security Number [redacted] residing at [redacted] home telephone number [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] was interviewed at her residence regarding what she witnessed on July 17, 1996, at Long Island, New York. [redacted] advised the following:

b6
b7C

On July 17, 1996, at approximately 4:38 p.m., [redacted] was on the Mobay (Phonetic) section of Long Island Beach, New York. [redacted] had just looked at her watch and noted it was 8:37 p.m. when she noticed an aircraft climbing in the sky traveling from her right to her left. [redacted] advised that she has a tendency to observe airplanes when she is outside. [redacted] advised that the sun was setting behind her as she was watching the aircraft. [redacted] noticed that the aircraft appeared to level off. [redacted] thought that the aircraft was too low of an altitude to be leveling off at the time. While keeping her eyes on the aircraft [redacted] observed a "red streak" moving up from the ground toward the aircraft at an approximate 45 degree angle. The "red streak" wa[s] leaving a light gray colored smoke trail. The "red streak" went past the right side and above the aircraft before arcking back toward the aircrafts right wing. [redacted] described the arch's shape as resembling an upside down Nike "swoosh" logo. [redacted] advised that her perception of the length of the smoke trail was 15 feet. The smoke trail was narrow initially and widened as it approached the aircraft.

b6
b7C

43

[redacted] initially thought someone had set of a flair and commented same to her friends [redacted] and [redacted] of Long Island. [redacted] never took her eyes off the aircraft during this entire time.

b6
b7C

	R	A	W
A2	163.6	155.4	142.9
EL	16.4	19.6	7.2

40.7698 °N
72.7349 °W

14

265A-NY-259028-SUB

Investigation on 7/20/96 at Madison, NC File # 265A-NY-259028 Sub302

by SA [redacted] jgb b6 b7C Date dictated 7/25/96

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265A-NY-259028 Sub302

Continuation of FD-302 of [redacted] b6 b7C On 7/20/96 Page 2

? → wouldn't hear

At the instant the smoke trail ended at the aircrafts right wing [redacted] heard a loud sharp noise which sounded like a firecracker had just exploded at her feet. [redacted] then observed a fire at the aircraft followed by one or two secondary explosions which had a deeper sound.

b6 b7C

[redacted] observed the front of the aircraft separate from the back. [redacted] then observed burning pieces of debree falling from the aircraft.

b6 b7C

[redacted] advised that she was in New York City from July 10, 1996, until July 18, 1996, when she returned to her North Carolina residence.

b6 b7C

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58

ascending into the sky. He added that this object was trailing a "white smoke plume" behind it. He described this plume as being "consistent" in shape and tracking in an arc-like manner. According to [redacted] he then lost sight of the object and then almost immediately saw a small flash followed by a large fireball which mushroomed and began to descend toward the horizon. Immediately after witnessing the explosion, [redacted] called 911, the local police, the United States Coast Guard only to be told that what he had seen was a flare, but he stated that he knew at that time that it was no flare that he had ever seen. [Rendition of occurrence attached in Appendix A, at page 1.]

b6
b7C

5-25

() [redacted] - this witness stated that she was sitting on the beach at Moriches Bay with two friends [redacted] watching an aircraft ascending from right to left. She then observed a red streak, with a light grey-colored smoke trail ascending from the ground toward the aircraft at approximately a 45° angle. The streak passed the right side of the aircraft, then arced back toward the aircraft's right wing. [She likened the streak to an "upside down Nike symbol."] The smoke trail, which was initially narrow, began widening as it approached the aircraft. Witness added that at the instant the smoke trail ended, she heard a loud bang. She then observed the aircraft on fire, then one or two explosions.

(39)

N40°46.185'
W72°44.096'

b6
b7C

40.7698°N
72.7349°W

() [redacted] - this individual was walking outside West Hampton High School when he observed what seemed to be some kind of firework rocket appearing over a treeline and ascending into the sky. He added that after watching the object climb for several seconds, he saw a "puff of white puff of smoke, then a huge explosion and fireball."

(52)

40°49.187'N
72°39.003'W =

N40.8198°
W72.0501°

b6
b7C

() [redacted] (Suffolk County Police Department) - his witness advised that he was in the vicinity of

(53)

N40°44.135'
W73°04.933'

40.7356°N
73.0822°W

102

Kent

59

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

(40) N 40 47.472' = 40.7915° N
W 72° 39.313' = 72.6552° W

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] telephone number [redacted] was interviewed at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information: b6 b7C

On July 17, 1996, at approximately 8:45 PM to 9:00 PM, [redacted] was standing on a building's deck, located on Dune Road in West Hampton, Long Island, New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a red-yellowish flare-type object arcing upward in the sky, b6 followed by a larger reddish explosion. [redacted] then observed a b7C flaming object fall out of the explosion area downward toward the ocean. The object separated into two burning sections shortly before he lost sight of them near the horizon.

- timing?

- L → R?

↑ or ↓

44

265A-NY-259028-SUB CC

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

File # 265A-NY-259028

b6 by SA [redacted] /hrg Date dictated 07/23/96 (X)

b7C

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PLOT need letter location

: A/C a Missile

60

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N 40° 47.8901
W 72° 39.8301
= 40.7982 °N
72.6638 °W

Date of transcription 07/24/96

(41)

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

b6
b7C

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

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

b6
b7C

Where exactly was she?

Intensity same? L → R?

45

265A-NY-259028-SUB

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

File # 265A-NY-259028

by SA [redacted] hrg b6 b7C

Date dictated 07/24/96

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
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FBI-NEW YORK

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OBS- FLARE
61 B-B

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Date of transcription 7/22/96

N 40 ° 44.211 ,
W 72 ° 53.067 , = 40, 7369 ° N
72. 8845 ° W

(42)

[redacted] (also known as [redacted] Date of Birth [redacted]

b6 [redacted] home telephone number [redacted] Social Security
b7C Number [redacted] was advised of the identity of the interviewing agent and the purpose of the interview:

On Wednesday, July 17, 1996, [redacted] was on his boat called [redacted] along with [redacted]

b6 [redacted] home telephone number [redacted]
b7C [redacted] (phonetic) home telephone numbers [redacted] The boat was idling in the Great South Bay west of the Smith Point Bridge.

Between 8:30 - 8:45 P.M. [redacted] stated he saw a reddish/orange object projecting in an upward southern position
b6 east of the Smith Point Bridge. [redacted] stated the object
b7C looked like a flare.

[redacted] stated he maintained view of the object until he saw an explosion in the air. After the explosion, two large
b6 objects were seen falling from the sky. One piece was falling faster than the other. [redacted] believed the object was a
b7C firework until he got home and heard about the plane crash.

[redacted] stated he did not report this incident to
b6 anyone in authority. He also stated that the visibility was clear that night. [redacted] was on his boat from 6:00 PM until
b7C 9:00 PM.

46

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

265A-NY-259028-SUB
SEARCHED INDEXED
SERIALIZED FILED
AUG 1 5 1996
FBI-NEW YORK

CC3

File # 265A-NY-259028

56

b6 by SA [redacted] MAM OBB Date dictated 7/20/96
b7C

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? EXPL ?

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DATE 03-10-2005 BY 60290 AUC BCE/TCG/JHF

40° 47.765' N
72° 38.381' W
= 40.7961 °N
72.6397 °W

Date of transcription 8/9/96

(43)

[redacted] telephone number [redacted] was contacted at her residence. Prior to any questioning [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] the provided the following information:

b6
b7C

On July 17, 1996, [redacted] 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. [redacted] stated this event lasted approximately two seconds, was followed by two loud "booms," then saw two more minor explosions.

b6
b7C

This same evening [redacted] 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.

b6
b7C

End event

Cl last Exp 7.21°
Time → 1st Exp 53.2°

47

5

Investigation on 7/28/96 at Long Island, NY (telephonically) 211

File # 265A-NY-259028

265A-NY-259028-SUB

by SA [redacted] nac b6 b7C Date dictated 7/29/96

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LWR

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N 40° 47.240'
W 72° 41.074'
= 40.7868 °N
= 72.6846 °W

Date of transcription 07/23/96

(44)

[redacted] Date of birth, [redacted] Social Security Account Number, [redacted] address, [redacted] telephone number, [redacted] was advised of the identities of the interviewing agents and the purpose of the interview. Suffolk County Police [redacted] was also present for the interview. [redacted] provided the following information:

b6
b7C

[redacted] was interviewed at the Moriches Yacht Club located at the end of Union Avenue in Center Moriches, New York. [redacted] said at the time of the plane crash he was standing on the dock located on the Great Gun beach on Fire Island. [redacted] was facing south when he noticed a flare ascending in the southeast direction. [redacted] said the flare was slightly east of him when he saw it.

in the → from the

[redacted] described the object he saw as a skyrocket with a yellowish glow, possibly a flare that misfired. [redacted] said he followed the flare for 10-15 seconds and then saw an explosion. [redacted] then saw the plane explode but he did not see it crash in the water. [redacted] did not hear the plane explode in the air or on the ground.

→ direction
L→R
R→L

b6
b7C

[redacted] advised the writer that he is employed as a school teacher.

b6
b7C

	R	A	W
Az	180.7	173.4	161.5
El	15.1	18.8	7.4

48

173

Investigation on 07/19/96 at Center Moriches, New York 265A-NY-259028-SUB - CC1

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 07/23/96

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

(45) N 40 ° 54.495' W 72 ° 11.029' = 40.9083 °N 72.1838 °W

[redacted] was contacted telephonically and provided the following information. [redacted] 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, [redacted] 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.

[redacted] 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. [redacted] 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. [redacted] 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.

[redacted] 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. [redacted] 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.

[redacted] 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. [redacted] observed what he

265A-NY-259028-SUB CC, 109

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

File # 265A-NY-259028

by SA [redacted]

Date dictated 7/24/96

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

65

265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C , 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 [redacted] 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.

[redacted] stated that he was accompanied by [redacted] during this flight. [redacted] was [redacted] Asleep the rear seat was [redacted] husband. [redacted] advised that he had discussed his observations thoroughly with [redacted] and does not feel she witnessed anything that he did not. [redacted] saw nothing of the initial fire.

[redacted] stated that he [redacted] noted above. His telephone number [redacted] His date of birth [redacted]

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REINT

66 (9)

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

→ arc before ignition
→ moving apart or a line?
→ Northeast end? L→R or R→L?
→ Did you see it develop or was it already there?
→ How far down did the other side of the arc go?

FEDERAL BUREAU OF INVESTIGATION

(45) 8:25

Date of transcription 7/24/96

[redacted] was contacted telephonically and provided the following information. [redacted] was piloting a twin-engine plane westbound along 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, [redacted] 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.

234° to last expl.

[redacted] 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. [redacted] 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. [redacted] 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.

sees upturned + fireball

b6 b7C ?

[redacted] 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. [redacted] 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.

[redacted] b6 b7C

[redacted] 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. [redacted] observed what he

- 109

265A-NY-259028-SUB CC,

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

File # 265A-NY-259028

by SA [redacted] b6 b7C

Date dictated 7/24/96

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JAN-28-1997 17:01 P.02

110

67 (10)

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

265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C , 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 [redacted] 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.

[redacted] stated that he was accompanied by [redacted] during this flight, [redacted] Asleep in the rear seat was [redacted] husband. [redacted] advised that he had discussed his observations thoroughly with [redacted] and does not feel she witnessed anything that he did not. [redacted] saw nothing of the initial fire.

[redacted] stated that he [redacted] noted above. His telephone number is [redacted] His date of birth [redacted]

b6 b7C

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	R	A	W
Az	156.7	153.2	147.9
El	7.2	8.6	3.1

68 A/C EXPL

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

40 40.9231°N 72.8440°W

[redacted] Date of Birth [redacted]
[redacted] telephone [redacted]
b6 [redacted] was interviewed at the Center Moriches United States Coast
Guard Station by Special Agent [redacted] and New York
b7C State Police [redacted] was advised of the identity of the interviewers and then supplied the following information:

[redacted] was with his wife, [redacted] and a family friend, [redacted] on the evening of July 17, 1996, looking at a new house nearby his residence at approximately 9:30 PM. [redacted] 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. [redacted] continued to watch this flare
b6 while trying to get his wife and friend to look at it. The flare
b7C 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. [redacted] 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, [redacted] 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, [redacted] believed the flare, and subsequent flames, were about five miles from him to
b6 the south. [redacted] thought at the time that when the flare initially opened up into the red bottle type shape that it was
b7C fireworks. [redacted] never heard any explosions.

[redacted] is retired, but is currently a [redacted] b6
[redacted] in the [redacted] to the [redacted]
b6 [redacted] New York, telephone number [redacted] b7C
b7C [redacted] 20

Investigation on 7/23/96 at Center Moriches, New York 265A-NY-259028-SUB

File # 265A-NY-259028 b6 [redacted]

by SA [redacted] b7C (SPF:mxb) Date dictated 7/29/96

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b6 of [redacted] plottings are attached as Appendix
b7C B] (U)

VII. Interviews of Witnesses

(U) The following individuals have provided information pertaining to the possibility that a projectile of unknown origin and composition was responsible for the destruction of the aircraft:

A. Observations of an Object Ascending

1. Observation Made from the Shore

() [redacted] this individual who was sitting on a dock facing the ocean in Bellport, New York with his girlfriend. [redacted] stated that at approximately 2035 he observed an object (which had a "red glow" about it) ascending from east to west at a steep angle. He added
b6 that as he watched the object reach its zenith, it
b7C arced and then momentarily traveled on a horizontal course. [redacted] remembered that after watching the object travel horizontally he tried to point it out to his girlfriend and excitedly stated "look!" He then witnessed a small explosion, followed by two (2) "tremendous" explosions, then two large objects falling toward the horizon.

[redacted] added that it was only after he had
b6 made these observations and after being asked by his
b7C girlfriend how he knew that an explosion was about to take place that he realized that he had not only observed the object ascending, but he also saw the track of the object which it ultimately impacted with.

[redacted] observations are considered to be
b6 perhaps the most significant of all of the
b7C witnesses due to the following facts: (1) upon reflection, he realized that he had witnessed

70

both the ascending object as well as the ill-fated aircraft on a course which culminated with the explosion.

N40° 47.636' = 40.7939 °N
W 72° 32.763' = 72.6461 °W

(48) b6 b7C () [redacted] - the witness was sitting at a table in her parents' residence (facing the ocean) on Dune Road in Westhampton when her attention was drawn to what she described as a "shooting star" with "quite a tail." This object was ascending in an upward arc. The witness saw this object ascend, descend, disappear from her view and then saw a "flicker" of an explosion. The witness's next observation was of a "fireball." She estimated that the "shooting star" and the "fireball" was the same distance from her vantage point. After seeing the wreckage fall to the horizon, the witness stated that she heard three (3) "booms."

	R	A	W
A3	191.9	185.5	175.1
E1	14.1	17.9	7.3

(49) () [redacted] - this witness was boating in the Shinnecock Inlet, heading to port. The witness b6 b7C observes a "yellow-gold flame" with no tail approximately 30° above the horizon. The flame did not appear to have any movement, except possibly "dipping." [redacted] then saw something shoot off of the little yellow flame which he described as a "plume" that grew in a direction of approximately 20° right of vertical in approximately two (2) to three (3) seconds. The witness described the plume as being "reddish/orange" in color, which then turned into a fireball which descended to the horizon in approximately six (6) seconds. The yellow flame maintained its intensity the entire time and fell to the water in approximately one (1) second.

40°50.295'N = 40.8383°N
72°28.526'W = 72.4754°W

(50) b6 b7C () [redacted] - this individual and three (3) others were boating and birdwatching in the Shinnecock Inlet. His attention was drawn to a white line tracing upward into the sky. He remembered thinking that this object was a flare. Witness described the apogee of the white line as being at one (1) foot above the horizon and

40.8383°N
72.4754°W

R A

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(47)

On July 30, 1996, [redacted] a white male, Date of birth (DOB) [redacted], Social Security Account number (SSN) [redacted] residing at [redacted] (mailing address of P.O. Box [redacted], and employed by [redacted] N.Y., [redacted] was interviewed by Special Agents (SAS) [redacted] and [redacted] Federal Bureau of investigation (FBI). [redacted] was interviewed regarding his observations of the crash of TWA flight # 800, on the evening of 7/17/96. He advised as follows:

b6
b7C
b6
b7C

OBSERVATIONS OF [redacted]

On 7/17/96, [redacted] was sitting on the dock, immediately in front of the Bellport Marina. His lady-friend [redacted] was with him, and as they talked, [redacted] 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 [redacted] were wearing a watch, [redacted] 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.

b6
b7C

In the first stage of his observation, [redacted] 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.

b6
b7C

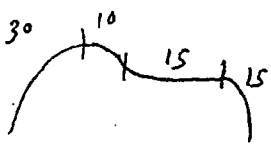
Investigation on 7/30/96 at Bellport, New York

File # 265 A NY 259028

b6
b7C
SAS [redacted]
by [redacted] Date dictated 7/31/96

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FAX P. 3 (4)



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b6
b7C

265 A NY 259028

Continuation of FD-302 of [redacted] On 7/30/96 Page 2

In its second stage, after it reached its zenith, the object "arc-ed" downward, for what seemed to [redacted] to be approx 10 seconds. b6 b7C

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 [redacted] look !". b6 b7C

As the object sped off on its now horizontal course, [redacted] looked up to find what [redacted] 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. b6 b7C

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 [redacted] 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. b6 b7C

[redacted] 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. b6 b7C

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.

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.

[redacted] 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, [redacted] had said to him [redacted] 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 b6 b7C

FPX

(5)

73

265 A NY 259028

Continuation of FD-302 of [redacted] b6 b7C On 7/30/96 Page 3

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

[redacted] stated that he only wears eyeglasses for reading, and has excellent eyesight. He stated that his personal life experience includes four years [redacted] in the [redacted] by [redacted] He stated b6 that while in the [redacted] he was an [redacted] b7C and that his eyesight today is such, that he is still an [redacted] He added that while in the [redacted] he also [redacted]

b6 [redacted] stated that after he heard on the b7C 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, [redacted] Suffolk County Police Department (SCPD)-Marine b6 Bureau, using [redacted] information, "shot" magnetic compass b7C azimuths, and then processed them using a Garmin Global Positioning System (GPS-45) device.

JAN-24-1997 10:25

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both the ascending object as well as the ill-fated aircraft on a course which culminated with the explosion.

b6 () [redacted] - the witness was sitting at a table
b7C in her parents' residence (facing the ocean) on Dune Road in Westhampton when her attention was drawn to what she described as a "shooting star" with "quite a tail." This object was ascending in an upward arc. The witness saw this object ascend, descend, disappear from her view and then saw a "flicker" of an explosion. The witness's next observation was of a "fireball." She estimated that the "shooting star" and the "fireball" was the same distance from her vantage point. After seeing the wreckage fall to the horizon, the witness stated that she heard three (3) "booms."

b6 () [redacted] - this witness was boating in the
b7C Shinnecock Inlet, heading to port. The witness observes a "yellow-gold flame" with no tail approximately 30° above the horizon. The flame did not appear to have any movement, except possibly "dipping." [redacted] then saw something shoot off of the little yellow flame which he descried as a "plume" that grew in a direction of approximately 20° right of vertical in approximately two (2) to three (3) seconds. The witness described the plume as being "reddish/orange" in color, which then turned into a fireball which descended to the horizon in approximately six (6) seconds. The yellow flame maintained its intensity the entire time and fell to the water in approximately one (1) second.

b6 () [redacted] - this individual and three ~~(3)~~ others
b7C were boating and birdwatching in the Shinnecock Inlet. His attention was drawn to a white line tracing upward into the sky. He remembered thinking that this object was a flare. Witness described the apogee of the white line as being at one (1) foot above the horizon and

118

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

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DATE 03-10-2005 BY 60290 AUC BCE/TCG/JHF

UNKNOWN FL?/AC? 75 (171)

FEDERAL BUREAU OF INVESTIGATION

(49)

Date of transcription 7/20/96

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] home telephone [redacted] work telephone [redacted] b6 was interviewed at Westhampton Ambulance Center, Westhampton, New York. He was advised of the identity of the b7C interviewing agents and the nature of the interview. He then provided the following information:

On July 17, 1996, between 8:00pm and 8:30pm, while on [redacted] boat in the Shinnecock Inlet, [redacted] was looking at the back of the craft when a friend's exclamation caused him to look to the West-Southwest. [redacted] b6 described seeing a little yellow flame for a second, the length b7C of which was approximately 1/4" at arm's length, approximately 25-30 degrees above the horizon. The flame did not appear to have any movement except possibly dipping.

[redacted] then saw something shoot off the b6 little yellow flame which he described as a plume that grew in a b7C direction of approximately 20 degrees right of vertical in two to three seconds. The plume was reddish orange in color and lightish grey at the top, approximately 1 foot in length at arm's length. The top of the plume turned into a fireball which spun and floated down to the horizon in approximately 6 seconds. The fireball was approximately 1/2 inch in length at arm's length.

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

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

b6 [redacted] and [redacted] were also in the boat.

b7C A powerboat, approximately 20 feet long, a 25 to 30 foot sailboat with two sails, and a trawler were in the area. Two small "checkmate" speed boats were also seen earlier.

Investigation on July 20, 1996 at Southhampton, NY File # 265A-NY-259028

by SAS [redacted] b6 b7C [redacted] msp Date dictated 7/20/96

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76 11-2

Continuation of FD-302 of [redacted] b6 b7C, On 7/19/96, Page 2

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

b6
b7C

IN BOAT w/

b6
b7C [redacted]

POSITION #8

MORI DocID: 1147295

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

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UNKNOWN FL? /AC?

77 (11)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

30-45

(49)

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] home telephone [redacted] work telephone [redacted] was interviewed at Westhampton Ambulance Center, Westhampton, New York. He was advised of the identity of the interviewing agents and the nature of the interview. He then provided the following information:

b6
b7C

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

b6
b7C

TOO HIGH X

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

b6
b7C

?

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

The sun was in a direction of North-Northwest, and the fireball was approximately 3-4 miles away. ACTUALLY 301°: WEST-NORTHWEST

b6
b7C

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

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

Investigation on July 20, 1996 at Southhampton, NY File # 265A-NY-259028

by SAs [redacted] b7C [redacted] msp Date dictated 7/20/96

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

78 (12)

Continuation of FD-302 of [redacted] b6 b7C , On 7/19/96 , Page 2

b6 [redacted] and [redacted] had been out in the boat for approximately two hours before the incident occurred.
b7C

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both the ascending object as well as the ill-fated aircraft on a course which culminated with the explosion.

b6 (48)
b7C () [redacted] - the witness was sitting at a table in her parents' residence (facing the ocean) on Dune Road in Westhampton when her attention was drawn to what she described as a "shooting star" with "quite a tail." This object was ascending in an upward arc. The witness saw this object ascend, descend, disappear from her view and then saw a "flicker" of an explosion. The witness's next observation was of a "fireball." She estimated that the "shooting star" and the "fireball" was the same distance from her vantage point. After seeing the wreckage fall to the horizon, the witness stated that she heard three (3) "booms."

b6 (49)
b7C () [redacted] - this witness was boating in the Shinnecock Inlet, heading to port. The witness observes a "yellow-gold flame" with no tail approximately 30° above the horizon. The flame did not appear to have any movement, except possibly "dipping." [redacted] then saw something shoot off of the little yellow flame which he descried as a "plume" that grew in a direction of approximately 20° right of vertical in approximately two (2) to three (3) seconds. The witness described the plume as being "reddish/orange" in color, which then turned into a fireball which descended to the horizon in approximately six (6) seconds. The yellow flame maintained its intensity the entire time and fell to the water in approximately one (1) second.

b6 (50)
b7C () [redacted] - this individual and three (3) others were boating and birdwatching in the Shinnecock Inlet. His attention was drawn to a white line tracing upward into the sky. He remembered thinking that this object was a flare. Witness described the apogee of the white line as being at one (1) foot above the horizon and

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consistent. According to the witness, at the top of the white line there was a "little red light or an orange-red circle" which appeared to hover or float for a second and then a "big, dark red explosion" appeared slightly below the red light. The witness who is an experienced sailor, believed that what he was seeing was a flare and did not realize that he had witnessed a plane crash until he had returned home and was informed by his wife.

[redacted] also stated that as he and his party approached the one (1) mile marker on their return to port (approximately forty five minutes (45) minutes earlier), he observed what he believed to be a commercial fishing trawler approximately three (3) to four (4) miles west of the Shinnecock Inlet, as far as he could see. He added that the close proximity of this vessel to the shore line seemed out of the ordinary.

b6
b7C

- The observations made by both [redacted] and [redacted] regarding two sets of debris falling to the horizon might be consistent with the delivery system of the warhead remaining operational after contact with TWA 800. The motor might have burned unexpended fuel until impacting with the ocean.

b6
b7C

- It is also significant that neither of these individuals was aware that what they had observed was in fact the destruction of an aircraft until they returned to their homes.

b6
b7C

(51)

() [redacted] - this individual, an [redacted] was situated on the deck of his home on [redacted] in Westhampton, New York when he observed what he thought was a "bright red flare" which seemed to be "very hot"

b6
b7C

N 40° 47.644' = 40.7941 °N
W 72 38.724' = 72.8 6454 °W

A2 192-175

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

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

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

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

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

File # 265A-NY-259028 IM

by SA [redacted] msp Date dictated 7/20/96

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consistent. According to the witness, at the top of the white line there was a "little red light or an orange-red circle" which appeared to hover or float for a second and then a "big, dark red explosion" appeared slightly below the red light. The witness who is an experienced sailor, believed that what he was seeing was a flare and did not realize that he had witnessed a plane crash until he had returned home and was informed by his wife.

[redacted] also stated that as he and his party approached the one (1) mile marker on their return to port (approximately forty five minutes (45) minutes earlier), he observed what he believed to be a commercial fishing trawler approximately three (3) to four (4) miles west of the Shinnecock Inlet, as far as he could see. He added that the close proximity of this vessel to the shore line seemed out of the ordinary.

b6
b7C

b6
b7C

- The observations made by both [redacted] and [redacted] regarding two sets of debris falling to the horizon might be consistent with the delivery system of the warhead remaining operational after contact with TWA 800. The motor might have burned unexpended fuel until impacting with the ocean.

b6
b7C

- It is also significant that neither of these individuals was aware that what they had observed was in fact the destruction of an aircraft until they returned to their homes.

(51)

() [redacted] this individual, an [redacted] was situated on the deck of his home on [redacted] in Westhampton, New York when he observed what he thought was a "bright red flare" which seemed to be "very hot"

N 40° 47.644' = 40.7941 °N
W 72 38.724' = 72.6454 °W

A8 192-175

MORI DocID: 1147295

83

ascending into the sky. He added that this object was trailing a "white smoke plume" behind it. He described this plume as being "consistent" in shape and tracking in an arc-like manner. According to [redacted] he then lost sight of the object and then almost immediately saw a small flash followed by a large fireball which mushroomed and began to descend toward the horizon. Immediately after witnessing the explosion, [redacted] called 911, the local police, the United States Coast Guard only to be told that what he had seen was a flare, but he stated that he knew at that time that it was no flare that he had ever seen. [Rendition of occurrence attached in Appendix A, at page 1.]

b6
b7C

5-25

() [redacted] this witness stated that she was sitting on the beach at Moriches Bay with two friends [redacted] watching an aircraft ascending from right to left. She then observed a red streak, with a light grey-colored smoke trail ascending from the ground toward the aircraft at approximately a 45° angle. The streak passed the right side of the aircraft, then arced back toward the aircraft's right wing. [She likened the streak to an "upside down Nike symbol."] The smoke trail, which was initially narrow, began widening as it approached the aircraft. Witness added that at the instant the smoke trail ended, she heard a loud bang. She then observed the aircraft on fire, then one or two explosions.

39

N40°46.185'
W72°44.096'

40.7698°N
72.7349°W

b6
b7C

() [redacted] - this individual was walking outside West Hampton High School when he observed what seemed to be some kind of firework rocket appearing over a treeline and ascending into the sky. He added that after watching the object climb for several seconds, he saw a "puff of white puff of smoke, then a huge explosion and fireball."

52

40°49.187'N
72°39.803'W =

N40.8198°
W72.0501°

b6
b7C

() [redacted] (Suffolk County Police Department) - this witness advised that he was in the vicinity of

53

N40°44.135'
W73°04.933'

40.7356°N
73.0822°W

127

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84 (12)

b6 [redacted]
b7C \data\twa\li01101.302

7/24/96

(52)

[redacted] telephone number [redacted] Date of Birth - [redacted]
b6 was contacted regarding the sighting he observed near
b7C Westhampton Beach High School (WBHS). After being advised he provided the following information:

[redacted] was standing in the WBHS parking lot and looking toward the beach. At approximately 8:15 PM, he saw over the tree line at Mill Road what he described as a projectile ascend in the sky. [redacted] described the projectile as red of
b6 pink with a trail of whitish smoke. The projectile moved in a
b7C 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 then the projectile was ascending.

b6 [redacted] point of reference on the Mill Road tree line was a telephone pole next to the yellow fire hydrant. This is
b7C the point from where he originally sighted the projectile.

Inconsist w/ [redacted] b6 b7C slip @ 40° white light.

? Should appear to be going east.

Was ascending projectile traveling in opposite direction of plane?

MORI DocID: 1147295

85 (B)

b6 [redacted]
b7C data\twa\tw28901.302

7/19/96

[redacted] was contacted at his residence located at [redacted] telephone number [redacted] and was advised of the identity of the undersigned Agents. Also present during the interview was his wife, [redacted] provided the following information:

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

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

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

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

b6
b7C

Direction incorrect w/ "M.W."

86 (14)

b6 [redacted]
b7C c:\data\twa\tw28901.302

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

b6
b7C

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

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

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

b6
b7C

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

b6
b7C

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

b6
b7C

130

87

15

b6 [redacted]
b7C c:\data\twa\tw28901.302

occurrence.

At the conclusion of the interview, [redacted] brought the undersigned Agents to the exact location where he made his above b6 b7C

131

88 16

[redacted]

c:\data\twa\tw28901.302

b6
b7C

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

b6
b7C

Create Date 10-15-96 07:24a
Name tw7338
Type
Subject
Author
Typist
Abstract
Account
Keywords

89

ascending into the sky. He added that this object was trailing a "white smoke plume" behind it. He described this plume as being "consistent" in shape and tracking in an arc-like manner. According to [redacted] he then lost sight of the object and then almost immediately saw a small flash followed by a large fireball which mushroomed and began to descend toward the horizon. Immediately after witnessing the explosion, [redacted] called 911, the local police, the United States Coast Guard only to be told that what he had seen was a flare, but he stated that he knew at that time that it was no flare that he had ever seen. [Rendition of occurrence attached in Appendix A, at page 1.]

b6
b7C

5-25

() [redacted] - this witness stated that she was sitting on the beach at Moriches Bay with two friends [redacted] watching an aircraft ascending from right to left. She then observed a red streak, with a light grey-colored smoke trail ascending from the ground toward the aircraft at approximately a 45° angle. The streak passed the right side of the aircraft, then arced back toward the aircraft's right wing. [She likened the streak to an "upside down Nike symbol."] The smoke trail, which was initially narrow, began widening as it approached the aircraft. Witness added that at the instant the smoke trail ended, she heard a loud bang. She then observed the aircraft on fire, then one or two explosions.

(39)

N40°46.185'
W72°44.096'

40.7698°N
72.7349°W

b6
b7C

() [redacted] - this individual was walking outside West Hampton High School when he observed what seemed to be some kind of firework rocket appearing over a treeline and ascending into the sky. He added that after watching the object climb for several seconds, he saw a "puff of white puff of smoke, then a huge explosion and fireball."

(53)

40°49.187'N
72°39.003'W =

N40.8198°
W72.6501°

b6
b7C

() [redacted] (Suffolk County Police Department) - his witness advised that he was in the vicinity of

(53)

N40°44.135'
W73°04.933'

40.7356°N
73.0822°W

Sayville, New York when he observed a bright light, ascending very quickly. He described this object as being "very bright, like a fireworks rocket."

b6 b7C () [redacted] - this individual observed a "shooting star" traveling up and across sky (from West to East) immediately prior to witnessing the explosion. The witness described the object as moving much faster than the aircraft and ultimately closing on it.

b6 b7C () [redacted] - this witness stated that he observed an object "similar to rocket" ascending into the air from just above the horizon, followed this object up until observing explosion.

() [redacted] - this witness, who was with her friend, [redacted] (witness number __) saw an object similar to a rocket ascending almost straight up from the horizon. She described this object as being a "reddish/blue flash." [redacted] then heard a loud boom, but saw no smoke, fire, and did not observe any aircraft.

b6 b7C () [redacted] - this witness, who was walking on the beaches of West Hampton heard a "booming" sound, she stated that she immediately looked towards the ocean and saw a grey smoke trail "heading towards sky."

b6 b7C () [redacted] - this woman was at the West Hampton Yacht Club, facing the ocean, when she observed a "bright orange flare" traveling upward from the horizon for approximately five (5) seconds; witness followed the trajectory of the "flair" up to the point when it struck the aircraft, destroying it. She described a series of large explosions and a fireball falling from the sky.

b6 b7C () [redacted] - this individual, who was sitting on a bench in West Hampton observed "a flame come up out of the water," heard three "booms" in the distance.

b6 b7C () [redacted] - this witness, who was in Manorville, New York observed a "red flair" ascending toward aircraft,

91

becoming brighter then dimmer; observed this object descending vertically.

b6 (61) ✓ () [redacted] - this individual, who was with his wife
b7C stated that he saw a "red glowing" object ascending toward TWA 800 immediately prior to its destruction. He added that immediately after the explosion, he observed a trail of smoke drifting from the vicinity of where he had seen this object ascending.

b6 (62) ✓ () [redacted] - this witness observed a "flare"
b7C ascending from the horizon. He added that this "flare" rose up, appeared to slow down or stop then descend. [redacted] then reported seeing a large explosion. Matches scenario

(63) ✓ () [redacted] - this individual was fishing with
b6 a friend in the Moriches Inlet when he observed what
b7C appeared to be a "flare" rising from the surface of the water, at a very rapid rate of speed. He added that after attaining an unknown altitude, the object appeared to change altitude and course then he saw a small flash/explosion, then a second, more powerful explosion and ensuing fireball.

40.7669°N 72.7539°W

b6 (64) () [redacted] this witness reported hearing a "loud
b7C bang" in the vicinity of her home; witness also observed a large, black cloud drifting away from the vicinity of where she thought the noise had originated.

(65) x () [redacted] this witness was walking with a friend at West Hampton High School when she observed an object which
b6 resembled fireworks, streak into the sky. She recalled hearing a "woosh" sound and associating it with this object.
b7C Several seconds later both [redacted] and her friend saw an explosion and fireball in the sky out over the ocean.

N 40°49.162' W 72°39.043' = N 40.8194° W 72.6507°

(66) v () [redacted] this individual was riding a motorcycle on Dune Road in the direction of West Hampton when his attention was drawn toward the ocean as he noticed a "red flame streak toward the sky" in a westerly direction. He described this flame as being "like a flare being launched. . . it had a head, followed by a small tail, and its path was defined by a narrow trail of smoke." [redacted]

b6
b7C

N 40°48.230' W 72°36.751' = N 40.8038° W 72.6125°

MORI DocID: 1147295

92 (3)

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

64,005 FT. GROUND RANGE FROM "R.E."
65,480 FT. SLANT RANGE " " " "
12.40 ST. MI. " " " "

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-10-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

(1)

[redacted] Date of Birth (DOB) [redacted] was interviewed at her residence. After being advised the identity of the interviewing agent and the nature of the interview, [redacted] provided the following voluntary information:

b6
b7C

[redacted] advised that she and [redacted] were walking along the track at Westhampton High School, Lilac Road, Westhampton Beach, New York during the evening of July 17, 1996. This track is less than two (2) miles from Westhampton Beach on the Atlantic Ocean. While walking facing the south, at approximately 8:30 - 8:40 P.M. [redacted] observed a bright white light arching into the sky from west to east. It appeared to her to be emanating from Westhampton Beach, at an angle not exactly vertical, and travel over the ocean. At the time, she thought it was a firework.

b6
b7C

[redacted] should be slightly less than [redacted] angle if = AIRCRAFT.

Check EXCEL.

This light reached high into the sky, at an angle of greater than forty-five (45) degrees, and took approximately three (3) seconds to reach its apex. At its apex, [redacted] observed that the light appeared to fizzle out, then moments later, a huge explosion occurred, consisting of a bright oblong wall of flames, originating from the apex of the white light. After the flames disappeared, she saw grey smoke in the general area in the sky where the flames were.

b6
b7C

36.42° - 4 M.W. = 1.40

Consistent w/ [redacted]

[redacted] saw no smoke with the white light during its ascent, and did not hear any sound or explosion.

b6
b7C

The following information was obtained through observation and interview:

NAME:		[redacted]
RACE:		White
SEX:	b6	Female
DATE OF BIRTH:		
ADDRESS:	b7C	[redacted]
TELEPHONE:		

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

[redacted] b6 b7C

JAN-30-1997 10:10

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then observed several explosions and a fireball descending toward the ocean.

(67) () [redacted] - this witness was fishing in Moriches Inlet with friend when he observed what appeared to be a reddish-orange flare ascending from above the horizon. He added that he saw this object reach its peak and then begin falling. During the fall it separated into two (2) "strips." 40.7669°N 72.7539°W

b6
b7C

(68) () [redacted] - this individual was standing on a dock in Maestic, New York, when his attention was drawn to what he believed to be a "flare" ascending into the sky. He added that this object trailed a narrow band of "white-ish" smoke as it flew into the air. [redacted] stated that he watched this object rise into the sky for a few seconds, then strike an airplane causing a large explosion. N 40°47.819', W 72°49.875', 40.7970 °N 72.8313 °W

b6
b7C

(69) () [redacted] - this individual was sitting in a car in a park in Patchogue Bay with her friend, looking southeast toward the ocean. She stated that her attention was drawn to what she thought was a flare, ascending over the ocean at a "steady, remarkable pace." She added that she watched as this "flare" rose for approximately ten (10) seconds before 'pulse brightly in a small, concentrated area.' [redacted] stated that approximately two (2) seconds after this pulse, she saw a "large object seemingly stopping its forward momentum while igniting into a fireball." N 40° 44.586', W 73° 01.721', 40.7431 °N 73.0287 °W

b6
b7C

(70) () [redacted] - this individual was fishing for crabs in the Moriches Inlet during the early evening of July the 17th when he observed what he described as the "biggest Roman Candle [I] had ever seen" rise from an unknown point of origin in the south east. He added that this "Roman Candle" rose into the sky, began arcing, then exploded into a large fireball. 40.7669°N 72.7539°W probably saw same

b6
b7C

(71) () [redacted] - this individual, who was driving on the Southern State Parkway in Suffolk County, reported seeing an object ascending from the horizon into the sky trail a tail of grey smoke. To the best of his recollection, he made these observations at approximately 2015 on the evening of July 17th. N40°45.209', W73°10.969' = N 40.7535° W 73.1828°

b6
b7C

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94 (8)

FEDERAL BUREAU OF INVESTIGATION

40.797° N = 40° 47.82'
72.8313° W = 72° 49.878'

Date of transcription 7/22/96

b6 [redacted] telephone: [redacted] telephonically contacted the
b7C Federal Bureau of Investigation, New York Office. Having been advised of the identity of the interviewing agent, [redacted] provided the following information:

He had gone crabbing with about twenty other people yesterday (July 17, 1996). They were standing on the dock at the Forge River Marina in Mestic when a young boy, approximately 11-
b6 13 years of age named [redacted] noticed something that appeared to
b7C be a flare flying up into the air. [redacted] called the group's attention to this object as it flew into the air. This flying objected looked like it came up from land in the Moriches area.

The flying object was relatively slow in flying up and took about four or five seconds before hitting the airplane. The smoke, which trailed this object, was whitish in color and the band of smoke was narrow. It looked like a flare or Roman candle flying into the air. The object flew at an angle into the air and neither it, nor its impact with the plane, made any noise. There was one flame which came from the object, then a second once it struck the plane. The flying object was very bright, but not uncomfortable/blinding to look at.

White, then orange?

The object seemed to take off from Dune Road or the left side of the inlet. PLANE WOULD BE ON RIGHT SIDE OF MORICHES

Other members of the group who saw the object's flight were [redacted] and [redacted] Last Name Unknown (LNU), one of whom is the father of [redacted] and [redacted] LNU) own the business [redacted] b6
[redacted] telephone: [redacted] b7C

[redacted] stated that he had spoken to a neighbor, [redacted] telephone: [redacted] who stated that his b6
son, [redacted] age 13, had also seen the flying object. b7C

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

File # 265A-NY-259028

by SA [redacted] /dcd b6 Date dictated 7/19/96
b7C

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then observed several explosions and a fireball descending toward the ocean.

b6 b7C (67) () [redacted] - this witness was fishing in Moriches Inlet with friend when he observed what appeared to be a reddish-orange flare ascending from above the horizon. He added that he saw this object reach its peak and then begin falling. During the fall it separated into two (2) "strips." 40.7669°N 72.7539°W

b6 b7C (68) () [redacted] - this individual was standing on a dock in Maestic, New York, when his attention was drawn to what he believed to be a "flare" ascending into the sky. He added that this object trailed a narrow band of "white-ish" smoke as it flew into the air. [redacted] stated that he watched this object rise into the sky for a few seconds, then strike an airplane causing a large explosion. N 40°47.819', W 72°49.875', 40.7970 °N 72.8313 °W

b6 b7C (69) () [redacted] - this individual was sitting in a car in a park in Patchogue Bay with her friend, looking southeast toward the ocean. She stated that her attention was drawn to what she thought was a flare, ascending over the ocean at a "steady, remarkable pace." She added that she watched as this "flare" rose for approximately ten (10) seconds before 'pulse brightly in a small, concentrated area.' [redacted] stated that approximately two (2) seconds after this pulse, she saw a "large object seemingly stopping its forward momentum while igniting into a fireball." N 40° 44.586', W 73° 01.721', 40.7431 °N 73.0287 °W

b6 b7C (70) () [redacted] - this individual was fishing for crabs in the Moriches Inlet during the early evening of July the 17th when he observed what he described as the "biggest Roman Candle [I] had ever seen" rise from an unknown point of origin in the south east. He added that this "Roman Candle" rose into the sky, began arcing, then exploded into a large fireball. 40.7669°N 72.7539°W probably saw end

b6 b7C (71) () [redacted] - this individual, who was driving on the Southern State Parkway in Suffolk County, reported seeing an object ascending from the horizon into the sky trail a tail of grey smoke. To the best of his recollection, he made these observations at approximately 2015 on the evening of July 17th. N40°45.209', W73°10.969', N40.7535° W 73.1828°

96

then observed several explosions and a fireball descending toward the ocean.

() [redacted] (67) - this witness was fishing in Moriches Inlet with friend when he observed what appeared to be a reddish-orange flare ascending from above the horizon. He added that he saw this object reach its peak and then begin falling. During the fall it separated into two (2) "strips." 40.7669°N 72.7539°W

b6
b7C

() [redacted] (68) - this individual was standing on a dock in Maestic, New York, when his attention was drawn to what he believed to be a "flare" ascending into the sky. He added that this object trailed a narrow band of "white-ish" smoke as it flew into the air. [redacted] stated that he watched this object rise into the sky for a few seconds, then strike an airplane causing a large explosion. N 40°47.819', W 72°49.875' = 40.7970 °N 72.8313 °W

b6
b7C

() [redacted] (69) - this individual was sitting in a car in a park in Patchogue Bay with her friend, looking southeast toward the ocean. She stated that her attention was drawn to what she thought was a flare, ascending over the ocean at a "steady, remarkable pace." She added that she watched as this "flare" rose for approximately ten (10) seconds before 'pulse brightly in a small, concentrated area.' [redacted] stated that approximately two (2) seconds after this pulse, she saw a "large object seemingly stopping its forward momentum while igniting into a fireball." N 40° 44.586' W 73° 01.721' = 40.7431 °N 73.0287 °W

b6
b7C

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b6
b7C

() [redacted] (71) - this individual, who was driving on the Southern State Parkway in Suffolk County, reported seeing an object ascending from the horizon into the sky trail a tail of grey smoke. To the best of his recollection, he made these observations at approximately 2015 on the evening of July 17th. N40°45.209' W73°10.969' = N 40.7535° W 73.1828°

b6
b7C

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(72) () [redacted] - this witness reported seeing an b6 object resembling a flare streak through the air, then b7C witnessed the explosion of TWA 800. She added that she believes that this object originated in the West Hampton Beach area.

(73) () [redacted] - these witnesses who were surfing off of Great Gun Beach lives in an area close to the explosion saw what he thought was a flare ascending almost "straight up" into the sky immediately prior to a huge explosion. [redacted] added that he has seen many flares in his life, but had never seen one which appeared so large and climbed so high before.

40° 45.745'N 72° 46.513'W

40.7624°N 72.7762°W

(74) () [redacted] - while surfing saw something shoot up from the ground, then fireball and saw the wings of plane separate and fall.

(75) () [redacted] witness, who, together with husband, was sitting on a dock in Patchengh was watching the aircraft, then observed what appeared to be a flare or fireworks shoot up from ground toward the aircraft. He then saw a bright orange fireball an subsequent explosion.

() [redacted] - while surfing saw something shoot up from the ground, then fireball and saw the wings of plane separate and fall.

() [redacted] - this witness was sitting on a dock in Patchengh watching the outbound air traffic with her husband. She stated that she saw a large plane flying east and then she saw what appeared to be either a "flare" or "fireworks" shoot up from ground toward the aircraft. She then saw a bright orange fireball an subsequent explosion.

(76) () [redacted] - the witness sitting on a deck behind his house in East Moriches, New York when a flash of light drew his attention to the southeast. Upon turning in the direction of the flash, [redacted] saw a red-orange light, which he believed to be a large flare ascending into the sky in a "very high arc." He added that when this "flare" reached its apex, it separated into "two reddish-orange balls" which then fell toward the horizon.

40° 48.267'N 72° 44.994'W

40.8045°N 72.7499°W

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Date of transcription 7/22/96

(73)

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

b6
b7C

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

b6
b7C

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

b6
b7C

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

File # 265A-NY-259028

by SA [redacted] evs b6 Date dictated 7/20/96

b7C

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265A-NY-259028

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

b6
b7C

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

b6
b7C

[redacted] is [redacted] years of age, date of birth [redacted] resides at [redacted] telephone number [redacted]

b6
b7C

[redacted] years of age, date of birth [redacted] resides at [redacted] telephone number [redacted] Also on the boat were [redacted] telephone number [redacted] telephone number [redacted] and [redacted] ALSO [redacted] telephone number unknown.

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b6 [redacted]
b7C ta\twa\twa21018.302

100 (8)

7/25/96

73

On 7/20/96, SA [redacted] Federal Bureau of Investigation (FBI), interviewed [redacted] a white male, who resides in at [redacted] was interviewed regarding his sightings of a "flare" he observed rising from the ocean, in the vicinity of SMITH POINT OUTER BEACH, at approximately 8:30 PM, on 7/17/96. He advised as follows:

[redacted] and his friend [redacted] were surfing from approximately 7:00 PM to 8:15 PM, at the above beach, on the evening of 7/17/96, and were approximately 100 feet off shore. While surfing, they noticed a white "PRO LINE" type fiberglass boat, which appeared to be 19 - 20 feet in length. This boat was approximately 300 feet further out in the water, making it approximately 400 feet from shore. The boat was occupied by two dark haired white males, who were not fishing, and [redacted] noted the boat was not anchored.

At approximately 8:15 PM, [redacted] and his friend [redacted] stopped surfing, departed the beach, and began to make their way to "GREAT GUN BEACH" marina, which was directly north of where they had been surfing, but over the sand dune, and on the inlet.

At approximately 8:30 PM, as [redacted] and [redacted] were pulling away from the marina dock in their boat, [redacted] noted a flare rising from the ocean side of the sand dune, in the vicinity of where he and [redacted] had been surfing, and in the general vicinity of where the aforementioned boat had been.

The "flare" was rising just to the left of the flag pole on GREAT GUN BEACH, as one views that flag pole, looking toward the ocean, while standing on the marina dock. PRECISE AZIMUTH?

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

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

[redacted] also recalled that at approximately 8:00 PM, just before he and [redacted] stopped surfing, he noted a small yellow and white plane flying west, along the beach, at approximately 50 feet over the water. At 8:05 PM, he recalled that same plane returning, now flying easterly, along the beach.

Finally, [redacted] also recalled that a woman named First Name Unknown (FNU) [redacted] who resides on [redacted] had also seen the above described "flare" at the same time he had. He recalled that [redacted] had

MORI DocID: 1147295

b6 [redacted]
cb7C :a\twa\twa20503.302

101 (9)

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

[redacted] is [redacted] years of age, date of birth [redacted] b6
[redacted] resides at [redacted]
[redacted], telephone number [redacted] b7C
b6 [redacted] years of age, date of birth [redacted] resides at [redacted]
[redacted] telephone number [redacted]
b7C [redacted] Also on the boat were [redacted] telephone number [redacted]
[redacted] telephone number [redacted] and
[redacted] telephone number unknown.

145

(10)

b6 [redacted]
b7C data\twa\twa20503.302

102

7/22/96

(73)

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

b6
b7C

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

b6
b7C

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

b6
b7C

MORI DocID: 1147295

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b6
c:\b7C \twa\twa21071.302

7/25/96 b6 b7C

(73)

On July 19, 1996 at about 6:20 PM, and SO-9, were present at One white male Date of Birth and one white male Date of Birth were interviewed in connection with the July 17, 1996 downing of TWA flight 800. b6 b7C

resides at telephone b6 b7C

resides at telephone b7C

and were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing. b6 b7C

and began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon. ✓ b6 b7C

MORI DocID: 1147295

b6 [redacted]
b7C ta\twa\twa21028.302

104 (12)

73

7/21/1996

(73)

[redacted] Date/Place of Birth (D/POB) [redacted] at [redacted] Social Security Number (SSN) [redacted] residence [redacted] was recontacted to obtain azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 and/or "a flare" which were reported in previous interview by New York Police Department (NYPD) officers [redacted] and [redacted] was taken to the location of those observations at Great Gun Beach, NY, Brookhaven Township, NY, where he provided information to Suffolk County Marine Bureau (SCMB) [redacted] and Police Officer [redacted] who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: Federal Bureau of Investigation (FBI) - Special Agent (SA) [redacted] SA [redacted] SA [redacted] SCMB [redacted] New York Police Department (NYPD) - [redacted] Defense Intelligence Agency (DIA) - [redacted] and [redacted]

b6
b7C

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

(13)

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(10-82)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

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On July 19, 1996 at about 6:20 PM, [redacted] and [redacted] SO-9, were present at [redacted] b6
[redacted] One [redacted] white male b7C
17, Date of Birth [redacted] and one [redacted] white male 17, Date of Birth [redacted] were interviewed in connection with the July 17, 1996 downing of TWA flight 800.

[redacted] resides at [redacted] telephone [redacted]

b6 [redacted] resides at [redacted]
b7C [redacted] telephone [redacted]

[redacted] and [redacted] were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed b6 what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." b7C This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing.

[redacted] and [redacted] began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame b6 rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light b7C followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon. see [redacted]

265A-NY-259028-SUB CC.

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

File # 265A-NY-259028 b6

by [redacted] b7C (FD:mxb) Date dictated 7/19/96

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(72) () [redacted] - this witness reported seeing an object resembling a flare streak through the air, then witnessed the explosion of TWA 800. She added that she believes that this object originated in the West Hampton Beach area.

(73) () [redacted] these witnesses who were surfing off of Great Gun Beach lives in an area close to the explosion saw what he thought was a flare ascending almost "straight up" into the sky immediately prior to a huge explosion. [redacted] added that he has seen many flares in his life, but had never seen one which appeared so large and climbed so high before.

(74) () [redacted] - while surfing saw something shoot up from the ground, then fireball and saw the wings of plane separate and fall.

(75) () [redacted] witness, who, together with husband, was sitting on a dock in Patchengh was watching the aircraft, then observed what appeared to be a flare or fireworks shoot up from ground toward the aircraft. He then saw a bright orange fireball an subsequent explosion.

() [redacted] - while surfing saw something shoot up from the ground, then fireball and saw the wings of plane separate and fall.

() [redacted] - this witness was sitting on a dock in Patchengh watching the outbound air traffic with her husband. She stated that she saw a large plane flying east and then she saw what appeared to be either a "flare" or "fireworks" shoot up from ground toward the aircraft. She then saw a bright orange fireball an subsequent explosion.

(76) () [redacted] - the witness sitting on a deck behind his house in East Moriches, New York when a flash of light drew his attention to the southeast. Upon turning in the direction of the flash, [redacted] saw a red-orange light, which he believed to be a large flare ascending into the sky in a "very high arc." He added that when this "flare" reached its apex, it separated into "two reddish-orange balls" which then fell toward the horizon.

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Date of transcription 7/20/96

On July 19, 1996, Special Agent [redacted] interviewed [redacted] home address [redacted] SA [redacted] identified himself as a Special Agent of the Federal Bureau of Investigation (FBI). [redacted] provided the following information:

b6
b7C

[redacted] advised that at about 8:30 P.M., on July 17, 1996, she and her husband were on Mascot Dock, located at the end of South Ocean Street, in Patchogue, Long Island. [redacted] was facing in a south easterly direction, when she noticed a flare like object traveling upward from a north to south direction. She next saw a bright orange fireball in the sky. [redacted] believes that the flare like object was orange in color and lasted for about five seconds.

b6
b7C

[redacted] advised that the fireball then fell to the ocean, followed by black smoke. [redacted] advised that she is uncertain about the origin of the flare like object.

b6
b7C

[redacted] did not hear anything during her observations.

Would have been except see husband's statement

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

265A-NY-259028-SUB

File # 265A-NY-259028

by SA [redacted] MAM

b6
b7C

Date dictated 8/9/96

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]

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MAR-28-1997 13:41

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EXYL

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75

Date of transcription 7/20/96

On July 19, 1996, Special Agent [redacted] b6 b7C interviewed [redacted] home address [redacted] SA [redacted] identified himself as a Special Agent of the Federal Bureau of Investigation (FBI). [redacted] provided the following information:

[redacted] advised that he and his wife were on Mascot Dock located at the end of South Ocean Street, in Patchogue, New York. On July 17, 1996 they were watching planes when at about 8:30 P.M., they observed a bright orange fireball. [redacted] saw what looked like a flare shoot up from the fireball. He then saw the fireball fall to the ocean. The fireball lasted about 10 to 20 seconds. b6 b7C

N 40.7478
W 73.0101

157

265A-NY-259028-SUB CC

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

File # 265A-NY-259028

by SA [redacted] /MAM b6 b7C

Date dictated 7/19/96

SEARCHED INDEXED SERIALIZED FILED
AUG 28 1996
FBI-NEW YORK

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107

() [redacted] - the witness sitting on a deck behind his house in East Moriches, New York when a flash of light drew his attention to the southeast. Upon turning in the direction of the flash, [redacted] saw a red-orange light, which he believed to be a large flare ascending into the sky in a "very high arc." He added that when this "flare" reached its apex, it separated into "two reddish-orange balls" which then fell toward the horizon. b6 b7C

() [redacted] - Mastic Beach (Moriches Bay) - the witness was sitting on the deck of his home watching aircraft when he observed a 'flash as if a flare had ignited leaving a trail of red and orange.' As the flare descended, there was a second eruption of two (2) "umbrella-like" showers of red-orange fire which fell to the surface. The witness stated that there was a fairly heavy surface haze on the ocean. b6 b7C

() [redacted] - this witness, who along with a friend [redacted] were walking on the track at William Floyd High School. She stated that as she was looking up at a plane she observed an object which she believed to be fireworks rising from the ground into the air. The object, which she said appeared to originate from the land directly in front of her, seemed to have a white/yellow tail. She added that the object ascended at an angle toward the plane. The witness temporarily lost sight of the object, but upon re-establishing visual contact, she saw a plane split in half, burning and falling toward the ocean. b6 b7C

() [redacted] - this witness who was walking with his wife on the beach at Fire Island observed what he described as "an object in the sky shooting white lights like a sparkler." He added that this object "developed" into a cylinder-shaped orange/red fireball which fell straight down to the horizon and disappeared. b6 b7C

() [redacted] - the witness was driving west-bound on Highway 27, approximately one (1) mile north of the ocean at East Moriches when his attention was drawn to an object, which he described as "shooting star" traveling from east to west at a 45° angle. He further descried the object as being "small, orange-red in color and appearing to twinkle," and "leaving a trail like a comet. [redacted] stated that after b6 b7C

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(4)

b6 [redacted]
b7C ata\twa[redacted]203.30a

7/21/96

(18)

b6
b7C [redacted] was interviewed by an Special Agent (SA) of the Federal Bureau of Investigation (FBI). [redacted] was advised of the identity of the SA and the purpose of the interview. [redacted] thereafter voluntarily provided the following information:

[redacted] advised that she and her friend [redacted] often enjoy going for a walk together in the evening sometime between 7:00pm to 7:30pm. They would walk the track at a local high school. [redacted] advised that they usually walked for approximately one hour. [redacted] advised that it is customary that [redacted] will drive to [redacted] residence pick up [redacted] and the two of them would drive directly to the track.

W! - e.?
b6
b7C

[redacted] advised that she recalls on Wednesday evening of this week that she had received a telephone call from her friend [redacted] indicating that she would be delayed a little bit, but that she was still interested in going for their walk. [redacted] advised that she indicated to [redacted] telephonically that she would pick her sometime around 7:20pm to 7:30pm that evening. [redacted] advised that they usually go walking approximately five or six times per week. Further, that they customarily complete fourteen laps while at the track. [redacted] advised that routinely she walks in the inside and her friend [redacted] walks on the outside around the track. [redacted] advised that as she approached the curve in the track she took notice of an object that was above the tree line in the sky. [redacted] further described this object as one that was ascending at a very high rated of speed at the tip was a very bright light with a bright yellowish or orange tail. [redacted] advised that she observed this for less than five seconds when she temporarily lost it. She assumed that it was some type of firework display. Within a few seconds her friend [redacted] states something to the effect, my God people are dying. [redacted] responds to her friend [redacted] by stating oh no that's fireworks looking up at a bright explosion, the same direction as the previously observed "fireworks." [redacted] then explains to [redacted] that in fact [redacted] had a few seconds prior to this explosion, viewed an aircraft heading in that direction. Further, that the now fire ball that they were both looking at together was the

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(5)

109

[redacted] b6

c:\data\twa[redacted]203.30a b7C

result of a plane exploding. [redacted] stated that neither she nor her friend [redacted] knew the size or type of aircraft that had exploded into flames and came down into the horizon beyond the tree line. b6 b7C

[redacted] advised that she did not observe an aircraft and only observed this "bottle racket type missile" ascending from left to right at a very high rate of speed for several seconds prior to losing it. [redacted] advised that they both had become so upset with this that they had stopped their walk around the twelfth lap and proceeded to the residence. b6 b7C

At the conclusion of the [redacted] interview, [redacted] was interviewed. At the conclusion of the interview both [redacted] and [redacted] were transported by the interviewing Agent to the high school track and field area where they had made the observation on Wednesday, July 17, 1996, at approximately 8:30pm. b6 b7C

The following was observed through observation and interview:

Name:	[redacted]
Residence:	
Date of Birth:	
Sex:	Female
Race:	White
Residence number:	[redacted] b6
Employment:	b7C
Telephone number:	

Create Date 07-21-96 12:08p
Name b:[redacted]302.1 b6
Type b7C
Subject
Author
Typist
Abstract
Account
Keywords

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() [redacted] - the witness sitting on a deck behind his house in East Moriches, New York when a flash of light drew his attention to the southeast. Upon turning in the direction of the flash, [redacted] saw a red-orange light, which he believed to be a large flare ascending into the sky in a "very high arc." He added that when this "flare" reached its apex, it separated into "two reddish-orange balls" which then fell toward the horizon.

() [redacted] - Mastic Beach (Moriches Bay) - the witness was sitting on the deck of his home watching aircraft when he observed a 'flash as if a flare had ignited leaving a trail of red and orange.' As the flare descended, there was a second eruption of two (2) "umbrella-like" showers of red-orange fire which fell to the surface. The witness stated that there was a fairly heavy surface haze on the ocean.

() [redacted] - this witness, who along with a friend [redacted] were walking on the track at William Floyd High School. She stated that as she was looking up at a plane she observed an object which she believed to be fireworks rising from the ground into the air. The object, which she said appeared to originate from the land directly in front of her, seemed to have a white/yellow tail. She added that the object ascended at an angle toward the plane. The witness temporarily lost sight of the object, but upon re-establishing visual contact, she saw a plane split in half, burning and falling toward the ocean.

() [redacted] - this witness who was walking with his wife on the beach at Fire Island observed what he described as "an object in the sky shooting white lights like a sparkler." He added that this object "developed" into a cylinder-shaped orange/red fireball which fell straight down to the horizon and disappeared.

() [redacted] - the witness was driving west-bound on Highway 27, approximately one (1) mile north of the ocean at East Moriches when his attention was drawn to an object, which he described as "shooting star" traveling from east to west at a 45° angle. He further descried the object as being "small, orange-red in color and appearing to twinkle," and "leaving a trail like a comet. [redacted] stated that after

the object traveled slowly in a direct for approximately ten (10) seconds, it exploded in mid-air sending an airplane wing falling through the fire. The witness thought that what he had witnessed was a small plane which exploded after catching fire.

(81) () [redacted] this witness was boating on Moriches Bay with three (3) other adults and three (3) children in Moriches Bay. She stated that at approximately 2030 at she was looking south and observed what she described as a "brightly glowing, yellow-orange ball of light." She added that this ball of flame appeared to be encircled by white light. She stated that this object ascended almost straight into the air, arcing slightly and descending before striking the aircraft. [redacted] then descried hearing a "pop" then a huge explosion. This explosion occurred simultaneously with a huge fireball which descended toward the horizon. She radioed the Coast Guard and was assured that what she had seen was related to a military exercise.

b6
b7C

(82) () [redacted] this witness, an [redacted] was sitting on the lawn of the Moriches Yacht Club when he observed an "orange streak" which was a considerable distance from his location. He watched this streak travel for a few seconds before it split into two (2) pieces then erupted into a large ball of flame and fell into the sea. After tracking this object as it fell, [redacted] saw a puff of white smoke which seemed to linger in the sky in the vicinity of where the orange streak had first appeared.

b6
b7C

(83) () [redacted] this individual, who was sitting on the beach (Robert Moses State Park, field number five) observed a "flash" out of the far corner of his left eye. His initial thoughts were that it might have been either a camera flash on the water or a bolt of lightning out at sea. [redacted] stated that when he looked in the direction of the flash, he saw a "small white star point followed by a fine smoke trail" which may have been wavering slightly. He followed this "star point" as it appeared to ascend and arch in a northeasterly direction, then take a subtle downward arc. He continued following the "star point" until it disappeared for a few seconds, then in the same location

b6
b7C

112

where he had last seen the object, he observed a "bright orange ribbon." He then observed the object falling from the sky, rotating and turning end over end as it fell. [Renditions (2) attached in Appendix A, at pages 4 and 5].

[redacted] also advised that at some time earlier in the evening, he noted an "unusual boat" operating approximately two hundred (200) yards from shore. He described this as an "old, ugly iron-hulled trawler, approximately one hundred (100) feet in length, with a white hull and round bow. According to [redacted] this boat, which appeared to be a trawler, had no out rigging, no markings and he did not see anyone on board.

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b7C

() [redacted] - this witness, who was looking south out of the window of her kitchen on [redacted] observed an "orange/red streak" across the horizon over Dune Road in the direction of the barrier island. She stated that she walked outside of her home and saw a huge fireball in the direction of where she thought the "streak" to have been heading.

N 40°47.989' W 72°38.726'

N 40.7998° W 72.6454°

b6
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() [redacted] - this individual was sailing in Moriches Bay with his family when he observed something "pop up" from behind the dunes on the beach. At first, [redacted] thought that someone was shooting fireworks on the beach. He described this object as a "rising trail of white or silvery smoke" which "ended of smoke which quickly turned into a brilliant orange flash."

N4[illegible] W72°44.214'

N 40.7822° W 72.7369°

b6
b7C

() [redacted] - this witness [redacted] boy advised that as he lay in bed in Westhampton, New York on the evening of July 17, he observed what he believed to be a fireworks rocket or a flare ascend from the horizon and track upwards. He remembered that he made this observation at approximately 2020, and immediately after seeing it he attempted to bring it to the attention of others who were sitting on a deck below his room. The young man added that approximately fifteen (15) minutes later, he saw the same type of object falling toward the ocean, once again ascending into the sky. Once again he rose from bed to alert the others, but by the time he was able to get to the

b6
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N 40°48.464'
W 72°39.983

N 40.8244°
W 72.6664°

window, all of the others were staring at a large orange fireball which was .

2. Observations Made from the Air

() [redacted] - this individual, a private pilot was seated in the jumpseat (cockpit) of Virgin Air flight 009, inbound from London to J.F.K. She stated that as the flight was in the process of descending into New York, she looked out the port-side cockpit window and observed what she characterized as "an orange-white flare, which ascended, "bulged" then exploded into a fireball. After the explosion, she watched as the "flare wiggled" to the earth. She remembers the pilot or navigator noting the incident and marking the plane's distance as six miles. [Rendition of occurrence attached in Appendix A, at page 2].

() [redacted] - this individual, a [redacted] with the United States Navy, was occupying a window seat aboard U.S. Air flight 217, *en route* from Charlotte, North Carolina to Providence, Rhode Island. [redacted] observations were of a "flare" ascending which he believed to have been an "unexploded firework" which moved from right to left. This object ascended in an arc, then appeared to drop before it disappeared momentarily. [redacted] then observed a small explosion in the vicinity of where he had last seen the flare, then a large explosion and a fireball which descended to the earth.

[redacted] statement is quite significant in that his perspective is from approximately three thousand (3,000) feet above the rear starboard side of the aircraft at the time it exploded. Despite his vantage point, [redacted] rendition of the events are

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A/C

114

NORTH, HEADED WEST

6

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10-25

81

Date of transcription 7/22/1996

[redacted] date of birth [redacted] residing at [redacted] telephone number [redacted] of [redacted] telephone and fax number [redacted]

b6 [redacted] was advised of the identity of the interviewing agents and the purpose of the interview. She then furnished the
b7C following information:

[redacted] was a passenger on Virgin Atlantic Airways Ltd. Flight 09, a 747, from London to JFK International. She is a private pilot with approximately [redacted] and interested in flying. During the flight, she visited the flight deck and was invited back to observe the approach and landing. While sitting in the jump seat in anticipation for the approach, [redacted] saw what she described as an orange-white "flare" light (see attached drawings) which ascended slightly before it
b6 "bulged" and descended downward. [redacted] stipulated that the
b7C "flare" gave an indication that it appeared to be going slightly back, as if it was changing directions and going back on itself. She did not recall seeing any smoke. [redacted] likened the ascent/descent to a "roller-coaster" with the ascent ending with what appeared to be a "big bang" followed by the descent. She advised that "it seemed all integral", transitioning from ascent to descent in a fluid motion. The flare streak remained relatively the same width with the exception of the budge and final explosion with the flare "wiggling" to the surface. Sparks appeared about the bulge and fell towards the surface. [redacted] estimated that she observed the ascending light for approximately three seconds and the descending one for approximately ten seconds. Finally, [redacted] observed this through the first pilot's left rear window as depicted in the drawing (see attached).

APEX

VERY IMPORTANT

b6 [redacted] advised she said to the "Navigator", "what in
b7C earth is that" when she observed the incident and was sure that both he and the "Captain" had observed some elements of the incident. She was sure that the "Navigator" had observed much more than the "Captain", however due to his being occupied with the approach. The elements of their conversation would likely be available on the flight deck recorder of Virgin Atlantic Airways Ltd. Flight 09.

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Investigation on 7/22/1996 at New York, NY

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 7/23/1996

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115 (7)

b6
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b6 [redacted] was not sure what their heading was enroute to JFK, but felt that they were flying over a Long Island Beach and b7C were headed generally in a westerly direction. She seemed to vaguely recall that the pilot referenced an approximate distance of six miles and she believed his reference to be from the coast line to the "flare". connect with sunset direction Azimuth of sunset = 301°

b6 [redacted] advised that it was dusk, with a "lovely sunset" b7C occurring out her right window. Out the right side of the aircraft she recalls some cumulus clouds and to the left, everything appeared to be clear. The area around Manhattan was quite hazy though. There was a "wonderful red/pink sky" towards Manhattan.

b6 [redacted] advised that there were several other aircraft in b7C the area but did not know if they were depicted on the aircraft radar scope. She did note that one of the aircraft called out by center was "too close" just prior to the "flare" incident.

b6 [redacted] advised that a friend of hers, a prior Harrier b7C pilot, had crashed a P38 Lightning on Sunday at the Duxford, England "Flying Legend Show" just four days prior to this incident. She had observed that accident as well. The fireballs in both incidents had the "same colors exactly".

b6 [redacted] advised that other passengers aboard their plane b7C may have seen something as well, especially those sitting on the left side of the plane.

b6 [redacted] advised that the First Pilot of the Virgin b7C Atlantic Airways Ltd. Flight 09 was:

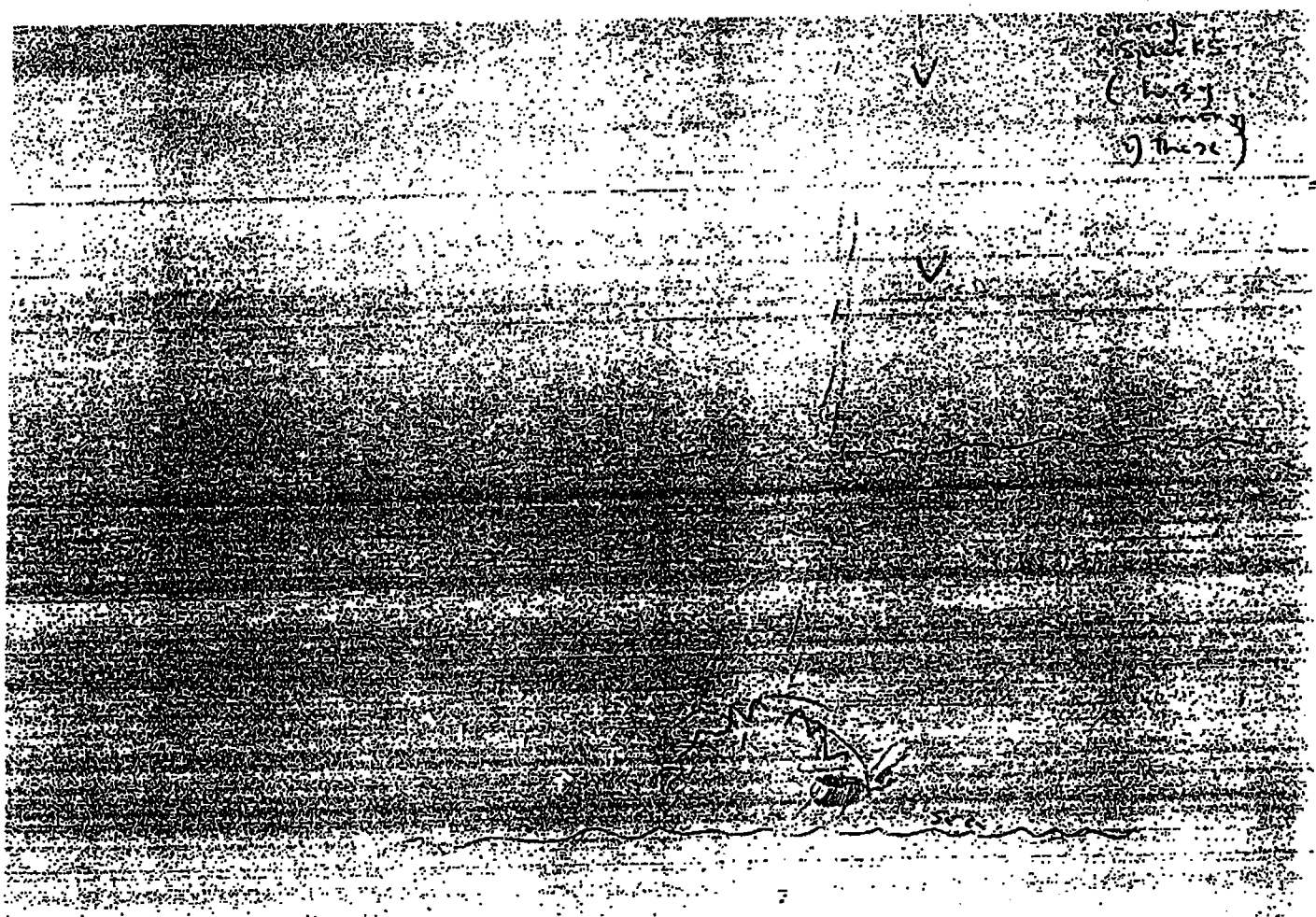
b6 [redacted]
b7C Tel:
Fax:
Tlx:

b6 [redacted]
b7C

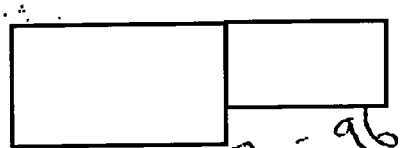
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b6
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~~window, all of the others were staring at a large orange fireball which was .~~

2. Observations Made from the Air

b6
b7C

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b6
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40.6187°N
72.7097°W

[redacted] statement is quite significant in that his perspective is from approximately three thousand (3,000) feet above the rear starboard side of the aircraft at the time it exploded. Despite his vantage point, [redacted] rendition of the events are

b6
b7C

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remarkably consistent with most of the other witnesses.

(89)

( ) [redacted] b6 b7C

witness stated that as he was approaching what he later learned was TWA 800, his attention was drawn to what he perceived to be an unusually bright, off-colored light that appeared to be emanating from the aircraft. Initially, [redacted] thought that the plane might have had an engine fire, but after observing the craft flying straight and level, and because he saw no smoke trailing from the light he changed his mind. [redacted] added that as he leaned to illuminate his port side running light, the oncoming aircraft exploded in mid-air, sending the craft down in two pieces, one of which might have been a wing falling toward the ocean.

b6
b7C

- These witnesses (numbers 8, 9 and 10) observations are significant for two particular reasons. The first involves the military warfare experience of [redacted] the second involves the aviation and flight experience of [redacted] and [redacted] aviation, the second is that they provide a perspective from above the explosion.

b6
b7C

(90)

( ) [redacted] b6 b7C

observed a streak of red light, with the trajectory of a "shooting star." He added that the object appeared to maneuver in an arc; observed an explosion at the "end of the streak" then a second, larger explosion which appeared to engulf the first.

UH-60

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(2)

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b6
b7C [redacted]ta\twa\192.ecf

7/23/96

(88)

On July 23, 1996, [redacted] white male, DOB [redacted] SSAN [redacted] POB [redacted] home address [redacted] home phone [redacted] work phone [redacted] 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, [redacted] provided the following information:

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b7C

[redacted] is an [redacted]

b6
b7C

[redacted] was on board US Air Flight 217 from Charlotte, North Carolina to Providence, Rhode Island at approximately 8:25 pm on July 17, 1996. [redacted] was seated in seat [redacted] positioned in the right front portion of the aircraft. Flight 217 was travelling in a north-northwest direction, at an unknown altitude. [redacted] 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.

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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 [redacted] was seated). It was not yet completely dark, however, as [redacted] 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 [redacted] field of view.

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[redacted] 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 [redacted] attention because of the relatively close proximity of that airplane to Flight 217. [redacted] 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 TO SET CLOCK.

b6
b7C

[redacted] (P-3)?

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@ 0830:57 PM + 10 sec = 0831:07 PM, ½ sec before recordings end VERY IMPORTANT. 120

b6 [redacted]
c:b7C a\twa\192.ecf

Approximately ten seconds after the small airplane had passed underneath flight 217's path, [redacted] noticed a small, flare-like projectile travelling in an east-northeasterly direction, originating from approximately [redacted] 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 [redacted] 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.

Precise direction of travel of TWA 800... 71°.

(3-4) + (2-3) = 5-7 sec

b6
b7C

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. [redacted] 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 [redacted] lost his view. The explosion was from far enough of a distance away that the brightness of it did not affect [redacted] eyes, even to the point of causing him to blink.

→ APEX explosion

b6
b7C

Blocked by right wing of his plane?

[redacted] 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. [redacted] did not observe a launch site, nor did he hear any sounds associated with what he saw.

Consistent w/ it being aircraft not missile

b6
b7C

Behind it, and too far away and in inside plane.

[redacted] 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.

b6
b7C

* Very Important.

Create Date 07-23-96 05:05p
Name 265a©ny©259028 re [redacted]
Type 302

b6
b7C

JAN-28-1997 16:50

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remarkably consistent with most of the other witnesses.

(89) - this individual was [redacted] b6 b7C

witness stated that as he was approaching what he later learned was TWA 800, his attention was drawn to what he perceived to be an unusually bright, off-colored light that appeared to be emanating from the aircraft. Initially, [redacted] thought that the plane might have had an engine fire, but after observing the craft flying straight and level, and because he saw no smoke trailing from the light he changed his mind. [redacted] added that as he leaned to illuminate his port side running light, the oncoming aircraft exploded in mid-air, sending the craft down in two pieces, one of which might have been a wing falling toward the ocean. b6 b7C

- These witnesses (numbers 8, 9 and 10) observations are significant for two particular reasons. The first involves the military warfare experience of [redacted] b6 [redacted] the second involves the aviation and flight experience of [redacted] and [redacted] b7C aviation, the second is that they provide a perspective from above the explosion.

(8) [redacted] b6 b7C

observed a streak of red light with the trajectory of a "shooting star." He added that the object appeared to maneuver in an arc; observed an explosion at the "end of the streak" then a second, larger explosion which appeared to engulf the first.

UH-60

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(4)

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FEDERAL BUREAU OF INVESTIGATION

70-45

(69)

Date of transcription 07/20/1996

b6
b7C

On Friday, July 19, 1996, at approximately 11:30 pm, [redacted] Federal Bureau of Investigation/New York City Police Department Joint Terrorist Task Force did conduct a telephone re-interview of [redacted] Original interview conducted by SA [redacted] Charlotte Division.

b6
b7C

[redacted] was the [redacted] which was travelling in the area of TWA flight 800 when it exploded.

b6
b7C

[redacted] was contacted at home telephone (PROTECT) [redacted] (PROTECT) and related the following information:

b6
b7C

[redacted] direction and observed an approaching aircraft. What drew his attention to this aircraft was what he originally thought was the aircraft's nose light. The light was of an unusual intensity and was off color of the usual white light, being a brilliant yellow color. NOSE OF TWA 80 ALREADY OFF.

He related it is unusual for aircraft to fly above 10,000 feet with the nose light on, and estimated this aircraft at 15,000 feet travelling in a easterly direction further than 20 miles away. He related his aircraft had descended from 24,000 feet to, approximately 18,000 feet and was travelling "almost nose to nose" with this oncoming aircraft. Because of the brilliance and off color of the light, he believed that the oncoming aircraft may have an engine fire. Where this brilliant light was would be consistent with the number two (2) engine of the oncoming aircraft, but no smoke trail was visible.

He continued to visually follow the aircraft and the brilliant light with no smoke trail, and as such, discounted the possibility of an engine fire to that aircraft.

Investigation on 07/19/1996 at New York, New York (telephonically)

File # 265A-NY-259028

by [redacted] b6 b7C Date dictated 07/20/1996

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

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b6
b7C

Continuation of FD-302 of [redacted], On 07/19/1996, Page 2

At this period of time, he was fifteen (15) to nineteen (19) miles from the approaching aircraft, and decided to blink his inboard wing light to signal to the oncoming aircraft. It was at this time he observed the oncoming aircraft "inflight explosion", observed fire, and then two (2) pieces of what he believes to be the oncoming aircraft going down, possibly the wings, parallel to the water.

final explosion

He then reported his observations to air traffic control, confirmed location, inquired if he could provide any further assistance, and then continued his flight.

b6
b7C

[redacted] provided the company dispatch telephone number as [redacted] and also advised that this week's flying schedule for him is Monday, 07/22/1996, through Wednesday, 07/24/1996 inclusive.

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remarkably consistent with most of the other witnesses.

() [redacted] b6 b7C

witness stated that as he was approaching what he later learned was TWA 800, his attention was drawn to what he perceived to be an unusually bright, off-colored light that appeared to be emanating from the aircraft. Initially, [redacted] thought that the plane might have had an engine fire, but after observing the craft flying straight and level, and because he saw no smoke trailing from the light he changed his mind. [redacted] added that as he leaned to illuminate his port side running light, the oncoming aircraft exploded in mid-air, sending the craft down in two pieces, one of which might have been a wing falling toward the ocean. b6 b7C

- These witnesses (numbers 8, 9 and 10) observations are significant for two particular reasons. The first involves the military warfare experience of [redacted], the second involves the aviation and flight experience of [redacted] and [redacted] aviation, the second is that they provide a perspective from above the explosion. b6 b7C

() [redacted] b6 b7C

observed a streak of red light, with the trajectory of a "shooting star. He added that the object appeared to maneuver in an arc; observed an explosion at the "end of the streak" then a second, larger explosion which appeared to engulf the first.

UH-60

125

(91)

() [redacted] - this individual was the [redacted] b6
[redacted] or [redacted]
b6 [redacted] e stated that at b7C
b7C approximately 2030 on July 17, 1996 while flying in the vicinity of the site of the explosion, he observed a flash, like "bright coals being flung forward, in a parabola." [redacted] initially thought that he was observing debris burning up upon re-entry into the atmosphere. He then described this ball separating into two (2) balls which fell downward. He realized shortly after this that he was witnessing an object exploding.

10-55

3. Observations Made from the Sea

(92)

() [redacted] - both of these individuals were operating a commercial fishing vessel approximately four (4) miles south of Fire Island when they
b6 observed what they described as a "very large projectile" ascend from the water into the sky toward the vicinity of
b7C the explosion of TWA 800. Both witnesses stated that this projectile, which originated southeast of their position, trailed a very large column of smoke. They also advised that this projectile was visible for several moments, then seemed to disappear before they reported seeing a bright flash in the direction of where the aircraft exploded. [The United States Coast Guard considers [redacted] to be a reliable and credible source of information, having previously provided information regarding search and rescue operations in the area.]

5-30

(93)

() [redacted] - witness was on a fishing boat south of
b6 Moriches, New York at approximately 2015, he observed a dark blue boat, approximately eight (8) to nine (9) feet in
b7C length with three (3) occupants heading out to ocean. The witness added that at approximately 2018, he heard the engine cut off. Subsequently the witness hears a sound similar to a "bottle rocket only louder" followed by a "pop." The witness then sees the front of the aircraft on fire and hears three (3) loud explosions. The witness then heard the boat's engine start up again and then hears the boat moving away at a high rate of speed. The witness sees the tail of the plane spiraling downward.

126

b6
b7C

() [redacted] - witness was traveling on ferry from Patchogue to Davis Park observed a flare-like object shoot up into sky from water level from east of the direction in which the ferry was traveling.

40.7303°N 72.8725°W

() [redacted] - this individual was surfing in the ocean south of Smith's Point when he observed an object resembling a "flare" which ascends, drops "straight down" approximately three inches, and as it drops, its size increases slightly. He added that this object had a tail approximately the same size as the "flare" itself, as well as a "smokey, fiery" trail. After dropping, the object explodes to the size of a quarter (at an arm's length) and breaks into two pieces, one describes as "big and fiery" the second as "smaller." The witness likened the larger piece to the size of the moon, fiery orange/yellow in color, and appeared to be spinning. He likened the smaller piece to being "ten percent [the size] of the bigger piece." Approximately twenty seconds later, he and his friends heard a deep rumbling which lasted for three (3) to four (4) seconds.

40°43.818'N 72°52.348'W

10 - 60

() [redacted] - these witnesses who were surfing in the ocean off of Moriches Inlet, saw what they described as a "flare" which left the surface, rise over the horizon and explode.

b6
b7C

4. Observations Made from a Distance

b6
b7C

() [redacted] - this witness who was facing the water in Norwalk, Connecticut stated that she saw a "bright cherry-red line" ascend into the sky in the distance. She added that after several moments this "line" seemed to explode, and then explode again at a lower altitude.

b6
b7C

() [redacted] - this individual, who was sitting at her home facing the Long Island in Sound Willford, Connecticut, observed a "bright reddish-orange light," like a "lightning streak" going straight up into the sky. She stated that the streak was not straight, but appeared to "zig-zag" as it ascended. [redacted] stated that she was aware that what she was seeing was far to the south.

127

(99) () [redacted] - the witness, who was sailing on Long Island Sound off of Westbrook, Connecticut, observed what she descried as a "red flare" rising up from the horizon at a position just east of due south (magnetic). She stated that this object ascended almost vertically from approximately 30° off of the horizon (bearing slightly to the right). [redacted] added that at the top of the arc (which she estimated to be 70° off the horizon), she saw three (3) to four (4) flames, then approximately one (1) to two (2) seconds later, she observed a large cloud of orange light which flashed at once. [The witness provided a map on which she estimated the direction of the "flare".] [Rendition of observations attached in Appendix A, at page 3]. b6 b7C

(100) () [redacted] - the witness, who was sitting on the porch of a house in Milford, Connecticut stated that he observed hat he thought was either a flare or fireworks rising in the south from approximately 30° off of the horizon. He added that the object rose almost straight up, with a slight right arc. The witness could not see any smoke or whatever object was emanating the light. He added that the orange dot, which ascended rapidly climbed "six inches at arms' length." The object then appeared to make a "brilliant half dome-appearing flash." b6 b7C

(101) () [redacted] - this witness, who was with [redacted] (witness 47) provided a similar description of the series of events and characterized the light source as appearing "like a welder's welding arc). b6 b7C

(102) () [redacted] - this witness, who was fishing at Circle Beach in Madison, Connecticut stated that he observed what he thought was a "flare" rising from approximately 30° off the horizon to an apex of approximately 45° off the horizon where it appeared to "drop down" forming "an expanding cone of orange light." b6 b7C

(103) () [redacted] - this witness was on a boat in Long Island Sound near Norwalk, Connecticut observed what she described as a "brilliant red flare" which rose from just above the horizon into the sky in what appeared to be a straight line. b6 b7C

b6 [redacted] added that when this flare reached its apex, it exploded
b7C into a single "brilliant red ball."

104

() [redacted] (Suffolk County Park Police) - [redacted] advised that at approximately 2030 hours on the evening of July 17th while he and his partner were on
b6 routine patrol during the ~~evening of July 17th~~ when, they
b7C received a radio call which alerted them to the possibility of a boat in distress which had shot off a flare. He and his partner arrived at Smith Point Park and were told by a number of individuals that a plane had crashed into the ocean.

105

() [redacted] - this individual was fishing off of the North Shore of Long Island with two (2) friends when he
b6 noticed what appeared to be a "parachute flare" ascending from the horizon into the sky. He described this "flare" as
b7C looking like "a comet, with a red center and a red tail." [redacted] added that moments after he noticed this object, he witnessed a huge explosion which he estimated to be thirty (30) miles away from his location.

5 2°

- The significance of witnesses ___, ___, ___ is not so much their individual observations, but the fact that their observations were made from a distance of at least thirty (30) miles. Each of these witnesses described a resulting fireball, but more importantly, they report seeing an object moving in the vicinity of the explosion, but *prior* to the explosion.

B. Observations Made Prior to July 17, 1996

() (U) ~~On Sunday, June 30, 1996, _____, _____, _____, three fisherman who were out in the vicinity of Port Jefferson on the North Shore of Long Island reported seeing what they all believed to be a rocket or pyro-technic device ascending from the horizon into the sky. They initially thought that it could have been some type of a test by the Grucci Brothers [manufacturers of fireworks for shows and displays]~~ (U)

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AJC

129

(B)

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

FEDERAL BUREAU OF INVESTIGATION

b6 b7C

Date of transcription 8/5/96

date of birth: home address: home

b6 b7C was advised of the identities of the interviewing Agents and of the nature of the interview. 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 he spent the majority of the voyage looking out the window.

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

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

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

b6 b7C

Investigation on 7/30/96 at PROVIDENCE, RHODE ISLAND

File # 265A-NY-259028 SUB 302

by SA SA dmi b6 b7C Date dictated 7/30/96

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130 (1st)

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

265A-NY-259028 SUB 302

Continuation of FD-302 of [redacted] b6 b7C , 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. comments w/ [redacted] b6 b7C

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

[redacted] A white male, seated in seat [redacted] directly in front of him, turned to him and asked, "Did you see that?". He responded that he did and the white male commented that it would be in the paper in the morning. [redacted] replied, "I'll bet it'll be on the news tonight". b6 b7C

[redacted] believes that the individual sitting in front of him was in the service, possibly in the Navy since he had mentioned Newport, Rhode Island, in conversation prior to the incident. [redacted] described the white male as follows: white male, forties, height: 6', 170 pounds. b6 b7C

A couple of small children, aged six or seven, sat near the white male, but [redacted] is not sure if these children were with the white male or just happened to be sitting near him. b6 b7C

The white male called a stewardess over and [redacted] overheard him say "A plane just blew up down there". b6 b7C

He is unaware whether the stewardess passed on this information to anyone else. b6 b7C

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

[redacted] provided a hand drawn diagram, in pencil, that illustrates what he believes to be the approximate location of USAIR FLIGHT 217 relative to the explosion of TWA FLIGHT 800, a copy of which is attached to this document and made a part hereto. b6 b7C

(Need to see this.)

176

N 40° 32.510 = 40.6752 N
W 72° 30.505' = 72.5084°W
(2)
131

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W of NEW 18.41 st. mi. ground rng from TWA 800 C/R.F."
(= 18.60 st. mi. dist range)

Date of transcription 8/8/96

(101)

[redacted] Date of Birth, [redacted]
Social Security Account Number, [redacted] was
b6 interviewed after being advised of the identity of the
b7C interviewing Agents and the nature of the interview. [redacted] provided the following information:

On July 17, 1996, at or about 8:35 pm, [redacted] stated that she and her girlfriend, [redacted] had just finished walking around the running track at Hampton Bays High School. Hampton Bays High School is located at the corner of Argonne ~~Street~~ Road 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.

b6
b7C

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

easterly?

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

b6
b7C

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

b6
b7C

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

File # 265A-NY-259028

by SAS [redacted] KK/dap b6 b7C Date dictated 7/26/96

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b6 [redacted] c:\data\twa[redacted]203.302
b7C

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7/21/96

[redacted] was interviewed by an Special Agent (SA) of the Federal Bureau of Investigation. [redacted] was advised of the identity of the SA and the purpose of the interview. [redacted] thereafter voluntarily provided the following information:

[redacted] advised that she is friends with [redacted] also of Shirley, Long Island and that the two women enjoyed walking in the evening at a local high school. [redacted] advised that they tried to get there every night of the week, however, usually its four or five times per weeks. [redacted] further advised that usually between 7:00pm and 7:30pm they would depart via [redacted] vehicle picking up [redacted] at her residence and drive directly to the high school track. [redacted] advised that they usually walked for an hour completing approximately fourteen laps. [redacted] advised that they departed a little on the late side on Wednesday, July 17, 1996, due to a commitment she had of picking up her son. [redacted] advised that to the best of her recollection that it was probably somewhere in the vicinity of twenty minutes to eight or a quarter to eight that [redacted] had picked her [redacted] up at her residence to depart for the high school.

check location.

[redacted] advised that her friend [redacted] walks on the inside and she walks on the outside. As they were walking around the track on lap number 12 to the best of her recollection she noticed a plane the reason that she took notice of the plane was because the sun reflected off of it. [redacted] advised that after first noticing the plane she did not maintained eye contact with it for approximately thirty seconds. [redacted] advised that as she came to the curve in the track she noticed a large bright light and she remembered saying something to the effect oh my God people are dying. [redacted] was positive that the bright light - explosion was from the aircraft that she had just observed a few seconds before.

b6
b7C

b6
b7C

178

132

b6 c:\data\twa 203.302
b7C

advised that at no point in time did she see any foreign object whatsoever appear in the sky or near the aircraft in question. recalls that her friend stated something to the effect "oh no that was fireworks." At the conclusion of this interview accompanied by her friend were transported by the interviewing agent to the high school track and field area where they both walked through their description of what they had observed on Wednesday evening July 17, 1996, at approximately 8:30pm.

b6
b7C

Following was observed through observation and interview:

Name:
Residence:

Telephone number:
Date of Birth:
Employment:

Telephone number:
Sex: Female
Race: White

b6
b7C

b6
b7C

Create Date 07-21-96 12:41p
Name b:\302.2
Type 302.2
Subject
Author
Typist
Abstract
Account
Keywords

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134 (9)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

(109)

[redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] then furnished the following information: b6 b7C

Where?

On July 17, 1996, at approximately 8:30 p.m., he was with his friend, [redacted] on Dune Road, when he noticed an explosion in the sky. [redacted] who is a former [redacted] in the [redacted] 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. b6 b7C b6 b7C

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 [redacted] dcd b6 b7C Date dictated 8/8/96

P.09
JAN-30-1997 10:12

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135 (17)

b6 [redacted]
b7C c:\data\twa\emf35162.ins

(110)

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MC:meg
265A-NY-259028

[redacted] was interviewed by [redacted]
b6 [redacted] and [redacted] of the Suffolk County Police
Department. The interview was conducted on July 20, 1996.
b7C

On July 20, 1996, the undersigned and [redacted] interviewed [redacted] Date of Birth [redacted] The interview took place at [redacted] residence at [redacted] Telephone number [redacted] The interview started at approximately 18:30 hours. In sum and substance, [redacted]
b6 related the following on July 17, 1996, at about 20:30 hours, he
b7C was in a boat owned by [redacted] and [redacted] 19 [redacted] were also on the boat. They were fishing in the ocean off Shinnecock Inlet. The boat was heading north toward the inlet on a line from the one mile sea buoy. They were about 1/4 to 1/2 mile north of the buoy. He saw what he thought was a flare straight behind the boat or a little to the right of the boat. He was not able to estimate the height of the flare. He described the flare as a white wispy trail that went straight up. When he saw this, he said "look at the flare" to the other people on the boat. He followed the flare for about five seconds, when the flare turned into an orange burst. He then saw black smoke, but he did not see anything fall to the water. The point where the flare turned into an orange burst which looked to be several miles south of the mile marker. The lighting was such that he could still see the mile marker that was about half mile from his location.

IN BOAT w/

[redacted]
b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Date of Birth [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

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

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

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

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

265A-NY-259028-SUB

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
NOV 12 1996
FBI-NEW YORK

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

File # 265A-NY-259028

by SA [redacted] /MAM Date dictated 7/24/96

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(14)

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b6 c:\data\twa [redacted] 302
b7C

7/21/96

(112)

born [redacted] telephone number [redacted] was interviewed on July 19, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

b6
b7C

Approximately 8:20 PM on July 17, 1996, [redacted] returned to her slip at ABBOTTS HARTS COVE MARINA after boating with her husband, [redacted] in Moriches Bay. Soon thereafter, while standing on the dock next to her boat and looking south of her position, she saw what appeared to be a flare rising through the sky. The flare was already in mid-air when she first saw it, she did not see it leave the ground. The flare had an orange tail and was traveling south to southwest. She watched the flare rise through the air and then come down a little before it exploded. [redacted] did not see a plane before she saw the explosion. The explosion occurred approximately [redacted] after [redacted] first saw the flare in the sky. see [redacted]

Because he was see: the burn ane, ~
b6
b7C
south to southwest? L→R a R
b6
b7C

[redacted] first realized that a plane had exploded when she saw the plane break into two pieces as it fell straight to the ground. From the position she was in at the time she saw the explosion, she was able to point out in the sky the flares course of travel, as well as the point of the eventual explosion.

[redacted] saw a large red barge named the [redacted] leaving the East Moriches Coast Guard Station at about 8:00 PM that night, heading in a southerly direction.

b6
b7C

S 12

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(15)

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b6 c:\data\twa\ 1.302
b7C

07/21/96

(113)

telephone number was interviewed on July 21, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, provided the following information: b6 b7C

Approximately 8:20 PM on July 17, 1996, returned to his slip at ABBOTTS HARTS COVE MARINA after boating with his wife, in Moriches Bay. Soon thereafter, while standing on the dock next to his boat, and looking south of his position, he saw what appeared to be a flare. He could not determine whether the flare was rising up or dropping down. The flare was already in mid-air when he first saw it; he did not see it leave the ground. He does not know whether the flare had a tail, and he is not sure in what direction the flare was traveling. However, he said the flare ended in a big ball of flames. did not see a plane before he saw the explosion. did not know how long he saw the flare before he saw the explosion. is able to describe where the flair was located in the sky when he first saw it, and where in the sky he saw the big ball of flames. had no further information. b6 b7C

(5)

MORI DocID: 1147295

50,560 FT AWAY (GROUND RANGE) / (SLANT RANGE) ⇒ (48.13 sec) for sound from T_0 to arrive. (16)

52,415 FT AWAY [redacted] b6

C:\DATA\TWA\TWA2106 b7C

N 40° 47.049' = 40.7842° N

W 72° 40.997' = 72.6833° W (NM)

07/18/96 139

[redacted] Date of Birth [redacted] Social Security Account Number (SSAN) [redacted] renting condo Unit [redacted] telephone number (516) [redacted] was contacted at his residence by Special Agents [redacted] of the Federal Bureau of Investigation (FBI) regarding his observations of an explosion he witnessed over the Atlantic Ocean on the evening of July 17, 1996. b6 b7C

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 03-10-2005 BY 60290 AUC BCE/TCG/JHF

[redacted] Observations: b6 b7C

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

b6 b7C His daughter-in-law, [redacted] was heading out sliding glass door when she let out a scream.

40 - 50 / 50 ft

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

b6 b7C [redacted] also observed white smoke over the water where the red-flamed objects or fireball hit the water.

Later, boats and helicopters approached the scene.

Background:

Name: [redacted]
Date of Birth:
SSAN:
Address: b6 b7C

Last radar detection at T_0 + 50.5 sec

Diff = 2.52 sec

sound from 1st explosion would arrive 47.98 sec after recording end... so if this description accurate, aircraft hit water no later than T_0 + 47.98 sec... so total time from explosion to water impact is less than 47.98 sec

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(11)

140

b6
C:\DATA\TWA\TWA2106 b7C 2

07/22/96

(115)

[redacted] Date of Birth [redacted] renting Unit [redacted] telephone [redacted] was contacted by Special [redacted] and [redacted] Fifth Squad, Suffolk County Police Department regarding an explosion she observed over the Atlantic Ocean on the evening of July 17, 1996.

b6
b7C

[redacted] Observations:

b6

[redacted] advised that on the evening of July 17, b7C 5, at approximately 8:30PM, she heard her daughter-in-law let out a scream as she went out a sliding glass door onto a deck. [redacted] turned and saw a huge intense orange, yellow and red fireball, that looked pear shaped, drop from the sky into the ocean.

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

VERY IMPORTANT. GIVES MAXIMUM DURATION OF FLIGHT. (see calculation on previous page)

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

Background:

Name:
Date of Birth:
Address:

Telephone: b6

Address: b7C

Telephone:

[redacted]

MORI DocID: 1147295

[redacted] b6
C:\DATA\TWA\TWA210[redacted]b7C 2

141

7/21/1996

[redacted] and [redacted] Apartment Unit [redacted] was recontacted at their residence to obtain azimuth directions for their observations on July 17, 1996, of Trans World Airlines (TWA) flight 800 which were reported in previous July 18, 1996 interviews by Federal Bureau of Investigation (FBI) Special Agent (SA) [redacted] The [redacted] were taken to the location of those observations at the back porch of their residence where they separately provided information to Suffolk County Marine Bureau (SCMB) [redacted] and Police Officer [redacted] who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were FBI SAs [redacted] and [redacted]

b6
b7C

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

187

142

[redacted] b6
C:\DATA\TWA\TWA2062 b7C 2

7/23/96

116

[redacted] Date of Birth [redacted] was contacted by Special Agent [redacted] and [redacted] b6 [redacted] 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. b7C

b6 [redacted] OBSERVATIONS
b7C

[redacted] related that she was visiting her in-laws at a summer condo they rented at [redacted] b6 [redacted] telephone number [redacted] b7C

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.

initial +/-15 sec later? on plane

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

Right wing 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: b6 [redacted]
b7C

P.19/20

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143

b6 [redacted] added that when this flare reached its apex, it exploded
b7C into a single "brilliant red ball."

104

b6 () [redacted] (Suffolk County Park Police) -
[redacted] advised that at approximately 2030 hours on
b7C the evening of July 17th while he and his partner were on routine patrol during the ~~evening of July 17th when~~, they received a radio call which alerted them to the possibility of a boat in distress which had shot off a flare. He and his partner arrived at Smith Point Park and were told by a number of individuals that a plane had crashed into the ocean.

105

() [redacted] this individual was fishing off of the North Shore of Long Island with two (2) friends when he noticed what appeared to be a "parachute flare" ascending
b6 from the horizon into the sky. He described this "flare" as looking like "a comet, with a red center and a red tail."
b7C [redacted] added that moments after he noticed this object, he witnessed a huge explosion which he estimated to be thirty (30) miles away from his location.

- The significance of witnesses ___, ___, ___ is not so much their individual observations, but the fact that their observations were made from a distance of at least thirty (30) miles. Each of these witnesses described a resulting fireball, but more importantly, they report seeing an object moving in the vicinity of the explosion, but *prior* to the explosion.

B. Observations Made Prior to July 17, 1996

() (U) On Sunday, June 30, 1996, _____, _____, _____, three fisherman who were out in the vicinity of Port Jefferson on the North Shore of Long Island reported seeing what they all believed to be a rocket or pyro-technic device ascending from the horizon into the sky. They initially thought that it could have been some type of a test by the Grucci Brothers [manufacturers of fireworks for shows and displays] (U)

144

b6 (U) On Sunday, July 7, 1996, [redacted] was sitting on
b7C her boat in Aquebogue, New York (located on the south side of the north fork of Long Island) when he observed what she believed was a "firework" flying through the air in the direction of oncoming aircraft. [redacted] stated that she was so sure that these objects were on a collision course that she covered her eyes so as not to see "people dying." (U)

() [redacted] this witness, who was driving in her car shortly before 2000 hours on the 17th of July when she
b6 observed what she described as a "white trail of smoke
b7C ascended directly from the horizon into the sky." According to [redacted] she also saw an object "at the top of the smoke trail which seemed to be leading the smoke trail upward." (U)

(U) On Friday, July 12, 1996, at approximately b6
0450, [redacted] New York while attempting to capture the sunrise b7C
on videotape, recorded what appeared to him at the time to be the plume from a rocket. An analysis of the tape revealed what appears to be a grey trail of smoke ascending
b6 from the horizon at an angle of approximately 75°. During
b7C the course of the tape, [redacted] is even overheard stating to his friend that "they must be testing a rocket." Shortly after viewing the tape at home, he calculated that this missile was traveling toward the Atlantic Ocean. On July 23, 1996 [redacted] was interviewed at the same location from which he shot the video image. After establishing several points of reference, an azimuth was established of 70°-72° north magnetic. Subsequent calculations placed this plume in the vicinity of the Long Island Sound on a line of sight over the towns of Rocky Point and Miller Place.

Referral/Direct (U) [redacted]

b6 [redacted]
b7C [redacted] (U)

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145

Referral/Direct (U) [redacted]

[redacted] b6 b7C

[redacted] (U)

C. Obervations of a Vessel in the Vicinity of the Explosion

() [redacted] - witness stated that approximately 1530 of 7.17.96, while on maritime excursion out of Captree (Fire Island). The boat was traveling east, relatively close to the shore. From the deck she observed a small boat traveling east very close to the excursion boat. Witness described the bot as being "very odd", "round in front, shaped like an old-fashioned bath tub", "it was dull black in color and half the size of a good sized motor boat." The boat's cabin was draped with a very thick, beige plastic cover. The witness added that protruding through the center of the boat, through the roof and plastic was a cylindrical tube which appeared to be as big as the boat itself. The tube appeared to have the diameter of a tennis ball. She observed one male at the rear of the boat, and felt that there must have been another individual piloting the craft. The witness described the individual on the boat as having dark hair and a moustache. b6 b7C

[redacted] and [redacted] - these witnesses were recreating on the beach east of the Moriches Inlet during the afternoon of July 17, 1996. Both reported observing a large, dark grey or black ship sitting motionless approximately five (5) to seven (7) miles from shore and at an approximate 45° angle left from perpendicular from the beach. Both of these individuals stated that what attracted their attention to the boat was the fact that it appeared to be stationary for the entire three (3) hour period of time that they were at the beach. [redacted] added that at some time, another, smaller, dark boat approached the boat and remained there until they left. He continued by stating that at one point in time, he observed activity on the boats and what appeared b6 b7C

to be the transfer of a "white box" from the larger to the smaller boat.

(U) On July 19, 1996 [redacted] a former [redacted] at Fort Bliss, Texas advised the New York Office that approximately eighteen (18) months ago he was approached by an UNSUB male of possible Middle Eastern extraction. The UNSUB, who claimed to be a member of "a group," told the witness that he was in possession of sea-to-air missiles and wanted to hire him to assist in improving the rockets' propellants. The UNSUB told [redacted] that the missiles, both Redeyes and Stingers were "set up on a boat." The witness stated that he met this UNSUB on one occasion in Jersey City, New Jersey. There was no further contact after the witness turned down the UNSUB's offer. (U)

b6
b7C

(U) [redacted] - (information related through police officer, S.C.P.D.) witness observed what he believes to have been two (2) "rocket launchers" on beach near West Hampton approximately two weeks ago. (U)

b6
b7C

Recently, New York Air Traffic Control (ATC) provided a series of transcripts of all of the recorded airline traffic during the night of July 17, 1996. A review of these transcripts revealed that has revealed that a number of pilots flying in the vicinity of the explosion of TWA 800 actually witnessed the event. In pertinant portions, a Piedmont Airlines (PDT) pilot as well as an, as yet unidentified pilot (UNKN) who was flying along the shore were recorded with ATC as follows:

ATC: You say you saw a flash in front of you, looks like debris falling. . . I don't show anybody in front of you right now there sir.

PDT: Uh yeah, it was something, it was out there, burned up and fell right down into the water. It was, uh kinda odd.

ATC: Uh, the only thing I can think of it was possibly. . . leftover fireworks or something like that. . .

PDT: Roger, yeah. . . it wasn't fireworks.

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61 MISS

(Rev. 10-6-95)

DRAFT

1-L

FEDERAL BUREAU OF INVESTIGATION

7/21/96

[redacted] was interviewed at her residence, [redacted] Date of transcription
b6 [redacted] This is also the [redacted]
b7C [redacted] After being b6
advised of the identity of the interviewing Agents and the nature b7C
of the interview, [redacted] provided the following information:

The evening of July 17, 1996, [redacted] was at the West
b6 Hampton Yacht Squadron in Westhampton Beach along with her
b7C husband [redacted] her brother in law [redacted]
[redacted] and [redacted]

Between 8:30 and 8:45 p.m [redacted] was staring out into
the Atlantic Ocean due south. She saw a red light, like a boat
b6 flare, with a smokey white stream following it, shoot up from the
b7C horizon. She could not tell if it originated from either Dune
Road or the ocean. The red flare went straight up into the sky
for about two or three seconds. Suddenly, the red flare expanded
into a much larger fireball. There was no sound heard at this
point. Then a red flame funneled down from the fireball, and
descended downward when a second, much larger fireball erupted.
This larger fireball then split into two smokey trails which
continued to descend downward and away from each other beyond
Dune Road into the ocean.

[redacted] then heard three deep rumbling sounds. Her
b6 husband, [redacted] who was on a jetski at the time in the bay,
b7C traveled across the bay to Dune Road, crossed Dune Road, and
looked into the ocean to see what had happened.

From where the flare originated, [redacted] did not see any
b6 unusual light on the surface. The red flare was followed by a
b7C smoke tail which quickly dissipated. The smokey tail did not
extend down very far from the flare's head.

Agent L-R

7/19/96 Westhampton, NY
Investigation on at
File # 265A-NY-259028 7/21/96
SA [redacted] b6
SA b7C Date dictated
by

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

265A-NY-259028

[redacted] 7/19/96 2

b6 [redacted] advised that her brother in law, [redacted] and
Continuation [redacted] also saw the ascending flare, but advised that On Page
b7C everyone else she was with had only seen the descending fireball.

Y-S
Y-N

FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 07/26/96

On July 21, 1996, [redacted] Date of Birth (DOB) [redacted] b6 telephone [redacted] was advised of the identities of the b7C interviewing agents and the purpose of the interview. [redacted] then furnished the following information:

On July 17, 1996, at 8:00 PM, [redacted] drove to the SILLY LILLY'S FISHING STATION, Adelaide Avenue, East Moriches, New York, and parked in the parking lot to wait for a friend. During this time, [redacted] was facing south watching the boats and jet skis in the water. At approximately 8:40 PM, [redacted] observed what appeared to be a red flare begin its ascent above the horizon line (half way between the water and the point of explosion). The direction of the flare-like object (FLO) was due south from [redacted] b6 b7C at a distance of seven-eight (7-8) miles. The FLO's path was straight up for approximately three (3) seconds and at a high rate of speed and terminated in a bright white explosion at an undetermined altitude and followed by a boom. After the explosion, [redacted] described a sheet of flames that fell towards the water which turned to thick black smoke that also descended from the point of explosion and to his left (easterly). After [redacted] lost sight of the flames below the horizon, he heard four (4) booms.

[redacted] advised that he thought the flames landed in the vicinity of Dune Road to his south although his estimate of its distance from him was 7-8 miles. [redacted] stated that several small b6 boats (not commercial) and jet ski's were in the water to his front but he said that there was nothing unusual or peculiar. b7C [redacted] reiterated that he did not see a point of origin of the FLO in the water and that it appeared to have originated at a distance halfway to the point of explosion. [redacted] stated that the FLO was red in color but he was unable to describe any smoke trail.

P26 19

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

265A-NY-259028-SI

File # 265A-NY-259028

SEARCHED INDEXED
SERIALIZED FILED

by SA [redacted] /hrg b6 Date dictated 07/21/96

b7C

AUG 28 1996

FBI - NEW YORK

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(1) (14)

b6 [redacted]
b7C c:\data\twa\[redacted]302

07/21/96

[redacted] born [redacted] telephone number [redacted] was interviewed on July 19, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

b6
b7C

Approximately 8:20 PM on July 17, 1996, [redacted] returned to her slip at ABBOTTS HARTS COVE MARINA after boating with her husband, [redacted] in Moriches Bay. Soon thereafter, while standing on the dock next to her boat and looking south of her position, she saw what appeared to be a flare rising through the sky. The flare was already in mid-air when she first saw it, she did not see it leave the ground. The flare had an orange tail and was traveling south to southwest. She watched the flare rise through the air and then come down a little before it exploded. [redacted] did not see a plane before she saw the explosion. The explosion occurred approximately ten seconds after [redacted] first saw the flare in the sky.

south to southwest ?
L → R
a
b6
b7C → L

[redacted] first realized that a plane had exploded when she saw the plane break into two pieces as it fell straight to the ground. From the position she was in at the time she saw the explosion, she was able to point out in the sky the flares course of travel, as well as the point of the eventual explosion.

[redacted] saw a large red barge named the [redacted] leaving the East Moriches Coast Guard Station at about 8:00 PM that night, heading in a southerly direction.

b6
b7C

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(15)

b6 [redacted]
b7C c:\data\twa[redacted]1.302

07/21/96

b6
[redacted] telephone number [redacted] was interviewed on July b7C
21, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

Approximately 8:20 PM on July 17, 1996, [redacted] returned to his slip at ABBOTTS HARTS COVE MARINA after boating with his wife, [redacted] in Moriches Bay. Soon thereafter, while standing on the dock next to his boat, and looking south of his position, he saw what appeared to be a flare. He could not b6
determine whether the flare was rising up or dropping down. b7C
The flare was already in mid-air when he first saw it; he did not see it leave the ground. He does not know whether the flare had a tail, and he is not sure in what direction the flare was traveling. However, he said the flare ended in a big ball of flames. [redacted] did not see a plane before he saw the explosion. [redacted] did not know how long he saw the flare before he saw the explosion. [redacted] is able to describe where the flair was located in the sky when he first saw it, and where in the sky he saw the big ball of flames. [redacted] had no further information.

FAX

P. 2 (3)

Jul.31 '96 17:53

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

On July 30, 1996, [redacted] a white male, Date of birth (DOB) [redacted] Social Security Account number (SSN) [redacted] residing at [redacted] (mailing address of P.O. Box [redacted] and employed by [redacted] was interviewed by Special Agents (SAS) [redacted] and [redacted] Federal Bureau of Investigation (FBI). [redacted] was interviewed regarding his observations of the crash of TWA flight # 800, on the evening of 7/17/96. He advised as follows:

b6
b7C

OBSERVATIONS OF [redacted]

On 7/17/96, [redacted] was sitting on the dock, immediately in front of the Bellport Marina. His lady-friend [redacted] was with him, and as they talked, [redacted] 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 [redacted] were wearing a watch, [redacted] 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.

b6
b7C

In the first stage of his observation, [redacted] 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.

b6
b7C

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

File # 265 A NY 259028

b6
b7C

by SAS [redacted] Date dictated 7/31/96

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b6

b7C

265 A NY 259028

Continuation of FD-302 of [redacted], On 7/30/96, Page 2

In its second stage, after it reached its zenith, the object "arc-ed" downward, for what seemed to [redacted] to be approx 10 seconds. b6 b7C

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 [redacted] look !". b6 b7C

As the object sped off on its now horizontal course, [redacted] looked up to find what [redacted] 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. b6 b7C

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 [redacted] 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. b6 b7C

[redacted] 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. b6 b7C

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.

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.

[redacted] 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, [redacted] had said to him [redacted] 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 b6 b7C

FAX

(5)

Jul.31 '96 17:54

b6

b7C

265 A NY 259028

Continuation of FD-302 of [redacted], On 7/30/96, Page 3

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

[redacted] stated that he [redacted] He stated that his personal life experience includes four years [redacted] in the [redacted] in which he served as a [redacted] in [redacted] in [redacted]. He stated that while in the [redacted] he was an [redacted] and that his eyesight today is such, that he is still an [redacted] He added that while in the [redacted], he also [redacted]

b6
b7C

[redacted] 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.

b6
b7C

During this interview, [redacted] Suffolk County Police Department (SCPD)-Marine Bureau, using [redacted] information, "shot" magnetic compass azimuths, and then processed them using a Garmin Global Positioning System (GPS-45) device.

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b6
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7/21/96

was interviewed by an Special Agent (SA) of the Federal Bureau of Investigation (FBI). was advised b6 of the identity of the SA and the purpose of the interview. b7C thereafter voluntarily provided the following information:

advised that she and her friend often enjoy going for a walk together in the evening sometime between 7:00pm to 7:30pm. They would walk the track at a local b6 high school. advised that they usually walked for b7C approximately one hour. advised that it is customary that will drive to residence pick up and the two of them would drive directly to the track.

advised that she recalls on Wednesday evening of this week that she had received a telephone call from her friend indicating that she would be delayed a little bit, but that she was still interested in going for their walk. advised that she indicated to telephonically that she would pick her sometime around 7:20pm to 7:30pm that evening. advised that they usually go walking approximately five or six times per week. Further, that they customarily complete fourteen laps while at the track. advised that routinely b6 she walks in the inside and her friend walks on b7C the outside around the track. advised that as she approached the curve in the track she took notice of an object that was above the tree line in the sky. further described this object as one that was ascending at a very high rated of speed at the tip was a very bright light with a bright yellowish or orange tail. advised that she observed this for less than five seconds when she temporarily lost it. She assumed that it was some type of firework display. Within a few seconds her friend states something to the effect, my God people are dying. responds to her friend by stating oh no that's fireworks looking up at a bright explosion, the same direction as the previously observed "fireworks." then explains to that in fact had a few seconds prior to this explosion, viewed an aircraft heading in that direction. Further, that the now fire ball that they were both looking at together was the

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b6 [redacted]
b7C c:\data\twa\[redacted]203.30a

result of a plane exploding. [redacted] stated that neither she nor her friend [redacted] knew the size or type of aircraft that had exploded into flames and came down into the horizon beyond the tree line. b6 b7C

[redacted] advised that she did not observe an aircraft and only observed this "bottle racket type missile" ascending from left to right at a very high rate of speed for several seconds prior to losing it. [redacted] advised that they both had become so upset with this that they had stopped their walk around the twelfth lap and proceeded to the residence. b6 b7C

At the conclusion of the [redacted] interview [redacted] was interviewed. At the conclusion of the interview both [redacted] and [redacted] were transported by the interviewing Agent to the high school track and field area where they had made the observation on Wednesday, July 17, 1996, at approximately 8:30pm. b6 b7C

The following was observed through observation and interview:

Name:	[redacted]
Residence:	
Date of Birth:	
Sex:	Female
Race:	White
Residence number:	[redacted]
Employment:	
Telephone number:	

b6
b7C

Create Date 07-21-96 12:08p
Name b:[redacted]302.1 b6
Type b7C
Subject
Author
Typist
Abstract
Account
Keywords

b6 (6)
b7C

[redacted]

c:\data\twa[redacted]203.302

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7/21/96

[redacted] was interviewed by an Special Agent (SA) of the Federal Bureau of Investigation. [redacted] was advised of the identity of the SA and the purpose of the interview. [redacted] thereafter voluntarily provided the following information: b6 b7C

[redacted] advised that she is friends with [redacted] also of Shirley, Long Island and that the two women enjoyed walking in the evening at a local high school. [redacted] advised that they tried to get there every night of the week, however, usually its four or five times per weeks. [redacted] further advised that usually between 7:00pm and 7:30pm they would depart via [redacted] vehicle picking up [redacted] at her residence and drive directly to the high school track. [redacted] advised that they usually walked for an hour completing approximately fourteen laps. [redacted] advised that they departed a little on the late side on Wednesday, July 17, 1996, due to a commitment she had of picking up her son. [redacted] advised that to the best of her recollection that it was probably somewhere in the vicinity of twenty minutes to eight or a quarter to eight that [redacted] had picked her [redacted] up at her residence to depart for the high school. b6 b7C

[redacted] advised that her friend [redacted] walks on the inside and she walks on the outside. As they were walking around the track on lap number 12 to the best of her recollection she noticed a plane the reason that she took notice of the plane was because the sun reflected off of it. [redacted] advised that after first noticing the plane she did not maintained eye contact with it for approximately thirty seconds. [redacted] advised that as she came to the curve in the track she noticed a large bright light and she remembered saying something to the effect oh my God people are dying. [redacted] was positive that the bright light - explosion was from the aircraft that she had just observed a few seconds before. b6 b7C

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b6 [redacted]
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[redacted] advised that at no point in time did she see any foreign object whatsoever appear in the sky or near the aircraft in question. [redacted] recalls that her friend [redacted] stated something to the effect "oh no that was fireworks." At the conclusion of this interview [redacted] accompanied by her friend [redacted] were transported by the interviewing agent to the high school track and field area where they both walked through their description of what they had observed on Wednesday evening July 17, 1996, at approximately 8:30pm. b6 b7C

Following was observed through observation and interview:

Name:	[redacted]
Residence:	
Telephone number:	
Date of Birth:	
Employment:	[redacted]
Telephone number:	[redacted]
Sex:	Female
Race:	White

b6 b7C

Create Date 07-21-96 12:41p
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FD-302 (Rev. 10-6-95)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/14/97

On May 8, 1997, [redacted] b6
[redacted] New York, date of birth [redacted] Social Security b7C
Number [redacted] work telephone number [redacted] home
telephone number [redacted] was interviewed at Westhampton Beach High School parking lot regarding his observations on the evening of July 17, 1996. Present at the interview was [redacted] California. [redacted] was introduced to [redacted] as a member of the [redacted] was advised of the identity of the interviewing agents and the nature of the interview. During the course of the interview, [redacted] first drew a picture of what he saw on the night of July 17, 1996, on a piece of paper on which had already been drawn a tree line and ground line approximating his view of these frames of reference and the sky while facing south (this drawing was labeled #1). The tree line was visually estimated to extend approximately two (2) degrees maximum above the ground line. At the conclusion of the interview, after [redacted] had drawn his own sketch of his observations, [redacted] Referral/Direct

[redacted] was also informed the orange 'bursts' on the drawing indicated probable points of explosions. [redacted] drew his modifications on this drawing (drawing #2b). During the interview [redacted] provided the following information:

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

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

File # 265A-NY-259028 Date dictated 5/14/1997

by SA [redacted] (SAB:sab)

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265A-NY-259028

Continuation of FD-302 of [redacted], On 5/8/1997, Page 2

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

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

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

265A-NY-259028

b6 Continuation of FD-302 of [redacted], On 5/8/1997, Page 3

b7C lost sight of it below the tree line. The "fire box" came down in the same location on the tree line as [redacted] had seen the first object, or "firework", ascend.

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

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

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

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265A-NY-259028

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

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

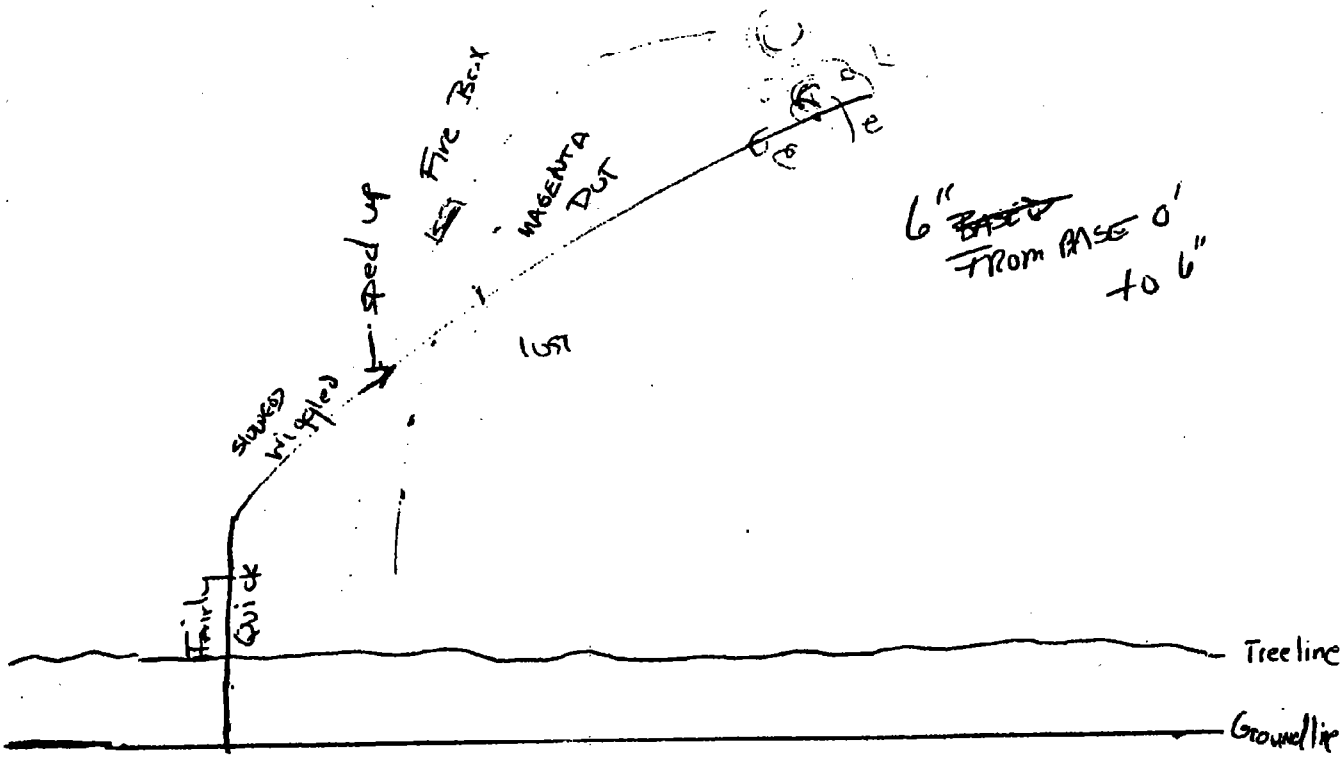
b6
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[redacted] drew a sketch of what he remembered on a sheet of paper that he was given which included an approximate tree line and ground line (Drawing #1). When given Drawing #2a, [redacted] felt it was pretty accurate except that it was "missing the entire first part" and sketched that part of his observations into the drawing (Drawing #2b). He also added the two separate lines of objects descending to the primary thicker black line already in the drawing.

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[redacted] b6
dob [redacted] b7C
on 5/8/97
at WHB High School



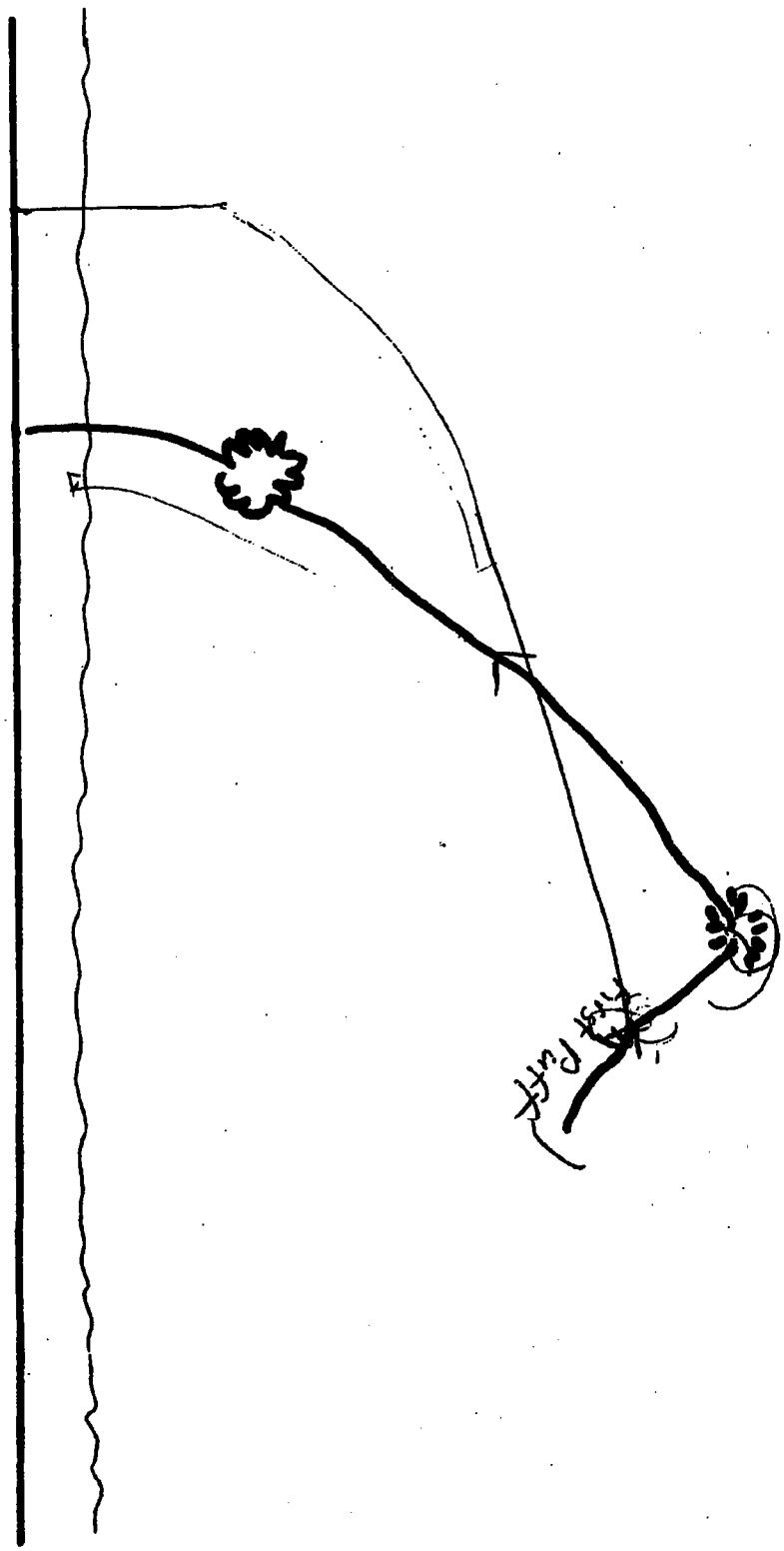
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on 5/8/97
@ WHB Hq. &



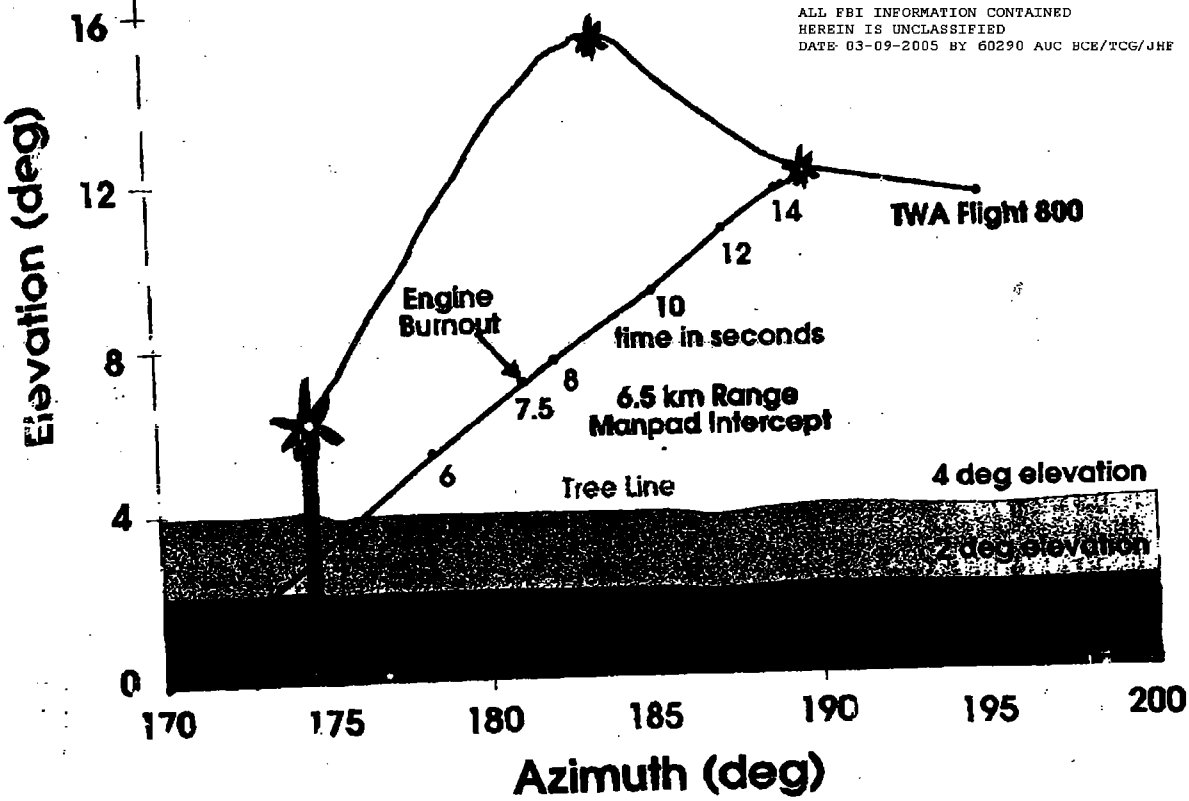
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MAY-23-1997 13:09

J.D. (52) View of Maximum Range (6.5 km) MANPAD Intercept

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[redacted] b6

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7/24/96

[redacted]

[redacted] telephone number [redacted] Date of Birth - [redacted]
b6 was contacted regarding the sighting he observed near
b7C Westhampton Beach High School (WBHS). After being advised he provided the following information:

[redacted] was standing in the WBHS parking lot and looking toward the beach. At approximately 8:15 PM, he saw over the tree line at Mill Road what he described as a projectile ascend in the sky. [redacted] described the projectile as red 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 then the projectile was ascending. b6 b7C

[redacted] point of reference on the Mill Road tree line was a telephone pole next to the yellow fire hydrant. This is the point from where he originally sighted the projectile. b6 b7C

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[redacted] b6
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7/19/96

[redacted] was contacted at his residence located at [redacted] telephone number [redacted] b6 [redacted] and was advised of the identity of the undersigned b7C Agents. Also present during the interview was his wife, [redacted] [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] explained that he had just finished exercising for approximately 23 minutes on the track located at the Westhampton High School. At approximately 8:15 PM or 8:25 PM, [redacted] began to walk in a south westerly direction to his vehicle parked in the school parking area. [redacted] stated while he was walking back to his b6 b7C vehicle, he observed just above his line of vision, and the tree line directly in front of him, an object (object number one) ascending from behind the trees. [redacted] stated that the object originated from the south beyond Mill Road in Westhampton, New York. [redacted] explained that the sun was directly behind him, above his shoulders, and there were no clouds in the direction he was facing.

[redacted] stated object number one appeared to be bright b6 white light with a reddish pink aura surrounding it. [redacted] b7C said the object continued to maintain that appearance throughout his observation, except for, the last second, when he believed the object impacted with another object. [redacted] compared the moving object to a "fire work."

Initially, object one ascended almost vertically beyond b6 the tree line with no apparent direction and at moderate speed. b7C Object one evolved into a "squiggly" pattern going up vertically and increasing in velocity and then arced off to the right in a south westerly direction. [redacted] stated that the object continued to stay just above his line of vision, and he never had to pick up his head up to observe the events.

[redacted] stated that he observed a second stationary b6 object, (object number two) that appeared to glitter in the sky. b7C Object number one was heading toward object number two, which [redacted] said he would not have seen if it was not for object

(14)

[redacted] b6
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number one drawing his attention to it. However, object number one appeared like it was initially going to slightly miss object number two unless it made a dramatic correction at the last moment. In less than a second, [redacted] believed object number one impacted with object number two; however [redacted] explained that it occurred when he must have blinked because he did not actually see the point of impact. [redacted] then observed a white "puff" (white flash) approximately the size of a small ball in the sky, however, he heard no noise. Out of the puff came two objects that arched upward from the initial impact trailing smoke. [redacted] said the objects than appeared to turn into large rectangular balls of fire descending at an angle down past the horizon of the trees. [redacted] stated that the rectangular fire balls were the equivalent in size to a quarter (1/4) of a piece of paper (8"X11") from his vantage. b6 b7C

Initially, [redacted] said the explosion appeared to be approximately 1.5 - 2.5 miles from where he observed the event, and he recalled he was concerned that the burning object might have landed on Dune Road or the outlying beach area. b6 b7C

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

[redacted] believed, after some retrospect, the entire chain of events took approximately seven (7) seconds from the time he first sees object number one and when the explosion occurred. b6 b7C

[redacted] further described object number one as an elongated object that had an oval "head" with an extremely bright white center that had a reddish pink "aura" about the object. The tail was the size of his pinkie nail which seemed to become smaller as it ascended in the air. The tail, grey in color, moved in a "squiggly" pattern which provided a sense of direction. b6 b7C

After the explosion, [redacted] got into his vehicle with the windows down and the radio off and drove in the direction of this occurrence. [redacted] drove to Dune Road, Westhampton, where he met his wife. [redacted] believed he had witnessed some type of explosion over the beach area; however, he did not know actually what he had observed. Later that day, [redacted] learned of the plane crash and realized that he had observed the entire b6 b7C

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[redacted] b6
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occurrence.

At the conclusion of the interview, [redacted] brought the undersigned Agents to the exact location where he made his above b6 b7C

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(16)

[redacted] b6
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described observations and he reenacted the events prior, during and immediately following the event. In addition, a rough draft drawing was created. [redacted] point of reference was a telephone pole next to a yellow fire hydrant located on Mill Road. b6 b7C

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Date of transcription 7/22/96

[redacted] telephone: [redacted] telephonically contacted the Federal Bureau of Investigation, New York Office. Having been advised of the identity of the interviewing agent, [redacted] provided the following information:

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He had gone crabbing with about twenty other people yesterday (July 17, 1996). They were standing on the dock at the Forge River Marina in Mestic when a young boy, approximately 11-13 years of age named [redacted] noticed something that appeared to be a flare flying up into the air. [redacted] called the group's attention to this object as it flew into the air. This flying objected looked like it came up from land in the Moriches area.

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The flying object was relatively slow in flying up and took about four or five seconds before hitting the airplane. The smoke, which trailed this object, was whitish in color and the band of smoke was narrow. It looked like a flare or Roman candle flying into the air. The object flew at an angle into the air and neither it, nor its impact with the plane, made any noise. There was one flame which came from the object, then a second once it struck the plane. The flying object was very bright, but not uncomfortable/blinding to look at.

The object seemed to take off from Dune Road or the left side of the inlet.

Other members of the group who saw the object's flight were [redacted] and [redacted] Last Name Unknown (LNU), one of whom is the father of [redacted] and [redacted] (LNU) own the business [redacted] [redacted] telephone: [redacted]

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[redacted] stated that he had spoken to a neighbor, [redacted] telephone: [redacted] who stated that his son, [redacted] age 13, had also seen the flying object.

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329

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

File # 265A-NY-259028

by SA [redacted] dcd b6 b7C Date dictated 7/19/96

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[redacted]

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265A-NY-259028
AB:dxa 8 Oct 1996

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On July 21, 1996, at approximately 4:17 p.m., Detective [redacted] and [redacted] of the Suffolk County Police Department interviewed [redacted] Date of Birth: [redacted] of [redacted] telephone number [redacted] and [redacted] Date of Birth: [redacted], telephone number [redacted] The witnesses advised as follows: b6 b7C

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

Facing westbound, [redacted] states that she observed a flare shoot upward from the water, ascend with a bright orange-red glow skyward and at its apex, burst into numerous orange red flames. The flare had a very large orange red tail. [redacted] advised that her boyfriend, [redacted] also watched the flares ascend. b6 b7C

[redacted] advised that the flare descended into numerous red flames. Neither heard any noise. [redacted] believes she was approximately thirty miles away, while [redacted] believes he was five or six miles away. b6 b7C

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8/9/96

[redacted] telephone [redacted] Date of Birth, [redacted] was advised of the identities of the interviewing Agents and the nature of the interview. She then provided the following information: b6 b7C

On July 17, 1996, [redacted] was visiting a friend at [redacted] She was sitting in the house by a second story window looking out towards the ocean just about dusk. [redacted] 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. [redacted] 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. [redacted] stated the explosions were so loud they shook the house. She stated after the two explosions, the sky turned a green color. b6 b7C

[redacted] 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. b6 b7C

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

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Date of transcription 07/24/96

b6 telephone [redacted] was contacted regarding a sighting she
b7C observed on July 17, 1996.

[redacted] was on a boat along with four (4) adults and five (5) children in the Moriches Bay. At approximately 8:30 p.m., she and the others saw a flare appear in the sky over the Barrier Island of Westhampton Beach. [redacted] said she mentioned to her boating companions that the object in the sky looked like a flare. [redacted] described the flare as bright orange or yellow. The
b6 flare travelled straight up and did not wiggle. [redacted] did not see
b7C a smoke trail. [redacted] first saw the flare as it appeared over Dune Road on Westhampton Beach and originally thought it was a firecracker-type object. [redacted] said the object was in the air for a few seconds. [redacted] then looked away. When she looked at the flare again, it was on its way down. [redacted] did not see the flare hit anything.

b6 [redacted] was certain that the flare's origin was in the
b7C ocean and not the bay.

Where exactly was she?

Intensity same?

L → R?

265A-NY-259028-SUB

Investigation on	07/18/96	at	Westhampton Beach, New York
File #	265A-NY-259028		
by	SA [redacted] hrg	b6 b7C	Date dictated 07/24/96

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FBI-NEW YORK

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Interview

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P 2517522 JUL 96

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

TO DIRECTOR FBI/PRIORITY/

FBI NEWARK/PRIORITY/

BT

UNCLAS

CITE: //3540//

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

b6
b7C

[redacted] WAS ON HIS FISHING BOAT APPROXIMATELY 8:45 - 8:50PM ON JULY 17, 1996, JUST EAST OF FIRE ISLAND MOVING EAST. HE SAW A REDDISH "FLARE," ALREADY OFF THE SURFACE MOVING UPWARD IN AN EAST TO WEST DIRECTION WITH A SLIGHT ARCH. AFTER APPROXIMATELY 5 SECONDS OR LESS HE SAW A WIDE ILLUMINATION LIKE A FIREWORK.

1

TC

265A-NY-259028-SUB CC:

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PAGE TWO DE FBINY 0014 UNCLAS

HE SAW WRECKAGE (ORANGE-RED) FALL IN A "H" PATTERN. HE DIDN'T OBSERVE ANY SMOKE TRAIL OR HEAR AN EXPLOSION. BETWEEN 8:45 AND 9:00PM HE OBSERVED A TUG BOAT WITH A FLAT BARGE MOVING EAST TO WEST.

LEAD

NEWARK DIVISION AT NEWARK, NJ

INTERVIEW [redacted] AT [redacted] REGARDING OBSERVATION. PROVIDE RESULTS TO NEW YORK FLIGHTS LEAD TW 2208.

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Date of transcription 8/8/96

[redacted] Date of Birth [redacted] home address [redacted] telephone number [redacted] 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, [redacted] provided the following information: b6 b7C

On the evening of July 17, 1996, [redacted] was on the beach in Bridgehampton directly overlooking the ocean. [redacted] did not know the name of the beach, but with the use of the Hagstrom map, nearest to where the beach was located. b6 b7C

While looking southwest, at a time just before dark, [redacted] saw the end part of something going up into the air. [redacted] explained that she did not actually see any defined object, but she saw a smokey orange streak. [redacted] could not see where the streak originated from, but it seemed to move from east to west. b6 b7C

The streak lasted only for about one or two seconds, when it then burst into a very large bright orange-red round fire. The fire descended and became uneven in shape. It descended into the horizon, and was no longer visible. [redacted] did not hear anything at any time. b6 b7C

[redacted] advised that she would be able to revisit the beach, and determine exactly where she was standing and looking at the time. b6 b7C

176

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

File # 265A-NY-259028 ~~265A-NY-259028-SUB~~ CC1

by SAs [redacted] JJR/dap

Date dictated 7/26/96

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AUG 29 1996
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BY
DATE 9/3/96

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] Date of Birth [redacted] of [redacted] telephone [redacted] was contacted. After being advised of the identity of the interviewing agent and the nature of the interview, she furnished the following information:

b6
b7C

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

b6
b7C

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

b6
b7C

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

b6
b7C

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 West Hampton Beach, New York (telephonic) 265A-NY-259028-SUB

File # 265A-NY-259028

by SA [redacted] axh b6 b7C Date dictated 7/23/96

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

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265A-NY-259028

Continuation of FD-302 of [redacted], On 07/23/96, Page 2

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

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(6)

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Date of transcription 7/22/96

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

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Both [redacted] and [redacted] stated that another unusual incident occurred approximately 5 o'clock that night. They each saw a single engine plane (perhaps yellow in color) fly [illegible] approximately fifty feet over the water and then disappeared. Approximately twenty minutes later at about 8:15 p.m. the plane came back from the other direction again very low over the water.

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b7C

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

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b7C

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

File # 265A-NY-259028

by SA [redacted]evs b6 Date dictated 7/20/96
b7C

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MORI DocID: 1147296

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265A-NY-259028

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

b6
b7C

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

[redacted] is [redacted] years of age, date of birth [redacted] b6 b7C
[redacted] resides at [redacted]
[redacted] telephone number [redacted]
b6 seventeen years of age, date of birth [redacted] resides at [redacted]
[redacted] telephone number [redacted]
b7C [redacted] Also on the boat were [redacted] telephone number [redacted]
[redacted] telephone number [redacted] and
[redacted] ALSO of [redacted] telephone number unknown.

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[redacted] b6
c:\data\twa\twa21018.302 b7C
7/25/96

On 7/20/96, SA [redacted] Federal Bureau of Investigation (FBI), interviewed [redacted] a white male, who resides in at [redacted] was interviewed regarding his sightings of a "flare" he observed rising from the ocean, in the vicinity of SMITH POINT OUTER BEACH, at approximately 8:30 PM, on 7/17/96. He advised as follows: b6 b7C

[redacted] and his friend [redacted] were surfing from approximately 7:00 PM to 8:15 PM, at the above beach, on the evening of 7/17/96, and were approximately 100 feet off shore. While surfing, they noticed a white "PRO LINE" type fiberglass boat, which appeared to be 19 - 20 feet in length. This boat was approximately 300 feet further out in the water, making it approximately 400 feet from shore. The boat was occupied by two dark haired white males, who were not fishing, and [redacted] noted the boat was not anchored. b6 b7C

At approximately 8:15 PM, [redacted] and his friend [redacted] stopped surfing, departed the beach, and began to make their way to "GREAT GUN BEACH" marina, which was directly north of where they had been surfing, but over the sand dune, and on the inlet. b6 b7C

At approximately 8:30 PM, as [redacted] and [redacted] were pulling away from the marina dock in their boat, [redacted] noted a flare rising from the ocean side of the sand dune, in the vicinity of where he and [redacted] had been surfing, and in the general vicinity of where the aforementioned boat had been. b6 b7C

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

The "flare" went straight up, and [redacted] seeing black smoke, assumed it had burned out. b6 b7C

[redacted] stated he has been "around the water" all his life, and has seen many flares. He described this flare as larger than usual, and noted that it also climbed more steeply than usual. b6 b7C

[redacted] also recalled that at approximately 8:00 PM, just before he and [redacted] stopped surfing, he noted a small yellow and white plane flying west, along the beach, at approximately 50 feet over the water. At 8:05 PM, he recalled that same plane returning, now flying easterly, along the beach. b6 b7C

Finally, [redacted] also recalled that a woman named First Name Unknown (FNU) [redacted] who resides on [redacted] had also seen the above described "flare" at the same time he had. He recalled that [redacted] had b6 b7C

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(11)

[redacted] b6
c:\data\twa\twa21071.302 b7C

7/25/96

On July 19, 1996 at about 6:20 PM, [redacted] and [redacted] SO-9, were present at [redacted] b6
b6 [redacted] One [redacted] white male b7C
17, Date of Birth [redacted] and one [redacted] white
b7C male [redacted] Date of Birth [redacted] were interviewed in connection with the July 17, 1996 downing of TWA flight 800.

[redacted] resides at [redacted]
b6 [redacted] telephone [redacted]
b7C [redacted] resides at [redacted]
b6 [redacted] telephone [redacted]

b7C [redacted] and [redacted] were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed
b6 what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline."
b7C This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing.

[redacted] and [redacted] began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon. b6 b7C

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(12)

[redacted] b6
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7/21/1996

[redacted] Date/Place of Birth (D/POB) [redacted] Social Security Number (SSN) [redacted] residence [redacted] was recontacted to obtain azimuth directions for his observations on July 17, 1996 of Trans World Airlines (TWA) flight 800 and/or "a flare" which were reported in previous interview by New York Police Department (NYPD) officers [redacted] and [redacted] was taken to the location of those observations at Great Gun Beach, NY, Brookhaven Township, NY, where he provided information to Suffolk County Marine Bureau (SCMB) [redacted] and Police Officer [redacted] who plotted readings using a GPS 45 Personal Navigator and a hand bearing magnetic compass. Also present during this contact were the following individuals: Federal Bureau of Investigation (FBI) - Special Agent (SA) [redacted] SA [redacted] SA [redacted] SCMB [redacted] New York Police Department (NYPD) - [redacted] Defense Intelligence Agency (DIA) - [redacted] and [redacted]

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b7C

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

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(13)

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 19, 1996 at about 6:20 PM, [redacted] b6 and [redacted] SO-9, were present at [redacted] One [redacted] white male b7C [redacted] Date of Birth [redacted] and one [redacted] white male [redacted] Date of Birth [redacted] were interviewed in connection with the July 17, 1996 downing of TWA flight 800. b6 b7C

[redacted] resides at [redacted] b6 [redacted] telephone [redacted]

b6 b7C [redacted] resides at [redacted] telephone [redacted]

[redacted] and [redacted] were surfing in the area of Smith Point County Park, Shirley, Long Island, west of Moriches Inlet. They arrived by boat and moored on Moriches Bay. They observed what appeared to be a 19 foot center console boat approximately 200 yards from shore. The boat could have been a "Proline." This boat was occupied by two males with dark hair. Both appeared to be in their thirties. They further described green stripes on the boat. The two males on the boat were not fishing. b6 b7C

b6 b7C [redacted] and [redacted] began their walk to the north shore of Smith Point Park, arriving at their boat at approximately 8:30 PM. At about this time they observed what looked like a flame rising up over the Atlantic Ocean, then arching in an easterly direction. They then reported seeing a flash of bright light followed by a large red and orange fire type glow. Two items engulfed in this fiery glow were falling down, disappearing behind sand dunes in the horizon.

265A-NY-259028-SUB CC

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

File # 265A-NY-259028

by [redacted] (mxb) To TW-43 Date dictated 7/19/96 b6 b7C

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MORI DocID: 1147296

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FEDERAL BUREAU OF INVESTIGATION

Q's: Direction of descent
: Duration of descent

Date of transcription 8/9/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

[redacted] Date of Birth, [redacted] was interviewed at his residence, [redacted] telephone number [redacted] After being advised of the identities of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

[redacted] for the [redacted] On the evening of July 17, 1996, [redacted] 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. [redacted] was traveling with his girlfriend, [redacted]

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

Just as [redacted] 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. [redacted] 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, [redacted] knew that it originated from the ocean.

He turned to his girlfriend, [redacted] 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. [redacted] 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.

The flare ascended for what [redacted] estimated to be about fifteen seconds. It then burst into a yellow flash, slightly larger than the flare itself. [redacted] 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

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File # 265A-NY-259028 WITH TEXT

by SAs [redacted] JJR/rdo WITHOUT TEXT BY

Date dictated 7/23/96 DATE

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

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

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At about the same time that he lost visual contact, [redacted] 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.

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[redacted] offered to revisit the exact point at which he saw the flare.

The interviewing Agents accompanied [redacted] to his 23 foot boat to the point where he saw the flare. [redacted] 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.

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b6

b7C

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

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[redacted] advised that his girlfriend, [redacted] will be available tomorrow to be interviewed. She works at the [redacted] Center Moriches, telephone number [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted] Date of Birth, [redacted] Social Security Account Number, [redacted] was interviewed after being advised of the identity of the interviewing Agents and the nature of the interview. [redacted] provided the following information:

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On July 17, 1995, at or about 8:35 pm, [redacted] stated that she and her girlfriend, [redacted] had just finished walking around the running track at Hampton Bays High School. Hampton Bays High School is located at the corner of Argonne Street and Wakemann Road in Hampton Bays, New York. Upon completing her walking, she started to cross through the middle of the track heading to her car in the school parking lot.

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b7C

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

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

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b7C

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

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b7C

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

File # 265A-NY-259028

by SAs [redacted] KK/dap b6 b7C Date dictated 7/26/96

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MSL [3]

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265A-NY-259028
TMO:hrg

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[redacted] was interviewed by [redacted] and [redacted] of the New York State Police Department. The interview was conducted on July 21, 1996. b6 b7C

[redacted] Date of Birth (DOB) [redacted] of [redacted] telephone number [redacted] who is employed as a [redacted] Scamp V Charter Boat. b6 b7C

This interview was conducted on July 21, 1996, at about 8:35 PM, he was [redacted] whose position he estimates as four to five (4 to 5) miles off Fire Island, east of the area known as the Pines, in the ocean. He was looking east when he observed a reddish orange flash from the surface of the water, which he estimates to have occurred 4 or 5 miles east of the Scamp V's position. The flash appeared to be ascending from the water and he believed that it was possibly a distress flare. [redacted] states that the reddish/orange flash appeared to be too large to be a flare and was moving south and east until it disappeared from his view. He then saw a whitish flash and then an orange light which he believed might be a roman candle coming down. [redacted] heard no explosion. Additionally, [redacted] describes the second flash that he observed as appearing to resemble lightening or a flash from a flash bulb. b6 b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 20, 1996, [redacted] Date of Birth (DOB) [redacted] was interviewed at his home, [redacted] telephone number [redacted] b6 After being advised of the identities of the interviewing agents b7C and the nature of the interview, [redacted] provided the following information:

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On July 17, 1996, at approximately 8:30 PM to 8:45 PM, [redacted] was on his boat, with his wife, docked at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a ball of orange fire arcing upward with a white smoke tail. [redacted] said the object looked like a "roman candle" firework. Approximately ten seconds later, he saw a large reddish-orange fireball where the firework-type object disappeared. [redacted] further stated that the fireball fell at a sixty degree down angle and appeared to knife-edge shortly before he lost sight of it near the horizon.

ND

265A-NY-259028-SUB CC1

Investigation on 07/20/96 at Center Moriches, New York

File # 265A-NY-259028 b6

by SA [redacted] b7C ATF (SGK:hrg) Date dictated 07/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

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

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b7C

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

b6
b7C

upa ↓?

→ dir?

→ timing

→ consistency

265A-NY-259028-SUBCC

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

File # 265A-NY-259028

b6 by SA [redacted] /hrg Date dictated 07/23/96

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W 72° 35.999'

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265A-NY-259028
RH:cam

b6 [redacted] was interviewed by [redacted] and [redacted] of the Suffolk County Police
b7C Department. The interview was conducted on July 23, 1996.

On July 23, 1996, at 1030 hours, [redacted] 74 years old, [redacted] telephone
b6 [redacted] and [redacted] Date of Birth [redacted]
b7C [redacted] telephone [redacted]

Both subjects stated that on Wednesday evening, July 17, 1996, sometime after 8:00 pm, they were sitting at the dining room table when [redacted] stated she looked out her window in a southerly direction over the ocean when she observed an object, which she first thought was a flare, ascending upward from the water into the sky. [redacted] stated that the object was approximately 12 miles offshore. The distance was determined by [redacted] because on prior occasions she had seen Russian fishing boats in the area during the cold war. When [redacted] first observed this object she told [redacted] to look out the
b6 window. At this point, [redacted] stated that she stopped
b7C looking and turned away. [redacted] stated that she got up from the table and moved to the center of the room and looked out over the ocean. [redacted] stated she saw a mushroom shaped cloud reddish/orange in color with black smoke in the sky. [redacted] was unable to determine the distance to the sight of the explosion. [redacted] described the object that was ascending as pinkish/red in color (smoke) leaving a wide trail. [redacted] stated this object was travelling at a high rate of speed. Both subjects agree that from the time this object was first spotted to the time of the explosion was approximately five seconds. Both subjects felt two large shock waves that shook the house.

[redacted] further stated that the object that was
b6 ascending was doing so in a straight line and did not zig-zag.
b7C [redacted] estimated that the object was ascending directly behind the surf club on Dune road in Quogue, and approximately 12 miles offshore.

Interview was conducted by undersigned and [redacted]
b6 [redacted] number [redacted] Command [redacted]
b7C

MORI DocID: 1147296

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted], Date of Birth, [redacted], [redacted] home telephone [redacted], was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] provided the following information:

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

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

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

265A-NY-259028-SUB

File # 265A-NY-259028

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SEP 24 1996

by SAs [redacted] DPM/cxk Date dictated 7/25/96

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FLOT

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

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MSL [2]

Y-C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] Date of Birth [redacted] was advised of the nature of this investigation and the identities of the investigating agent and detective. She provided the following information:

b6
b7C

On July 17, 1996, she was at the beach near the campgrounds at Smith Point Park on Fire Island, New York, with her husband [redacted] At about 8:25 PM, she and her husband had walked to the waters edge in front of camp site number 29. At about 8:40 PM, she noticed something like fireworks or a flare going up from the water. It first appeared to be a fiery orange color. She also noticed white smoke. She then observed a bright orange explosion in the sky about half way up in the sky. She then observed this fireball fall into the sea beyond the horizon. This all occurred to the south and east of her location. It was almost directly south of the Moriches inlet. She recalls thinking to herself "how stupid it is to shoot fireworks from a boat."

b6
b7C

[redacted] resides at [redacted] Her home telephone is [redacted] She is employed by NYNEX at Patchogue, New York. Her work number is [redacted]

16

265A-NY-259028-SUB

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

File # 265A-NY-259028

b6
b7C

by SA [redacted] (FBI) (SCPD) (JM:mxb) Date dictated 7/20/96

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AUG 15 1996
FBI-NEW YORK

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RT 9/26 [2]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

On July 22, 1996, [redacted], Date of Birth [redacted] address [redacted] b6 [redacted] telephone [redacted] was advised of the official identities of the interviewing agents and the purpose of the b7C interview. [redacted] then furnished the following information:

On July 17, 1996, [redacted] was aboard his boat which was docked at the Great Gun Dock having dinner with several family members. Between 8:15 pm and 8:45 pm, [redacted] was looking southward when he observed what appeared to be a flare ascending in the sky. [redacted] did not see the flare-like objects (FLO) point of origin. [redacted] observed the FLO for approximately two - three seconds before it terminated in an explosion. [redacted] described the FLO as a white streak that had a tail but did not leave a smoke trail. [redacted] stated that the streak was only a "pencil width" in size. [redacted] advised that the FLO travelled in a straight line but on a slight angle west of the point of explosion. [redacted] placed the FLO and the explosion at a point six to seven miles from his location. [redacted] described the explosion as orange in color. As the explosion began its descent, it broke into two separate sections with the eastern section still on fire and the western section not on fire. [redacted] then lost sight of the sections as they fell below the dune line of Great Gun Beach.

Following the explosion, [redacted] piloted his boat back to the Senix Marina, South Moriches, New York, and he and his son [previously interviewed by the Federal Bureau of Investigation (FBI)] boarded a faster moving boat and travelled to the wreckage location. [redacted] estimated that he arrived at that site between 9:25 pm and 9:30 pm, and the distance being 9.1 miles from the south end of Moriches Inlet. While searching for survivors, b6 [redacted] noted that a commercial "dragger" boat and "scallop" boat b7C were assisting in the search. [redacted] believed that the "scallop" boat was in a good position to witness the explosion because it was operating south of the wreckage site. [redacted] identified the "scallop" boat as the First Name Unknown (FNU) [redacted] which is based out of either Newport, Rhode Island or New Bedford, Massachusetts. [redacted] stated that there are no "scallop" boats

Investigation on 7/22/96 at South Moriches, New York

File # 265A-NY-259028

by SA [redacted] cam b6 b7C Date dictated 7/23/96

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b6

b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 7/22/96, Page 4

Island. [redacted] believed that more information may be obtained about the (FNU) [redacted] by checking with [redacted] based on Long Last Name Unknown (LNU) [redacted] (LNU) or [redacted] (Phonetic) (PH) at the County Dock or at the Shinnacock (PH) Dock (since "Scallop" boats routinely offload their catch at those locations). Additionally, information regarding the "dragger" boat may be obtained by checking at Jackson's Marina.

b6

b7C

29 miles away? MSL

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

On July 21, 1996, [redacted] white female, Date of Birth [redacted] Social Security Account Number [redacted] residing at [redacted] telephone number [redacted] business telephone number [redacted] was interviewed at the [redacted] was advised of the identities of the interviewing agents and the nature of the interview, which was to ascertain her knowledge and observations during the evening hours of July 17, 1996. Thereafter, [redacted] provided the following information:

b6 b7C

At approximately 8:20 pm on July 17, 1996, [redacted] was parked in her Ford [redacted] automobile on Mile Hill Road, at the shore of the Northwest Bay, East Hampton, New York. [redacted] was looking out over the Bay in a general south, southwesterly direction. [redacted] had a vague recollection regarding the following observations which occurred approximately 30 - 40 miles away.

b6 b7C

[redacted] observed a fine, pencil thin white light. This white light extended upward in the sky and was viewed as a fine white line. This white line had a more definitive head and a less definitive smokey line. This white line extended upward in an arc shape at approximately 70 degrees from approximately 2 - 5 vertical degrees over the horizon and extending to 20 degrees above the horizon. The line emanated wispy effects trailing off the east side. This fine white line travelled in a north, northwesterly direction. The fine white line was in the sky for approximately three (3) seconds. As the line extended upwards and began to arc, the tail began to dissipate.

b6 b7C

[redacted] recollections regarding the next series of observations are more clear in her mind. The fine thin line at 20 degrees off the horizon became a brilliant, bright white light which quickly traveled into a star-shaped light radiating rays of white light. This transformation occurred in a split-second at which time it became a bright red/orange ball of fire. This red/orange light began to cascade in an arc-shape downward toward the horizon. The cascade of red/orange light arched slightly

M47 27

265A-NY-259028-SUB

Investigation on 7/21/96 at Westhampton, New York

File # 265A-NY-259028

by SA [redacted] cam b6 b7C

Date dictated 7/23/96

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SEP 19 1996
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FD-302a (Rev. 11-15-83)

b6

b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 7/21/96, Page 2

upward before flowing straight down toward the horizon. The cascade of red/orange light was interrupted, seeming to dissipate at five (5) degrees above the horizon than quickly resumed as red/orange falling out of view on the horizon. The direction of this cascade was northwesterly.

The cascade of red/orange light was of considerable size and width, described as a puffy, thick, fireball. A second red/orange cascade of light emanating from that same 20 degree point arched in a similar manner to the north, northeast, falling toward the horizon after a slight upward movement similar to the larger, thicker cascade of light. The smaller cascade of red/orange light was approximately one-sixth (1/6) the thickness of the larger cascade of red/orange light. The pinnacle of both arches was the initial white, bright light.

b6
b7C

[redacted] did not hear any noise associated with the events surrounding the observation of these lights. The initial fine white/greyish line was less than five (5) degrees off the horizon overlooking Barcelona Neck. The line travelled approximated three (3) seconds. The total time of these light observations from the initial sighting of the fine white/greyish line to the cascade of red/orange cascade vanishing into the horizon was approximately two (2) seconds. The initial fine white line curved slightly, leveling off with the horizon before transforming into the bright, burst of white light. The direction of the initial fine white line was from the west, northwest.

b6
b7C

[redacted] saw no specific objects associated with her observations of the lights. The lights were more than 30 miles away. The entire series of events and observations encompassed approximately twenty (20) degrees vertical of [redacted] field of vision.

b6
b7C

[redacted] was advised to attempt to retain these observations in her mind and possibly sketch her observation in case it becomes necessary to specifically recall these details and observations in the future. [redacted] indicated that she would recontact the Federal Bureau of Investigation (FBI) if she recalls any additional observations regarding the events surrounding the aforementioned observation.

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12 RT 3/12

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265A-NY-259028
DJR:pan

The following investigation was conducted by [redacted] of the [redacted] on July 26, 1996: b6 b7C

On July 26, 1996, [redacted] interviewed [redacted] Date of Birth, [redacted] of [redacted] telephone number [redacted] b6 b7C

[redacted] is a [redacted] employee and is a [redacted] located at the [redacted] Center Moriches, NY.

[redacted] 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. [redacted] 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). b6 b7C

When [redacted] looked back up in the sky where he had seen the first event, he saw a big ball of white smoke. [redacted] 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, [redacted] 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 [redacted] a this location, [redacted] had also been interviewed by an agent of the Federal Bureau of Investigation. b6 b7C

265A-NY-259028-SUB

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

b6
b7C [redacted] was telephonically contacted at his place of [redacted] telephone number [redacted] b6 b7C [redacted] After being advised of the official identity of the contacting Agent and the nature of the interview, [redacted] provided the following information:

On July 17, 1996, at between 8:30 PM and 8:40 PM, [redacted] was out in his boat, fishing with his wife, when he saw what he thought to be a flare fly into the air to his southeast side over the ocean. When the "flare" reached its highest point a bright orange fireball erupted. That fireball then fell, fluttering back and forth, into the ocean. When he made these observations, [redacted] was located approximately three (3) miles east of the Fire Island Inlet on the bay side of Fire Island in the vicinity of Ocean Beach. He launched his boat from a private dock in Bayshore, New York. b6 b7C

He described the "flare" as glowing red and stated that it rose "straight up" from the ocean and was in flight for approximately ten (10) seconds. It took the fireball approximately 30 seconds to fall into the ocean. [redacted] saw no smoke trail from the "flare" and saw nothing fall away from it as it rose. He did not see an airplane, nor did he hear any sound associated with the eruption of the fireball. He described himself as being "upwind" of the location where the fireball occurred. [redacted] stated that his wife had her back to the fireball and consequently did not see it occur. b6 b7C

[redacted] resides at [redacted] telephone [redacted] His date of birth is [redacted]
b6
b7C

265A-NY-259028-SUB

Investigation on 7/22/96 at New York, New York (telephonically)

File # 265A-NY-259028

by SA [redacted]/maj b6 b7C Date dictated 7/22/96

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Y-C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] date of birth [redacted] social security account number [redacted] residing at [redacted] telephone [redacted] voluntarily appeared at the East Moriches, New York, Coast Guard station on two occasions on 7/19/96, and was interviewed regarding his observations of the evening of 7/17/96, regarding an explosion he observed in the sky. On the first occasion he was interviewed by SA [redacted] and SA [redacted] On the second occasion, he was interviewed by the same agents, accompanied by [redacted] Alabama, telephone [redacted] The purpose of the second interview was to enable [redacted] to listen to [redacted] observation of 7/17/96.

b6
b7C

[redacted] observations on the evening of 7/17/96:

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

distance →

b6
b7C

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

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

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

b6
b7C

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

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

265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, On 7/19/96, Page 2

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

[redacted] stated that the fireball first appeared to be close, because the fireball was so bright. After the fireball hit the surface of the ocean he could not see it anymore. There remained only a large cloud and trail of smoke. He estimated that the fireball landed further then seven miles from his location. He advised that the earth curves every seven miles. This would put the crash location beyond his visual line of site. b6 b7C

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

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

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

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

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

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

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

265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C , On 7/19/96 , Page 3

On 7/19/96, an FBI Agent named [redacted] b6 b7C from the Boston FBI Office, and two male FBI Agents came to his work location to interview him. After speaking with him they requested that he go to the East Moriches Coast Guard Station to relate his observations.

Background

Name:	[redacted] b6 b7C
Date of Birth:	
Social Security Account Number:	
Home Address:	
Telephone:	
Employment:	[redacted]
Position:	[redacted]
	17 years of service
Fishing Friend:	[redacted]
Home Address:	
Home Telephone:	

CONTINUE FROM PREVIOUS PAGE 001

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Date of Birth [redacted] Social Security Account Number [redacted] address [redacted] home telephone [redacted] pager [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] then provided the following information:

b6
b7C

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

b6
b7C

265A-NY-259028-SUB

SEARCHED ____ INDEXED ____
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NOV 12 1996
FBI-NEW YORK

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

File # 265A-NY-259028

b6
b7C

by SA [redacted] /mam Date dictated 7/24/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

b6
b7C

[redacted] Date of Birth [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] thereafter provided the following information:

[redacted] and a group of friends were present 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.

b6
b7C

[redacted] was in the water approximately five feet from the shore, when he observed an orange/reddish flash in the sky above the trees to the south. [redacted] believed the flash had just reached its peak, when he first noticed it. The flash then began to move towards him as it began its descent.

b6
b7C

Just before it reached the top of the trees, [redacted] saw an explosion. He observed something blow into pieces, all of which were a red glow. Several seconds later [redacted] lost sight of this object as it descended behind the trees. A trail of light gray smoke remained in the sky after the object fell out of sight. A few seconds after [redacted] heard a loud rumbling which lasted approximately five seconds.

b6
b7C

265A-NY-259028-SUB

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NOV 12 1996
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Investigation on 7/24/96 at Speonk, New York

File # 265A-NY-259028

by SA [redacted] mam b6 b7C Date dictated 7/24/96

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Date of transcription 7/25/96

b6
b7C [redacted] Date of Birth [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

b6
b7C [redacted] and a group of friends were at a water hole off Old Country Road, in the vicinity of the Suffolk County Police Department firearms range, on the evening of the TWA Flight 800 crash. The group was gathered on the west bank clearing of the water hole.

b6
b7C At approximately 8:30 P.M. [redacted] was in the water approximately ten feet off the shore, facing south. He observed a reddish/orange flare ascending in the sky. The flare was followed by a white vapor trail and appeared to be headed towards him from beyond the trees, but moving at a slight angle from right to left.

b6
b7C [redacted] then left the water and was standing on the sand but close to the water's edge. From this vantage point [redacted] observed an explosion in the sky. He described two large balls of fire and smaller pieces of fire falling out of the sky.

b6
b7C [redacted] then moved further away from the water to the top of the hill, but still on the sand. At this point the fire balls had fallen out of sight. [redacted] heard sounds like rolling thunder, and felt slight vibrations in the ground.

265A-NY-259028-SUB

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

File # 265A-NY-259028

by SA [redacted] MAM b6 b7C Date dictated 7/24/96

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Y-A

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

On July 19, 1996, [redacted] date of birth [redacted] b6 [redacted] home telephone number [redacted] was interviewed at her parents' home [redacted] b7C [redacted] She was advised of the identity of the interviewing agents and the nature of the interview. She then provided the following information:

On July 17, 1996, at approximately 8:25pm [redacted] was having dinner with her fiance [redacted] and her parents, at her parents' home, [redacted] was facing the water in the direction of South-Southeast, when she saw a white light, along the horizon out the window to the left. The light was described as a very bright shooting star, or a bright white light, and moved from the left to right, in an b6 arc, for approximately five to ten seconds. On the way down from the highest point of the arc, it disappeared for a second, and b7C then reappeared as an orange flicker. It stayed there for a moment and then grew into an orange ball. The ball dropped to the horizon in approximately ten to twenty seconds - enough time for [redacted] her fiance, and parents to go out on the deck. Approximately one or two seconds after the ball hit the water, [redacted] heard a boom. After a couple more seconds, [redacted] heard a second boom, and, after a shorter period of time, a third boom. The first boom was the most intense.

The distance from [redacted] to the orange ball, and the distance from [redacted] to the white light, appeared to be the same. b6 The white light appeared to have a door width length tail. (The door used as a reference was approximately 10 feet away and b7C approximately 3 feet wide).

Investigation on July 20, 1996 Westhampton, NY

File # 265A-NY-259028

by SA [redacted] :msp b6 b7C Date dictated 7/20/96

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] telephone [redacted] Date of Birth [redacted]
b6 was advised of the identities of the interviewing agents and the
b7C nature of the interview. She then provided the following information:

[redacted] was sitting on the deck of a neighbor's house on
b6 the lagoon at [redacted] She was looking over the water
b7C and saw what looked like a match, she heard a noise and then saw an explosion.

[redacted] 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
b6 match flame. She did not see any smoke. [redacted] stated the
b7C explosion sounded like a loud firework, almost as loud as an M-80 going off. [redacted] heard one boom sound. The explosion was a huge ball which dropped down to the horizon slowly.

[redacted] 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
b6 roof, which has a cluster of trees to the left of it (this is a
b7C 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 wat r.

64,289 ÷ 1,089 = 59.03 sec + ≈ 1 sec = (60 sec)
13,820
62,786

So 1st report reached her ≈ 10 sec after plane hit water.

265A-NY-259028-SUB

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

File # 265A-NY-259028

b6 by SA [redacted] /axh
b7C

Date dictated 7/23/96

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JAN 17 1997
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Y-B

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

b6 [redacted] DOB: [redacted] telephone number [redacted] was
b7C contacted and advised of the identity of the interviewing agent, as well as the nature of the interview. [redacted] provided the following information:

On 7/17/96 around dusk time, [redacted] was camping at Smith
b6 Point Park and witnessed what appeared to be a "flare" rise above
b7C the horizon over the water. This flare was "red-orange" in color and had initiated from the east in an upward diagonal trajectory. The flare disappeared and seconds later a "wide area" of the sky was filled with "something" descending on fire resembling a "white bright star."

b6 [redacted] later learned from the news about the TWA crash.
b7C On July 25, 1996, [redacted] decided to contact the Federal Bureau of Investigation to report what she witnessed.

265A-NY-259028-SUB CC1 -

JUL 2 8 1996

FBI — [redacted]

33

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

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 7/25/96

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Y-B

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] Date of Birth: [redacted]

[redacted]

b6 was telephonically contacted at his residence by the below listed
b7C agent of the Federal Bureau of Investigation (FBI). After being advised of the nature of the interview, [redacted] provided the following information:

[redacted] advised that on the evening of Wednesday, July 17, 1996, he was riding his motorcycle westbound on Dune road at approximately 35 to 40 miles per hour from a club known as DOCKERS in Hampton Bays, Long Island. [redacted] attention was drawn towards the water as he noticed a red flame streak towards the sky. The flame then curved right and proceeded downward toward the water before finally splitting into two balls of fire. b6 b7C

→ But flame from plane known to be going to his left.

b6
b7C [redacted] stated that the bright flame was like a flare being launched. It had a head, followed by a small tail, and its path was defined by a narrow trail of smoke.

[redacted] brought his motorcycle to a stop soon after crossing the Quoque bridge (thought to be the Ponquogue) to view this activity. [redacted] stated that he did not see the two balls of fire hit the water as the dunes near him were higher than the horizon. [redacted] then drove his motorcycle to a location near the SURF CLUB where he could gain a better vantage point to view this activity. While en route to this location, [redacted] stated that a blackhawk helicopter darted overhead from the land to the location of the activity on the water. At first, [redacted] thought that the incident that he observed was some sort of national guard exercise. However, prior to hearing media reports of a 747 crash, [redacted] considered that a small aircraft may have crashed. b6 b7C

When [redacted] reached an unobstructed view of the ocean, he viewed smoke rising from the water at what he estimated to be approximately 20 miles from the shore. [redacted] described the sky as hazy, punctuated by smoke rising from the water. No flames were viewed by [redacted] on the surface of the water. b6 b7C

Investigation on 7/23/96 at Calverton, NY (telephonically)

File # 265A-NY-259028 TW 517

by SA [redacted] b6 b7C Date dictated 7/26/96

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

Find out where

Hint MSSL.? 2nd Poss. (Port Shot)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

Lead Number 1589

[redacted] white female, date of birth [redacted] Social Security Number [redacted] residing at [redacted] home telephone number [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] was interviewed at her residence regarding what she witnessed on July 17, 1996, at Long Island, New York. [redacted] advised the following:

b6
b7C

On July 17, 1996, at approximately 4:38 p.m., [redacted] was on the Mobay (Phonetic) section of Long Island Beach, New York. [redacted] had just looked at her watch and noted it was 8:37 p.m. when she noticed an aircraft climbing in the sky traveling from her right to her left. [redacted] advised that she has a tendency to observe airplanes when she is outside. [redacted] advised that the sun was setting behind her as she was watching the aircraft. [redacted] noticed that the aircraft appeared to level off. [redacted] thought that the aircraft was too low of an altitude to be leveling off at the time. While keeping her eyes on the aircraft, [redacted] observed a "red streak" moving up from the ground toward the aircraft at an approximate 45 degree angle. The "red streak" was leaving a light gray colored smoke trail. The "red streak" went past the right side and above the aircraft before arcking back toward the aircrafts right wing. [redacted] described the arch's shape as resembling an upside down Nike "swoosh" logo. [redacted] advised that her perception of the length of the smoke trail was 15 feet. The smoke trail was narrow initially and widened as it approached the aircraft.

b6
b7C

[redacted] initially thought someone had set of a flair and commented same to her friends [redacted] and [redacted] of Long Island. [redacted] never took her eyes off the aircraft during this entire time.

b6
b7C

14

265A-NY-259028-SUB

CC,

Investigation on 7/20/96 at Madison, NC File # 265A-NY-259028 Sub302

by SA [redacted] jgb b6 b7C Date dictated 7/25/96

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265A-NY-259028 Sub302

Continuation of FD-302 of [redacted] b6 b7C On 7/20/96, Page 2

b6
b7C At the instant ? the smoke trail ended at the aircrafts right wing, [redacted] heard a loud sharp noise which sounded like a firecracker had just exploded at her feet. [redacted] then observed a fire at the aircraft followed by one or two secondary explosions which had a deeper sound.

b6
b7C [redacted] observed the front of the aircraft separate from the back. [redacted] then observed burning pieces of debree falling from the aircraft.

b6
b7C [redacted] advised that she was in New York City from July 10, 1996, until July 18, 1996, when she returned to her North Carolina residence.

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[redacted]
c:\data\twa\[redacted]302 b6
b7C

__07/21/96

[redacted] telephone [redacted] was interviewed in follow up to an interview conducted with her by Special Agent [redacted] of the Charlotte Division, Greensboro Resident Agency at her home on July 20, 1996, in which [redacted] described how she, along with two friends, saw what she thought to be an exploding airplane while at Long Beach Island, New York, on Wednesday, July 17, 1996. After being advised of the identity of the interviewing agent and the nature of the interview, she provided the following information: b6 b7C

The two friends [redacted] was with were [redacted] and [redacted] is the nephew of [redacted] fiance, [redacted] stated that [redacted] and [redacted] were really upset with the fact that someone [redacted] had given their names to the F.B.I. as witnesses to the explosion. [redacted] described them as apathetic, and stated that they said they did not want to have any involvement whatsoever with the F.B.I. [redacted] further stated that fiance, [redacted] was on their side on this issue. b6 b7C

[redacted] did not have telephone numbers or addresses for either [redacted] or [redacted] or [redacted] she did say that the former reside in Long Island and the latter in Brooklyn, New York. b6 b7C

[redacted] advised that, should the F.B.I. try to contact any of these individuals, it might cost her her engagement to [redacted] However, [redacted] expected to speak with them by telephone tonight, and would ask them to reconsider getting in touch with the F.B.I. b6 b7C

b6 [redacted] has been assigned Control Number 1092.
b7C

MORI DocID: 1147296

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

FEDERAL BUREAU OF INVESTIGATION

b6
b7C

Date of transcription 4.30.97

On Tuesday, April 29, 1997, [redacted] 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, [redacted] voluntarily provided the information set forth below.

[redacted] 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 [redacted] 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.

b6
b7C

According to [redacted] 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 left [East]. She added that she had previously been involved in the travel industry and had since then been interested in travel and flying. [redacted] 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. [redacted] attributed this to the pressurization process. She then described the aircraft as it appeared to ascend for approximately ten (10) seconds. Once again, [redacted] stated that she thought that this was all routine and attributed the plane's movements to pressurization.

b6
b7C

According to [redacted] 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. [redacted] 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-259028 Date dictated

by SA [redacted] b6 b7C SA

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265A-NY-259028

b6 Continuation of FD-302 of [redacted] b6 [redacted], On 4.29.97, Page 2
b7C b7C

[redacted] 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.

b6
b7C According to [redacted] 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." [redacted] stated that she does not remember having felt the concussion of any of the explosions.

[redacted] 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, [redacted] 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 (5½) 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 (1½) hands, again at her arm's length. Regarding the relative distance over which this event took place, [redacted] 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. [redacted] 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.

b6 b6
b7C b7C

[redacted] 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.

MORI DocID: 1147296

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

265A-NY-259028 b6 b7C

Continuation of FD-302 of [redacted], On 4.29.97, Page 3

b6 [redacted] was then asked if she had any opinion about what it was that she
b7C ved that evening. She replied that she believed that she witnessed a missile, which
been fired from a boat which was located somewhere on the Atlantic Ocean.

The following descriptive information regarding [redacted] was b6
developed through interview and observation: b7C

Date of Birth: [redacted]

Place of Birth: [redacted]

Social Security Account Number (SSAN): [redacted] b6

Address [redacted] b7C

Telephone Number: [redacted]

Without further questions or comments, the interview was terminated.

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END OF PROBLEM WITNESSES

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

[redacted] was interviewed at her residence, [redacted] After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information: b6 b7C

The evening of July 17, 1996, [redacted] was having dinner with her husband, [redacted] at RIVERVIEW RESTAURANT in Oakdale, Long Island. [redacted] had a window seat in the restaurant. Her seat faced eastbound over the Great South Bay. Her husband was facing westbound. b6 b7C

At about 8:15 PM, [redacted] saw an orange elongated mass shoot straight up from the horizon. From her vantage point, the object was like a wide baseball bat. She did not see any smoke trailing the object. An orange glow seemed to follow it, but quickly dissipated. b6 b7C

The object went straight up into the sky for about two seconds, reached its apex, and then broke apart and descended in smaller orange glowing pieces. [redacted] did not observe any fire ball, and did not hear any sounds throughout the event. b6 b7C

[redacted] estimated that the object ascended from several miles in the distance, but could not tell if it originated from land or sea. Because of the bright glow of the object and it's distance from her, [redacted] thought that the object was something more than just a flare. As the pieces broke and descended, [redacted] lost visual contact beyond the horizon. b6 b7C

265A-NY-259028-SUB

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

File # 265A-NY-259028

by SA [redacted] b6 b7C GJO:hrg) Date dictated 07/20/96

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
SEP 24 1996
FBI-NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] was contacted telephonically and provided the following information. [redacted] 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, [redacted] 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.

[redacted] 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. [redacted] 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. [redacted] 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.

[redacted] 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. [redacted] 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.

[redacted] 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. [redacted] observed what he

265A-NY-259028-SUB CC,

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

File # 265A-NY-259028

by SA [redacted]

Date dictated 7/24/96

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b6
b7C

(10)

265A-NY-259028

Continuation of FD-302 of [redacted], 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 [redacted] 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.

b6
b7C

[redacted] stated that he was accompanied by two others during this flight. His co-pilot was [redacted] Asleep in the rear seat was [redacted] husband. [redacted] advised that he had discussed his observations thoroughly with [redacted] and does not feel she witnessed anything that he did not. [redacted] saw nothing of the initial fire.

b6
b7C

b6
b7C

[redacted] stated that he [redacted] his home address, noted above. His telephone number is [redacted] His date of birth is [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/96

b6
b7C

[redacted] Date of Birth [redacted] Social Security Account Number: [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

[redacted] resides at [redacted] home telephone number [redacted] is employed at [redacted] NY, telephone [redacted]

[redacted] was at a political fundraising event on the night of July 17, 1996, being held at DOCKER'S RESTAURANT, Hampton Bays, NY. [redacted] and his wife had left the fundraiser and were walking on a small dock next to the restaurant when [redacted] wife told her husband to look at a shooting star in the sky to the southwest of the restaurant. [redacted] 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 ~~orange~~ ball of flames was much brighter than the orange ball had been. After the flames fell below the dune-line. [redacted] heard two bangs that sounded like fireworks in the distance.

~~265A-NY-259028-S~~

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

File # 265A-NY-259028

by SA [redacted] axh b6 b7C Date dictated 7/25/96

SEP 24 1996

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N/C 60

A/C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

[redacted] was interviewed at the headquarters of the [redacted] by agents [redacted] who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI). [redacted] then supplied the following information: b6 b7C

[redacted] is employed as a [redacted] b6 b7C

[redacted] also is employed as a [redacted] for the [redacted] and is assigned to the [redacted] NY. At approximately 8:30PM, [redacted] was piloting [redacted] on a routine training flight at an altitude of approximately 300 feet, over Runway 24, at Gabreski Airport, Westhampton, NY. Also on board was [redacted] the pilot, and flight engineer [redacted] b6 b7C

[redacted] first noticed what he thought was a flare and said into the helicopter's radio, "Is that a pyro?" [redacted] explained pyro is a term for a flare. There was then a succession of multiple explosions which bled into a fiery monolith. [redacted] first thought was that two things had flown into each other. The explosions spread into a huge fireball. He witnessed what appeared by shape to be like a boomerang, engulfed in flame, falling vertically and spiraling with a corkscrew smoketrail above. As it descended, he saw large pieces break off that were also engulfed in flames. These pieces struck the water in about eight (8) seconds. b6 b7C

The [redacted] was about seven (7) nautical miles from the impact point and he immediately flew it towards the area. Approximately one (1) nautical mile from the impact point they noticed debris, some of which was on fire, still coming down. Baur estimated the large piece of flaming debris that corkscrewed into the ocean was at about four thousand to five thousand feet (4000'-5000') when it was first observed by them. b6 b7C

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

File # 265A-NY-259028 - 342 - 888

by SA [redacted] NYCPD [redacted] (JPF:amo) Date dictated 7/20/96 b6 b7C

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Continuation of FD-302 of [redacted], b6 b7C, On 7/20/96, Page 2

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

[redacted]

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

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

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

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

The following descriptive information is available for [redacted]

Date of Birth:
Social Security Account Number:
Address:
Telephone:

[redacted]

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

DRAFT

FEDERAL BUREAU OF INVESTIGATION

7/21/96

Date of transcription

[redacted] was interviewed at his residence, [redacted] This is also the office of the [redacted] after being advised of the identity of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

b6
b7C

The evening of July 17, 1996, [redacted] was at the West Hampton Yacht Squadron in Westhampton Beach sitting on a waverunner in the bay area. He was talking with an individual named [redacted] Last Name Unknown (LNU).

At about 8:30 p.m., [redacted] saw a red-orange explosion which he first thought was a boat flare. He did not see anything shoot up from the surface. After the initial explosion, [redacted] saw a second explosion to the lower left of the first one. [redacted] view was due south looking over the bay and over Dune Road. [redacted] did not hear anything as these explosions erupted in the sky.

[redacted] saw the flames descend south of Dune Road, which he said would have been in the ocean. He used his waverunner to cross the bay, and he beached it on the island. He crossed the island and looked into the ocean. He could not see an airplane, but saw flaming remnants out in the ocean.

7/19/96 Westhampton, NY

Investigation on ~~265A-NY-259028~~ at ~~7/21/96~~

File # SA [redacted] Date dictated

SA

by

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RT

[redacted] and [redacted] was interviewed by
b6 [redacted] and [redacted] of the
b7C Suffolk County Police Department. The interview was conducted on July 20, 1996.

In furtherance of Trans World Airline (TWA) Flight 800 crash, the listed witnesses were interviewed by [redacted] number [redacted] and [redacted] number [redacted]

1. [redacted] Date of Birth [redacted]
b6 [redacted] telephone number [redacted]
b7C

2. [redacted] DOB [redacted]
[redacted] telephone number [redacted]

b6 An interview of [redacted] and [redacted] was conducted on
b7C July 20, 1996 at 1536 hours at [redacted] residence. [redacted] and [redacted] related that on July 17, 1996, at about 2045 hours, they were at the Moriche Inlet, south shore of Long Island, facing south to southeast.

[redacted] and [redacted] observed a reddish glowing flare
b6 streak skyward from due east but could not tell if it was from
b7C land or water. Flare was tight, corkscrew shaped with an even but fast speed. They did not see what flare struck, but it exploded in air into a large orange fireball. Two large flaming chunks of debris fell from the fireball. Both report hearing a deep thunderous rumble during the explosion. Both saw fire on the water a distance of maybe seven (7) miles away. They also recall a light, low flying, single engine plane with a maroon stripe low to the beach about fifteen (15) minutes prior to flare and explosion incident. They heard the actual news of a plane crash on a radio while en route to home.

265A-NY-259028-SUB
SERIALIZED FILED
OCT 30 1996
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OBS- A/C EXP

302 (Rev. 3-10-32)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] date of birth [redacted]
[redacted] home
telephone number [redacted] worked telephone number [redacted]
b6 [redacted] pager number [redacted] was advised of the identity of
the interviewing agent and the purpose of the interview. [redacted]
b7C then furnished the following information:

On July 17, 1996, he was having dinner at JOHN SCOTT's Restaurant on Dune Road in West Hampton. He was having dinner
with his wife [redacted] and his friend [redacted]
b6 [redacted] work number [redacted] works
b7C at B.A. TOFTE COMPANY (BATCO).

The restaurant is located three or four miles east of Moriches Inlet on Dune Road. They were sitting outside on a deck on the bay side of Dune Road.

At approximately 8:15 P.M. he looked up and saw a reddish orange glowing ball. It appeared to be directly overhead. It looked like the ball from a Roman candle. He saw no falling debris at this point. He did not think it was a plane. He tracked it for 15-20 seconds. It then exploded and burst into flames. It broke into several pieces. He ran from the restaurant on the bay side, across Dune Road, to the beach on the ocean side.

There was a haze over the ocean so he could not see the impact when the plane hit the water. He did hear two explosions and felt the concussion in his chest.

He did not see anything else in the sky. The glowing ball did not appear to be dropping when he saw it before the explosion. He saw nothing leave from the ground. He did not see any flames or smoke emitting from the glowing ball.

b6
b7C He had drank two beers before seeing this. His friend [redacted] and his wife [redacted] also saw this. He said it was not like the Challenger explosion except for the trail of smoke after the impact. He was facing due west when he was having dinner.

Investigation on 7/18/96 (telephonically) 265A-NY-259028-SUB CC-

File # 265A-NY-259028

by SA [redacted]:MAM b6 Date dictated 7/22/96
b7C

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FBI NEW YORK

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b7C

265A-NY-259028

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

The bay was on his right and the ocean on his left. The glowing ball was travelling from his right to his left. It travelled from mainland Long Island, across Moriches Bay, towards the ocean. It travelled perpendicular to the coast, not parallel to it. The glowing ball bore no resemblance to a plane, it was just a red dot. It did not appear to be 8,000 or 13,000 feet high.

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

b6 b6
b7C b7C

[redacted] who resides at [redacted] telephone number [redacted] was contacted at the East Moriches Coast Guard Base, East Moriches, New York. Prior to any questioning, [redacted] was advised of the identities of the interview. She, thereafter, provided the following:

On July 17, 1996, at approximately 8:30 PM, [redacted] in a sailboat, along with [redacted] Owner of the Boat and [redacted] and [redacted] was heading into the Mount Sinai Harbor roughly a mile and a half off the North Shore, when she witnessed an explosion.

b6
b7C
b6
b7C

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

b6
b7C

[redacted] and [redacted] were interviewed and stated that they saw nothing and heard no sounds. [redacted] was interviewed at a later date and provided information.

b6
b7C

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

File # 265A-NY-259028

by SA [redacted] hrg b6 b7C Date dictated 07/29/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

On July 23, 1996, [redacted] Date of Birth [redacted] b6 telephone [redacted] b7C was contacted and furnished the following information:

On July 17, 1996 [redacted] 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. [redacted] 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. [redacted] 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. [redacted] estimated that the ball was 5 to 10 miles from his location. [redacted] 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.

b6
b7C

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

File # 265A-NY-259028

by SA [redacted] /axh b6 b7C Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

b6 [redacted] was advised of the identity of the
b7C interviewing agent and the purpose of the interview. [redacted] then furnished the following information:

[redacted] was on her boat called [redacted] on Wednesday, July 17, 1996 with her family - [redacted]
b6 Date of Birth [redacted] Date of Birth
b7C [redacted] and [redacted] The boat was located in the Great South Bay at the end of the Connetquot River. The boat was facing north and [redacted] was facing south.

At exactly 8:23 P.M. [redacted] looked in the sky and saw an explosion in the air. [redacted] did not hear any noise associated with the explosion. After the explosion, objects were seen falling from the sky. The falling objects were described as b6
being bright red and orange in color. It took approximately 15-20 seconds for the objects to fall behind the horizons. [redacted] b7C
stated the explosion resembled fireworks and the fallen objects resembled a distress flare. [redacted] went out on the boat at approximately 7:00 P.M. and returned at approximately 8:40 P.M.

[redacted] stated her husband [redacted] and her neighbor [redacted]
b6 [redacted] also witnessed the explosion. [redacted] advised [redacted] was interviewed by a Federal Bureau of Investigation agent on July
b7C 20, 1996.

Investigation on 7/20/96 at Watch Hill, Fire Island, New York
File 265A-NY-259028 265A-NY-259028-SUB CC, - 137
b6 by SA [redacted] MAM DBS Date dictated 7/20/96
b7C

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FEDERAL BUREAU OF INVESTIGATION

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: b6 b7C

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. b6 b7C

b6
b7C

[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. b6 b7C

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

File # 265A-NY-259028

by SAs [redacted] JOHN [redacted] DS/rdo b6 b7C Date dictated 7/25/96

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MORI DocID: 1147296

N 40° 49.537'
W72° 38.727'

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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Date of transcription 8/8/96

[redacted] b6 b7C Date of Birth [redacted] provided the following information:

[redacted] advised he was traveling southbound on Hazelwood Road in Westhampton Beach, New York (NY). [redacted] was looking in a southwest direction on the night of July 17, 1996, when he saw an explosion out over the water. He described it as a mass of fire that descended to the ground. He did not see any other object in the sky.

[redacted] address is [redacted]

[redacted] is assigned to the [redacted] home telephone number is [redacted] and his work telephone number is [redacted]

265A-NY-259028-SUB

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

Investigation on 7/26/96 at East Moriches, New York

File # 265A-NY-259028

by SAs [redacted] /ATF/pan

Date dictated 7/26/96

N 40° 44.147'
W 72° 51.398'

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 07/23/1996

Control Number: TW600

[redacted] of the [redacted] b6
[redacted] s contacted on 07/22/1996 regarding a caller who identified himself as [redacted] Cann'tSay. [redacted] advised b7C
that the last name Cann'tSay is a fictitious last name used by
b6 callers to protect their identity. [redacted] was an eyewitness to the
b7C crash of TWA flight 800, and called the program on 07/18/1996. A cassette copy of his call was provided by [redacted] to SA [redacted] [redacted] advised that the [redacted] does not keep logs of the true identities of the callers, or their phone numbers.

On the cassette tape, [redacted] LNU says that he was on Fire Island at Smith Point Park looking South over the Atlantic Ocean with his nephew at approximately 20:30. He describes a large cloud bank on the horizon line stretching from East to West. [redacted] LNU then describes a small roundish fireball appearing, followed by what he thought was a rocket taking off vertically from the b6
b6 horizon line at a 10 to 15 degree angle with the West. The b7C
b7C rocket reached a specific altitude, and reversed direction. The fireball became more of a licking flame in an oval shape and then plummeted back to Earth at a 15 degree angle heading East. [redacted] LNU stated that he did not hear anything from that direction during this time. He explains to [redacted] that he went to a Park Police Officer and told him about a red distress flare he observed over the ocean.

Three Park Police Officers were on Fire Island at Smith Point Park at the time of the crash. Those Officers: [redacted] [redacted] and [redacted]
b6 [redacted] said that there were many people who came up to them the night of the crash, and they were unable to remember this
b7C particular individual.

265A-NY-259028-SUB -CC/-

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
AUG 12 1996
FBI — NEW YORK

Investigation on 07/22/1996 at New York, New York

File # 265A-NY-295028

by SA [redacted] BKB b6 Date dictated 07/23/1996
b7C

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Date of transcription 07/29/96

[redacted] Date of Birth (DOB) [redacted] [redacted] was advised of
b6 the official identities of the interviewing agents and the
b7C purpose of the interview. [redacted] then provided the following information:

On July 17, 1996, [redacted] stated that she was at Smith Point Campsite number 48, sitting inside her screen house tent. [redacted] said she was sitting in a chair when all of a sudden she saw a trail of fire going up in the sky. [redacted] indicated that at first she thought it was some kind of flare or firework. She
b6 stated that the flare broke off and continued into the sky.
b7C [redacted] described the flare as being a bright orange and red, that went straight up into the sky. [redacted] 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. [redacted] indicated that after the flare went up she did not observe where it went; nor did she observe anything come down to the ground.

b6 [redacted] also advised that an elderly man in his sixties
b7C saw the same image. [redacted] stated that this gentleman was located directly across from her campsite. [redacted] did not know his name, but indicated that the campsite would have his name because they log in everyone at the campsite.

265A-NY-259028-SUB CC1

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

File # 265A-NY-259028

b6 by SA [redacted] /hrg

b7C Date dictated 07/29/96

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 18 1996
FBI-NEW YORK

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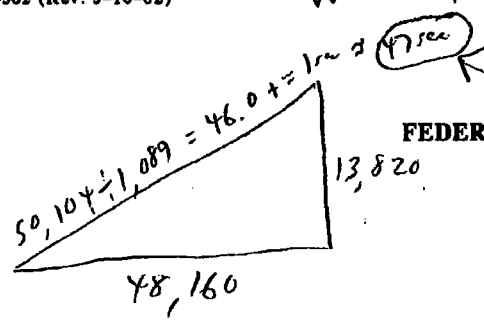
[redacted]

N 40° 46.162'
W 72° 44.889'

BOAT

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] Date of Birth [redacted] residing at [redacted] telephone number [redacted] was telephonically contacted by Special Agent (SA) [redacted] of the Federal Bureau of Investigation (FBI) and advised of the nature of the inquiry. He thereafter furnished the following information:

b6
b7C

[redacted] OBSERVATIONS

[redacted] advised that at approximately 8:30 pm on the evening of July 17, 1996, he was on east jetty of Moriches Inlet facing the bay when he heard an explosion. He turned around and saw what he described as a large trail of smoke in the sky.

He stated he did not see any fireball. He only heard the loud noise.

Approximately twenty minutes before hearing the noise he advised that he saw a 30-40 long metal boat going out of the inlet. He stated that he has since seen this boat because it goes out to a dredging operation which is going on in the ocean.

When he first heard the loud noise, he thought it might have been this boat exploding.

Name:
Date of Birth:
Address:

[redacted]

b6
b7C

Telephone:
Occupation:
Employer:

[redacted]
Brookhaven, New York

b6
b7C

Telephone:

[redacted]

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

265A-NY-259028-SUB

File # 265A-NY-259028

by SA [redacted] axh

b6
b7C

Date dictated 7/28/96

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Date of transcription 07/23/96

[redacted] Date of birth, [redacted] Social Security Account Number, [redacted] address, [redacted] telephone number, [redacted] was advised of the identities of the interviewing agents and the purpose of the interview. Suffolk County Police [redacted] was also present for the interview. [redacted] provided the following information:

b6
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[redacted] was interviewed at the Moriches Yacht Club located at the end of Union Avenue in Center Moriches, New York. [redacted] said at the time of the plane crash he was standing on the dock located on the Great Gun beach on Fire Island. [redacted] was facing south when he noticed a flare ascending in the southeast direction. [redacted] said the flare was slightly east of him when he saw it.

in an a
from the

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b7C

[redacted] described the object he saw as a skyrocket with a yellowish glow, possibly a flare that misfired. [redacted] said he followed the flare for 10-15 seconds and then saw an explosion. [redacted] then saw the plane explode but he did not see it crash in the water. [redacted] did not hear the plane explode in the air or on the ground.

→ direction
L → R a
R → L

[redacted] advised the writer that he is employed as a school teacher.

b6
b7C

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Investigation on 07/19/96 at Center Moriches, New York 265A-NY-259028-SUB - CCL

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 07/23/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 8/9/96

[redacted] telephone number [redacted] Date of Birth, [redacted] was interviewed at the WEST HAMILTON AMBULANCE facility. [redacted] stated she was on Rogers Beach with her husband, [redacted] and her son on Wednesday, July 17, 1996. They were standing in the area of Lashley Pavilion in front of the lifeguard chair looking directly into the ocean. [redacted] saw a "yellow star" about ten miles out to sea. She noticed at least three black/red pieces flying out in an umbrella shape. She determined the distance by the time it took for the sound to reach her. The object fell about six seconds to the water then black smoke rose for about four seconds then she heard a rumble. The rumble was the only sound she heard and it seemed to be one long rumble coming at her in about three "waves". b6 b7C

The fiery object was falling in two main pieces which were a deep orange/red and gave the appearance of paint dripping down a wall as it fell straight down. As it hit the water it appeared to flame up and maybe there was another explosion. Flames went up into the sky about 1/5 to 1/4 the height from the altitude of the original sighting. [redacted] stated another piece flew to the right. This piece which was a yellow/gold color flew a little higher then the flames and started back down and went out of sight. b6 b7C

[redacted] stated about one minute after all this was over she had the impression the object that fell was a large airplane. Just as the rumbling stopped a military helicopter flew by. b6 b7C

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

File # 265A-NY-259028

by SA [redacted] pan b6 b7C Date dictated 7/22/96

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PLOT

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Read

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b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

Date of Birth Social Security Account Number (SSAN) residing at telephone number was contacted regarding observations he made on the evening of July 17, 1996. was interviewed by Special Agents and of the Federal Bureau of Investigation (FBI). Also present during the interview was Suffolk County Police Department (SCPD), of the Marine Bureau; and Missile and Space Intelligence Center, Redstone Arsenal, Alabama.

b6
b7C

Observations:

related that on the evening of July 17, 1996, at approximately 8:45PM, he was in a boat immediately to the west side of the Ponquogue Bridge, looking south at the barrier island when he noticed something out of the corner of his eye.

b6
b7C

described what he saw as a red glow in the southwest, going straight up for approximately three (3) seconds. Then there was what he described as a separation in this red glow as it reached its highest point; a red flame then went upward from the red glow.

After the glow went out, what remained was black smoke with white smoke on top of the black smoke.

b6
b7C

then heard two (2) big booms about twenty-five (25) seconds later; one after the other.

b6
b7C

related that this whole occurrence must have been far away, because the entire event was low on the horizon, approximately at eye level.

Position and compass readings taken:

b6
b7C

was taken out to the location where he made his observation west of the Ponquogue Bridge.

265A-NY-259028-SUB CC,

Investigation on 07/22/96 at Hampton Bays, New York

File # 265A-NY-259028 b6

by SA SA b7C PCC:amo 70-7075 Date dictated 07/23/96

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265A-NY-259028

Continuation of FD-302 of [redacted] . On 07/22/96 . Page 2

b6
b7C [redacted] took a compass reading. With a global positioning system instrument called a Garmin GPS 45, [redacted] located approximately the exact position of the witness at the time he made his observations.

[redacted] recorded these readings for future plotting on a maritime chart.

b6
b7C Background:

Name:
Date of Birth:
SSAN:
Address:

Telephone:
Occupation:
#1 Employer:

Telephone:

#2 Employer:

Telephone:

[redacted]

b6
b7C

MORI DocID: 1147296

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

JPK 265A-NY-259028
JPK:amo

On July 29, 1996, at approximately 5:50PM, [redacted] New York State Police, interviewed [redacted] Date of Birth [redacted] cf [redacted] b6
b6 [redacted] telephone [redacted] works at b7C
[redacted] Mineola, NY, [redacted]
b7C [redacted] He was telephonically interviewed at his place of employment and advised of the following:

On July 17, 1996, at approximately 8:30PM, [redacted] and his wife [redacted] were at Smith Point County Park. He was
b6 in the parking lot in the vicinity of the fee booths. He stated he was facing south, toward the ocean. [redacted] stated that he saw
b7C 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. [redacted] could not estimate an exact distance at which this event occurred. He did not hear any noise.

265A-NY-259028-SUB
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SERIALIZED ____ FILED ____
SEP 2 4 1996
FBI-NEW YORK

N40° 47.724'
W72° 38.420'

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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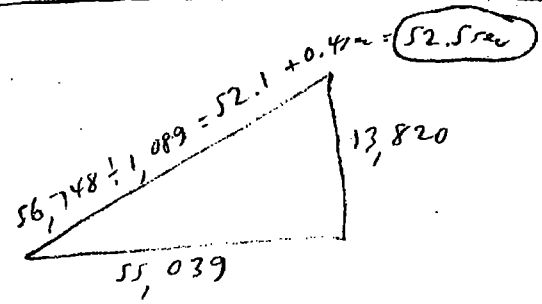
Date of transcription 07/22/96

[redacted] Date of Birth [redacted] Social Security Account Number (SSAN) [redacted] was interviewed at [redacted] telephone number [redacted] was advised as to the identities of the interviewing agents and the nature of the inquiry wherein she provided the following information:

[redacted] is spending a few weeks in Westhampton Beach, [redacted] She will be in Westhampton Beach until August 4, 1996, after which she can be contacted through her parents at [redacted] telephone number [redacted]

[redacted] stated at approximately 8:30PM on July 17, 1996 [Wednesday], she was jogging on the beach, eastbound. [redacted] said her attention was drawn to some light and then a huge ball of fire which she saw out of the corner of her eye, toward her right. [redacted] said she did not hear anything. [redacted] observed the ball of fire fall slowly, but in two (2) stages or levels. [redacted] stated there were two (2) distinct nuclei to the fire. They fell toward the ocean at the same rate followed by black smoke.

[redacted] said she was not able to determine what was actually on fire, but was able to make out the two (2) separate parts of the fire. [redacted] said she recalled feeling some ground vibrations subsequent to seeing the fireball impact in the ocean.



265A-NY-259028-SUB CC1

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APR 0 1 1997
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Investigation on 07/18/96 at Westhampton Beach, NY

File # 265A-NY-259028

by SA [redacted] dde

Date dictated

N40° 46.62'
W72° 45.32'

VIRGIN AIR 09
CAPT.

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/22/96

[redacted] was contacted regarding any information he may have regarding the crash of TWA flight 800.

[redacted] advised that he was [redacted] on the evening of July 17, 1996. He was coming in from the north when he saw what he believed to be a fire off to his left hand side. [redacted] claimed that he had no clear horizon and that he had a black background. However, he did see the fire on the sea and [redacted] believed it was a boat, but felt that it was unusual to see smoke at 8000 feet.

At the time he spotted the flames, his aircraft was 6 or 7 miles away. [redacted] claimed that no one was saying it was a plane over the radio.

[redacted] advised that he was the first person in the cockpit to spot the fire.

[redacted] added that he has been flying for [redacted] ears, and the plane that he brought in was a [redacted] believes that what he saw was not a plane malfunction because there was no horizontal component to the fire. He felt that it was a catastrophic occasion in the extreme to make a plane stop in midair and fall straight down.

[redacted] can be contacted through [redacted]

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

File # 265A-NY-259028

by SA [redacted] MFR:mfw

MORI DocID: 1147296

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3/14/97

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/12/96

[redacted] telephone number [redacted] or [redacted] 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, [redacted] provided the following information:

[redacted] 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. [redacted] 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".

b6
b7C

b6
b7C

265A-NY-259028-SUB

Investigation on 7/31/96 at Riverhead, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] njs b6 b7C Date dictated 7/31/96

SEARCHED INDEXED
SERIALIZED FILED
SEP 24 1996
FBI-NEW YORK

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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

3/04

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

b6
b7C

[redacted] Date of Birth (DOB) - [redacted] [redacted] of [redacted] telephone number [redacted] was interviewed at his residence. After being advised of the identity of the interviewing Agents and the nature of the interview, he provided the following information:

On Wednesday, July 17, 1996, [redacted] was on a boat that belonged to his friends [redacted] and [redacted] moored at the Holiday Beach Property Owners Association. The docks are located west of the Moriches Inlet and east of Masory Point on the Bay side. At about 8:30 while he was looking out at the Bay, [redacted] saw something that looked like a flare going up. It went up, stopped and then it looked like it was going down. It broke into two pieces, one higher than the other, exploded and fell in two columns of flames. The event took less than 30 seconds. [redacted] described the flare as being a yellowish-orange light. He stated it did not look like a plane because of the angle it took.

b6
b7C

265A-NY-259028-SUB

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 24 1996

Investigation on 7/19/96 Center Moriches, New York

File # 265A-NY-259028

by SA [redacted] (RSC:dp) Date dictated 7/23/96

b6
b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 8/9/96

b6
b7C

[redacted] telephone number [redacted] was contacted at her residence. Prior to any questioning, [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] the provided the following information:

On July 17, 1996, [redacted] 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. [redacted] stated this event lasted approximately two seconds, was followed by two loud "booms," then saw two more minor explosions.

b6
b7C

This same evening, [redacted] 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.

b6
b7C

Saw only fire from plane after it hit water.

5

Investigation on 7/28/96 at Long Island, NY (telephonically) 21

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

by SA [redacted] nac b6 Date dictated 7/29/96

b7C

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3/10/97
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265A-NY-259028 1
EM:cam

b6
b7C

The attached Police report is the report of interview of [redacted] by [redacted] of the New York State Police Department.

On July 21, 1996, [redacted] Date of Birth [redacted] telephone [redacted] stated she was upstairs in the house watching television. About 8:10 pm, her brother, [redacted] age 7, was also in the room looking out the window which faces Gunn Hill of Smith Point Park. He told me to come over and look at the firework which went off. She claimed she saw a sparkly thing go up into the sky and did not see anything else. [redacted] age 7, same address, said he saw a sparkly thing go up and then a bigger sparkly thing come down. He thought it was a "red sparkly" firework.

265A-NY-259028-SUB
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
SEP 24 1996
FBI-NEW YORK

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

265A-NY-259028
SJ:meg

b6 b6
b7C [redacted] was interviewed by [redacted] b7C
[redacted] and [redacted] of the Suffolk County Police Department. The interview was conducted on July 20, 1996.

[redacted] and [redacted]
b6 [redacted] of the 6th Squad Detectives, interviewed the following
b7C Subject during the course of this investigation;

[redacted] - Date of Birth [redacted]
b6 [redacted]
b7C Phone number [redacted]

The witness was interviewed at the Westhampton Ambulance Company on Montauk Highway, Westhampton, New York on July 20, 1996, at 1700 hours. He stated that he was exiting Dockers Restaurant on Dune Road, Quogue, New York at approximately 20:45 hours on the date of incident. His attention
b6 was drawn south by what he thought was two claps of thunder.
b7C [redacted] observed an orange/white glow diminishing in size as it moved away from him. Glow was rising skyward from southwest of his position. He thought it was a flare or fireworks from the beach. At top of trajectory he observed a whitish glow and an object dropped into the ocean, on fire. He then heard more thunder and an orange ball of flames dropping toward the ocean. He states houses on south side of Dune Road obstructed his view of the ocean.

Distance of sightings cannot be stated. Witness states
b6 he was accompanied by [redacted]
b7C and a Southampton Police Officer, name unknown.

265A-NY-259028 SUB

SEARCHED [redacted] INDEXED
SERIALIZED [redacted] FILED
OCT 30 1996
FBI-NEW YORK

RD 7/10

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On the morning after the explosion of Trans World Airline (TWA) Flight 800, [redacted] residing at [redacted] b6 [redacted] telephone number [redacted] and [redacted] residing at [redacted] b7C [redacted] telephone number [redacted] were brought to the Coast Guard Station by Special Agent (SA) [redacted] and, thereafter, interviewed by SA [redacted]

[redacted] and [redacted] were flying in [redacted] privat b6 Lane, b6 [redacted] piloted by [redacted] at about 8:40 PM on the evening Tuly b7C 17, 1996. b7C

While cruising at eight and a half (8 1/2) thousand feet over Riverhead, Long Island, heading eastbound, [redacted] advised [redacted] that he had traffic at "seven (7) o'clock." [redacted] b6 glanced over and spotted a white light which suddenly exploded into a giant red orange ball. In an instant, the object blew up. b7C [redacted] said that he was not sure it was a plane because it was dark, however, he saw running lights, believed to be white trailing lights just before the explosion.

The object, according to [redacted] b6 definitely exploded below his plane because the smoke trail after the explosion was b7C at seven and a half (7 1/2) thousand feet. He realized it was a plane that exploded when he flew over to the area.

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

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

[redacted] b6 advised that the gaseous cloud remained similar to the challenger explosion. b7C

[redacted] b6 emphatically stated the explosion took place at about 7 1/2 thousand feet. 265A-NY-259028-SU b7C

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

File # 265A-NY-259028

by SA [redacted] hng b6 b7C

Date dictated 07/26/96

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SEP 24 1996
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FD-302a (Rev. 11-15-83)

b6
b7C

265A-NY-259028

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

b6
b7C

Both [redacted] and [redacted] were on their way to a l b6 usine
that was going to [redacted] when SA [redacted] came b7C
to get them.

b6 [redacted] and [redacted] offered complete cooperation.
b7C

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth [redacted]
b6 [redacted] was
advised of the identity of the interviewing agent and the purpose
b7C of the interview. [redacted] then furnished the following
information:

[redacted] was on the upper deck of the 8:15 P.M. ferry
from Patchogue to Davis Park, Fire Island, New York, on
Wednesday, July 17, 1996 with her daughter [redacted] Date of
Birth [redacted] At approximately 8:30 - 8:35 P.M. [redacted]
observed several large objects falling from the sky. Some of the
falling objects appeared to shoot in an upward direction. The
objects appeared to be on fire. The falling objects were mainly
in two large sections before they fell out of sight. A small
plane was also seen near the falling objects.

b6
b7C

[redacted] will be in the United States until Saturday, July
27, 1996. She was unable to furnish a temporary telephone number
or address of where she is residing in the United States.

b6
b7C

265A-NY-259028-SUB CC(

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

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

File # 265A-NY-259028 b6

by SA [redacted] b7C IAM Date dictated 7/20/96

[redacted] b6
c:\data\twa\302 b7C

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7/26/96

[redacted] date of birth [redacted]
b6 [redacted] was
advised of the identity of the interviewing Agent and the purpose
b7C of the interview. [redacted] provided the following information:

[redacted] is a [redacted] On 7/17/96, he was
[redacted] advised that he
[redacted] nd advised a
[redacted] had reported seeing an explosion. [redacted] stated the
[redacted] a [redacted] (phonetic) told [redacted] that he had observed
what looked like a large explosion out of the right side of the
plane. [redacted] added that as [redacted] was relating this information
to him, [redacted] was picking up extraneous traffic on the plane
radio frequency that two other planes had seen an explosion.
[redacted] was uncertain of the identity of the other two flights,
but thought one of them was a British Airways flight. [redacted]
added that he was northbound over Long Island, New York at the
time, at an altitude of approximately 17,000 feet. [redacted]
stated that [redacted] related the information to him at approximately
8:20 p.m. X (Afte 831:10)

[redacted] stated that he did not observe any explosion.
He added that he was busy preparing for the [redacted]
[redacted] directly with [redacted] Hence, he did
not monitor the conversation concerning the explosion between the
other two flights. [redacted] added that he landed in Providence
at approximately 8:35 p.m. It was not until he checked into his
hotel and was watching television that he learned of the crash of
TWA Flight 800. He added that the time of the crash coincided
with [redacted] observation of what appeared to be an
explosion out of the right side of the plane.

b6 b7C
b6 b7C
b6 b7C
b6 b7C

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth [redacted]
[redacted] home telephone
b6 number [redacted] was advised of the identity of the
b7C interviewing agent and the purpose of the interview. [redacted] then furnished the following information:

[redacted] was sitting outside the Swan River, a snack bar in East Patchogue, on Wednesday, July 17, 1996. At approximately
b6 8:30 - 9:00 P.M [redacted] observed a large red glow followed by a
b7C bright red tail falling from the sky. No noise accompanied the falling object. It took approximately 30 seconds for the objects to fall beyond the horizon.

265A-NY-259028-SUB CC1

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

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

File # 265A-NY-259028

by SA [redacted] MAM b6 Date dictated 7/20/96
b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

MORI DocID: 1147296 298

N40° 44.114'
W72° 51.495'

flare - vint? not sure

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

b6
b7C

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

b6
b7C

[redacted] stated that he was in the Smith Point camping ground on Wednesday, July 17, 1996, and saw a flare going up and then saw white smoke. He said he thought it was just a boat sending up a flare and did not pay much attention to it.

b6
b7C

[redacted] stated that approximately 10 - 15 minutes prior to the flare there was a small white airplane with a blue stripe toward the tail circling the area for approximately 15 minutes. He stated he thought that a boat lit a flare because that small plane went down. He stated he thought the small plane was unusually low, approximately 100 feet off the water, circling over the ocean and the bay.

265A-NY-259028-[illegible]

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

File # 265A-NY-259028

by SA [redacted] cam b6 b7C Date dictated [illegible]

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[redacted] b6

C:\DATA\TWA\302198.[redacted] b7C

7/19/96

Lead Control #TW109

[redacted] born [redacted] [redacted] telephone number [redacted] was interviewed at the Greensboro, N.C. Resident Agency (Charlotte Division) regarding the explosion and crash of TWA Flight 800 near Long Island, New York, on the evening of 07/17/96. Upon being apprised about the nature of this interview, [redacted] furnished the following information:

b6 b7C b6 b7C

It was determined that [redacted] is a [redacted] and on the evening of 07/17/96, he was [redacted] New Jersey. [redacted] served as the [redacted] while [redacted] was the pilot of the aircraft. There were [redacted]

b6 b7C

According to [redacted] the course being traveled by [redacted] took them diagonally over Long Island, New York, as they descended from 24,000 feet to 16,000 feet. The route would then proceed along the south shore of the island as they made a descent towards Trenton, New Jersey. Once over the Hamptons (New York), [redacted] heard radio traffic that directed [redacted] alter its course. Inasmuch as [redacted] was checking various instruments in the cockpit when the radio transmission was received, he did not know their exact location when they changed courses; however, it must have occurred somewhere between Hampton and approximately twenty miles out.

b6 b7C b6 b7C

[redacted] explained that it is very typical when flying over Long Island to receive course changes from the Air Traffic Control (ATC) Center. Thus, when [redacted] as directed to change its course, [redacted] thought nothing of it and paid little attention as [redacted] altered their course. He assumed that there was another airplane in the vicinity by the course change, but he did not notice any other aircraft in the sky or on the small radar screen in the cockpit.

b6 b7C b6 b7C

[redacted] b6
C:\DATA\TWA\302198 b7C

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It was determined that the visibility was fairly good at this time of the day. Based upon subsequent media reports about the TWA explosion, [redacted] stated that it was approximately 8:35 p.m. There was sufficient light to see quite well as one scanned the sky; however, as one's eyes drifted toward the ground, it became darker and more difficult to see. b6 b7C

[redacted] reiterated he was looking at the instrument gauges and performing other tasks at this particular time. Therefore, his eyes were focused inside the cockpit when he heard [redacted] abruptly state: "What the hell was that?" b6 b7C

[redacted] immediately looked up and saw what appeared to be a ball of fire. The initial thoughts in his mind were that he was seeing a fireworks display, a shooting star or perhaps a meteor. These thoughts quickly dissipated and he recognized that this may, in fact, be an airplane. He then told [redacted] to call "Center" -- a reference to the Boston ATC Center, which had been monitoring [redacted] He recalled telling [redacted] "say something; you've got to say something." b6 b7C b6 b7C

[redacted] radioed the ATC Center in Boston, identifying himself as "Stinger Bee 507," and reported seeing a "large explosion over the water." There was no response from the ATC Center. b6 b7C

[redacted] urged [redacted] to re-contact the Center and advise they had seen a "large explosion falling into the water." Once this was communicated and before ATC responded, a Lufthansa pilot -- who also was in the vicinity of the explosion -- advised the Center that he, too, had seen the fire. b6 b7C

This corroboration resulted in an attempt by ATC, Boston, to communicate with TWA Flight 800. [redacted] stated he initially heard ATC ask: "TWA 800, how do you read Center?" There was no response, however. b6 b7C

ATC Center then attempted to contact TWA 800 again: "TWA 800, if you hear Center, ident."

[redacted] b6
C:\DATA\TWA\302198.1b7C

As was the case in the previous attempts to make contact with TWA 800, there was no response heard. [redacted] b6 believes the ATC Center requested TWA 800 to "ident" on at least four occasions, but nothing was heard from this aircraft. b7C

When TWA 800 failed to respond, [redacted] stated that b6 [redacted] re-contacted ATC Center, Boston, and said something to this effect: "I think that was TWA 800...that just blew up in b7C front of us."

ATC Center, Boston, responded, "I think you're right." b6

[redacted] then closed the dialogue by saying, "God bless b7C those people."

[redacted] stated he never heard a distress signal or a "MAYDAY" call from TWA 800. In fact, he never saw the plane b6 until it had exploded and was burning in the sky before them; moreover, other than the request to alter their course, which b7C would indicate another airplane in the vicinity, [redacted] was not aware of the existence of this aircraft.

In essence, [redacted] claimed his knowledge is limited to seeing the fiery remains of TWA 800 falling from the sky. He b6 guessed that at the time of the explosion, TWA 800 was approximately fifteen miles or less directly in front of them. b7C [redacted] noted, however, that when he first observed TWA 800, he could not determine whether this airplane was approaching or heading away from them. [redacted] according to [redacted] was the only person in the cockpit to know this information and, most likely, he was the last individual to see TWA 800 before it exploded.

After TWA 800 exploded, burned and fell from the sky, b6 [redacted] stated that the course of his airplane took them directly over the fiery rubble in the ocean. He noticed gray and b7C black smoke, almost in a vertical position from the sky to the ocean. He did not recall observing any smoke drifting horizontally in the sky -- a scenario which may have indicated that TWA 800 was afire and burning prior to the explosion.

[redacted] b6
C:\DATA\TWA\302198 b7C

b6 His best recollection is that once TWA 800 fell from
b7C the sky, it took only about two minutes or less before his aircraft passed over the wreckage in the ocean. [redacted] opines b6
[redacted] b7C

After viewing this incident and having time to collect his thoughts about the tragedy, [redacted] stated he and [redacted] engaged in conversation about what they had just witnessed. [redacted] recalls that [redacted] mentioned seeing on the horizon, some fifteen to twenty miles away, what appeared to be two landing lights. [redacted] described these lights as being very b6
close together, causing him to think that these were the landing b7C
lights of a small aircraft such as a Lear Jet. He remained focused on the lights for what seemed to be about a minute, and then the explosion occurred. [redacted] stated he believes at some point after seeing these lights on the horizon, [redacted] b6
turned on the [redacted] lights to better illuminate their aircraft b7C
for other airplanes in the vicinity.)

When [redacted] related this story to [redacted] and it was later determined that the airplane in question turned out to be a 747 Jumbo Jet, one of the largest in the sky, [redacted] advised he immediately speculated that TWA 800 was already on fire before b6
it exploded and fell from the sky. In essence, since the b7C
configuration of these lights on the horizon was very unusual, what [redacted] observed could have been the early stages of a fire aboard TWA airplane and not landing lights. * b6
b7C

[redacted] added that it is the practice of [redacted]
[redacted] When it was learned from the news media that TWA 800 exploded at approximately 13,000 feet, it begs the question as to why these lights remained on. He conceded that TWA b6
operational procedures may be different and this could account b7C
for lights seen on the horizon by [redacted] This fact notwithstanding, [redacted] considers [redacted] observation to be highly unusual and he, therefore, believes it is critical for the FBI and the NTSB to interview [redacted] about what he saw.

[redacted] b6
C:\DATA\TWA\302198 b7C

[redacted] reiterated that his knowledge of the TWA incident is very limited and that [redacted] should be interviewed at the earliest possible time. When asked if other crew members or passengers could have witnessed the explosion, [redacted] advised it was impossible for others to view because it had occurred directly in front of the nose of the East Winds plane. Furthermore, once TWA 800 had fallen out of the sky, East Winds 507 passed directly over its fiery remains; thus, no one in the passenger compartment, including other crew members, would have been in a position to view the explosion. b6 b7C

At the conclusion of the interview, [redacted] advised he would be available for a follow-up interview should the need arise. To contact him in the future, [redacted] recommended calling the East Winds Director of Operations, [redacted] for his current location. [redacted] and his wife are in the process of relocating to the Virginia Beach, Virginia area, and he does not have a forwarding address at this time.) b6 b7C

He also recommended that representatives at the ATC, Boston, be contacted for additional information such as [redacted] coordinates at the time of the explosion, voice recordings between ATC and [redacted] leading up to and after the explosion, and any other pertinent information that may be available regarding their flight. b6 b6 b7C b7C

N 40° 56.610'
W 72° 51.723'

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, [redacted] and [redacted] telephone number [redacted] b6 were interviewed in regards to their complaint call placed to the Trans World Airline (TWA) Flight 800 hotline on b7C July 21, 1996, at 4:20 p.m. (Control Number TW00546). b6

[redacted] was the individual who placed the call. b7C He advised that he and his friend observed what could have been a shooting star or a meteorite fall from the sky and explode on the night of July 17, 1996.

During the interview, the first eyewitness, [redacted] advised that they initially saw what they believed to be a falling star. It was not until a couple of hours later, b6 that they heard news reports concerning TWA Flight 800. They then concluded what they saw was the airplane falling from the b7C sky.

[redacted] recalled the precise time of his sighting 8:38 p.m. When questioned about the accuracy of his memory, he said that he and his friend [redacted] were on their way to dinner and he b6 was very cognizant of time. [redacted] said that news reports identifying the time of the explosion at 8:40 p.m. triggered his b7C memory.

[redacted] and [redacted] were travelling east bound on 25A near the intersection of Wading River Road. [redacted] was driving, [redacted] was a passenger. No one else was in the car. [redacted] looked out of the side window and [redacted] saw a strange light b6 out of the passenger window of the car. He mentioned it to [redacted] stated that it was falling rapidly from high b7C in the sky at a forty-five (45) degree angle, west to east. He recalled the light to be orange in color and round in shape. He saw it for several seconds. Midway through its fall, the light appeared to stall in mid-air momentarily before exploding into a ball of fire. [redacted] said that it was a clear night and the flaring light was clearly visible.

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

File # 265A-NY-259028 MGM

by SA [redacted] b6 Date dictated 07/21/96

b7C

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

b6
b7C

65A-NY-259028

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

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

During the phone complaint, [redacted] stated that the plane exploded at about 7,000 feet. He admitted during the interview that this was a rough guess and he had no way of knowing the actual altitude. b6 b7C

[redacted] phone complaint also seemed to indicate that he saw something strike the plane. During the interview, both [redacted] and [redacted] were questioned extensively about these details. [redacted] strongly disagreed with his friend, stating that what he saw was just one object apparently TWA Flight 800 falling in flames and exploding. [redacted] ultimately agreed with his friend. [redacted] initially thought he may have seen a meteor falling and hitting something in the sky causing an explosion. b6 b7C

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

[redacted] works at [redacted]

b6 [redacted] works with [redacted] b6
b7C b7C

Reint. ✓

PART meet Ltr Tech Ltr

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/25/96

On July 19, 1996, [redacted] Date of Birth (DOB) [redacted] telephone number [redacted] was interviewed at the SENIX MARINA, 50 Senix Avenue, Center Moriches, New York. b6
After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following b7C
information:

On July 17, 1996, at approximately 8:45 PM to 9:00 PM, [redacted] was standing on a building's deck, located on Dune Road in West Hampton, Long Island, New York. He stated that while looking to the south towards the Atlantic Ocean, he observed a b6
red-yellowish flare-type object arcing upward in the sky, b7C
followed by a larger reddish explosion. [redacted] then observed a flaming object fall out of the explosion area downward toward the ocean. The object separated into two burning sections shortly before he lost sight of them near the horizon.

– timing?

– L → R?

↑ or ↓

265A-NY-259028-SUB CC

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

File # 265A-NY-259028 b6

by SA [redacted] b7C rg Date dictated 07/23/96

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PLOT NN

N 40° 37.542'
W 73° 14.461'

MSL or A/C? Y-E

IMPORTANT: Can see plane - 1 - Lastly before it explodes.

FEDERAL BUREAU OF INVESTIGATION

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/30/96

[redacted] a white male, date of birth [redacted] SSN [redacted] who is employed as a [redacted] for [redacted] telephone number [redacted] and who resides on [redacted] telephone number [redacted] was interviewed at the FBI Office, [redacted] advised the following:

b6 b7C

[redacted] advised that he and his wife, [redacted] were vacationing and residing with a friend, [redacted] in West Babylon, Long Island, New York, from July 15th through 19th. While vacationing there, [redacted] would walk the FIRE ISLAND BEACH twice a day with his metal detector, first around 5:00 am, then around 6:30 or 7:00 pm.

b6 b7C

[redacted] advised that on the evening of July 17th, he and his wife and friends went out for dinner. When they returned to their friend's house afterward, [redacted] wanted to go to the beach to watch the waves and the surf come in. At approximately 7:15 pm, [redacted] and his wife drove to FIRE ISLAND. They parked their automobile in parking lot #5 of the state park which is near a lighthouse. [redacted] and his wife then walked in an easterly direction along the FIRE ISLAND NATIONAL SEASHORE for a mile or so.

b6 b7C

[redacted] advised that they stopped at an area on the beach to sit and watch the surf come in. There were other people on the beach at that time. [redacted] advised that there was a black couple with two small children nearby. The black female had a video camera and she was filming the children playing in the water off shore. [redacted] described the black man as being medium height and weight. The black female was medium height but heavy. At approximately 8:30 pm, [redacted] heard the sound of jet plane engines and he looked up to see a large commercial jet which had apparently just taken off from JOHN F. KENNEDY INTERNATIONAL AIRPORT. The aircraft was increasing in altitude as it flew out over the ocean in an easterly or southeasterly direction. [redacted] advised that the aircraft appeared to be about two miles high and about two miles out over the water when it flew past his location.

b6 b7C

Investigation on 7/30/96 at [redacted]

File # 265A-NY-259028-~~SUB~~ 302

SA [redacted]

Date dictated 7/30/96

265A-NY-259028-SUBC

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

265A-NY-259028-302

Continuation of FD-302 of [redacted] b6 b7C , On 7/30\96 , Page 4

[redacted] advised that within seconds after the aircraft passed by him, his wife called his attention to two fishing draggers which were directly south or southwest of their location. These two dragger were about six miles out at sea near each other. [redacted] advised that as he was looking at the draggers, but further east or in the same direction of where the aircraft flew, he saw a streak of light travel up from the water into the sky. [redacted] described the streak of light as though it was a rocket or like a shooting star only going upward. [redacted] advised that he did not watch the light because his attention was drawn toward the two draggers. He advised that he then heard a low rumbling sound come across the water and saw a flash of light. [redacted] advised that he could not now remember which came first, the light or the rumbling sound. [redacted] advised that at the time, he did not pay much attention to either the light or the sound. [redacted] told [redacted] that they should be heading back in case it rains so they started walking back toward their car. As they were walking back, which was approximately five minutes after he observed the light and rumbling sound, [redacted] saw a small inboard/outboard motor boat traveling at a high rate of speed about two miles out, traveling in a westerly direction, or from the same general direction of where he saw the mysterious light to the east. [redacted] advised that he saw two individuals standing up in the boat. The boat was travelling so fast that as it came up out of the water, [redacted] saw the color blue on the boat's hull. [redacted] advised that he is not positive if the blue was on the top of the hull or on the bottom of the hull. [redacted] remembered thinking at the time that it was a small boat for being out so far from shore. [redacted] advised that he did not see exactly where the boat may have been heading. It could have entered the FIRE ISLAND INLET or it could have continued further west toward Freeport.

b6
b7C

b6
b7C

[redacted] advised that he never knowingly saw the aircraft explode. He advised he never made any connection about what he saw on the evening of July 17th while on the beach until the next morning when he read about it in the newspaper and saw the news on television.

b6 [redacted]
b7C

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/27/96

On July 21, 1996, [redacted] was advised of the identity of the interviewing agent, and provided the following information: b6 b7C

b6 [redacted] explained that he is an [redacted] b6 b7C
b7C

About 8:38 p.m. to 8:48 p.m. on July 17, 1996, [redacted] and his wife [redacted] were sitting on the couch of their beach house watching television. The back windows of the house look right over the water and are in a south by southeast direction. b6 b7C

[redacted] heard a loud explosion which actually shook the house. The loud explosion was followed by several smaller explosions. b6 b7C

Approximately one minute to a minute and one-half later, while looking out the back window, [redacted] saw a large red globe of fire fall very slowly from the sky. [redacted] estimated that it took at least 30 seconds for the fireball to fall. Although [redacted] did not actually see it, there was a final explosion as the falling object presumably hit the water. b6 b7C

[redacted] vantage point was facing south out over the ocean. [redacted] did add that the explosion sounded like a "SAM 7" missile hitting a plane, followed by smaller explosions that sounded as if smaller munitions were "cooking off." b6 b7C

265A-NY-259028-SUB (d)

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

Investigation on 7/21/96 at Westhampton Beach, New York

File # 265A-NY-259028

by SA [redacted] cam b6 b7C Date dictated 7/22/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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

DRAFT

FEDERAL BUREAU OF INVESTIGATION

7/21/96

Date of transcription

[redacted] was interviewed at her place of business, [redacted] in Westhampton, NY. After being advised of the identities of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

On the evening of July 17, 1996, [redacted] was on an open porch of the West Hampton Yacht Squadron. At about 8:30 p.m., while facing south overlooking the bay area and Dune Road, [redacted] saw a red flare arching in the sky. [redacted] did not see where it originated from. The flare arched in the sky and then came straight down as if it had a parachute attached to it. The flare was very bright and appeared to be within the bay area.

Suddenly, the red flare burst into a large ball of red flames. The large ball of flames descended half way down the sky and then burst into a larger ball of flames. [redacted] heard the second explosion, but not the first. The second explosion caused the object to separate and plummet down south of Dune Road into the ocean. After [redacted] lost sight of the objects, she continued to hear two more explosions.

7/19/96 Westhampton, NY

Investigation on 265A-NY-259028 at

File # SA [redacted] Date dictated 7/21/96

by SA [redacted]

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

RT 3/10

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

b6
b7C

[redacted] home address [redacted] Date of Birth [redacted] Social Security Account Number [redacted] was advised of the identity of the interviewing agents and the purpose of the interview. He then provided the following information:

At approximately 8:30 PM on July 17, 1996, [redacted] was in a fishing boat with his co-workers, [redacted] (Phonetic) (PH) and [redacted] (PH) lives in Westchester County, New York, while [redacted] lives in Howard Beach, New York. The fishing boat was in the water which [redacted] described as being just north of the west cut of Moriches Inlet. [redacted] drew
b6 [redacted] attention to something in the sky. [redacted] looked up
b7C and saw a "big flare," as well as a gray or ash-colored substance above the "flare". [redacted] thought the object looked like a flare because of his experiences in Vietnam. The object then descended and split into two flames. One flame was oblong-shaped, while the other was round. [redacted] did not hear any loud noises associated with the object. He and his companions continued fishing in the inlet until they saw Coast Guard boats on the ocean.

b6
b7C [redacted] had not consumed any alcohol while in the fishing boat. He stated that he does not travel in a boat while under the influence of alcohol.

Investigation on 07/21/96 at East Moriches, New York 265A-NY-259028-SI

File # 265A-NY-259028 b6

by SA [redacted] b7C
SA [redacted] ATF (JSH:hrg) Date dictated 07/21/96

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JAN 17 19
FBI-NEW YORK

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(9)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

[redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] then furnished the following information: b6 b7C

On July 17, 1996, at approximately 8:30 p.m., he was with his friend, [redacted] on Dune Road, when he noticed an explosion in the sky. [redacted] who is a former [redacted] 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. b6 b7C

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 [redacted] /dcd b6 b7C Date dictated 8/8/96

MORI DocID: 1147296

PLOT call to find out where N40° 48.201' W72° 39.712'

NSSL or A/C?

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

b6
b7C

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

[redacted] said at approximately 8:30 P.M. he was on the deck of the WBYS. His attention was called to what he described as an orange or red flare ascending over the Atlantic Ocean. [redacted] thought the flair or projectile, which was already airborne, went straight up into the sky beyond the Barrier Island. [redacted] advised that the WBYS is on Moriches Bay and is about 1/2 mile from the Barrier Island of Westhampton Beach, New York. b6 b7C

[redacted] thought the projectile was in the air for about 30 seconds. [redacted] said the flair at some point disappeared and the next thing he saw was a red ball that ultimately fell into the ocean. b6 b7C

ultimately

Where is Westhampton Beach Yacht Squadron,

Straight up the entire time?

Specific Directions

WBYS (516) 325-9680

265A-NY-259028-SUB CC,

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
AUG 1 5 1996
FBI NEW YORK

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

File # 265A-NY-259023

by SA [redacted] MAM b6 b7C Date dictated 7/21/96

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

RT 3/1

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

b6
b7C

On July 29, 1996, [redacted] date of birth - [redacted] of [redacted] home telephone number [redacted] was advised of the identity of the interviewing Agents and the nature of the interview, and thereafter provided the following information:

[redacted] 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?" b6 b7C

[redacted] 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. b6 b7C

b6
b7C

[redacted] 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. [redacted] stated that he did not see nor hear an explosion.

265A-NY-259028-SUB D

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

File # 265A-NY-259028

by SAs [redacted] b6 (KC) b7C

Date dictated 7/30/96

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
OCT 31 1996
FBI-NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date transcribed 07/25/96

On July 21, 1996, [redacted] b6
[redacted] telephone number [redacted] was b7C
contacted and furnished the following information:

[redacted] advised that shortly after 8:30 PM, on July 17, 1996, [redacted] was turning out of the BOSTON MARKET parking lot on the corner of William Floyd and Montauk Highway in Shirley, New York, heading south, when she saw a long red streak with a bright light on top high in the sky. [redacted] stated that she thought the streak was a firework that never exploded. [redacted] described the b6
streak as being one (1) foot long, wider at the top, tapering to b7C
a point at the bottom. She stated that the streak was leaning to the left, with an arc coming off of the side of it on the right. [redacted] advised that she did not hear anything but stated that her car windows were rolled up. She stated that she could not tell if the streak was going up or down. She advised that it disappeared from view quickly. [redacted] estimated that the streak was several miles out at sea from the beach. Her location was four to five (4 to 5) miles inland from the beach.

265A-NY-259028-SUB Cc 1

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

Investigation on 07/21/96 at Manorville, New York

File # 265A-NY-259028

by SA [redacted] hrg b6 Date dictated 07/21/96
SA b7C

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M.S.L. or A/L
Re INT
P-Q

FD-302 (Rev. 3-10-95)

-1-

FEDERAL BUREAU OF INVESTIGATION

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 8/9/96

On July 26, 1996, [redacted] telephone [redacted] was interviewed by Special Agent [redacted] b6 b7C identity of the interviewing Agent, he then provided the following additional information: b6 b7C

[redacted] stated that from the position [redacted] Point Road in Westhampton Beach at the [redacted] was approximately 185 degrees [redacted] the distance of the smoke trail [redacted] finger to be four or five inches in length [redacted] standing. b6

[redacted] described the smoke trail to be a well formed line of white smoke that looked as if it started from land. b7C

[redacted] 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. b6 b7C

M 32 21

- timing - time then explosion? R 291 22

Investigation on 7/26/96 at [redacted] East Moriches, New York

File # 265A-NY-259028

by [redacted] SRA b6 b7C

[redacted] neither recommendations [redacted] ...sions of the FBI. It is the property ...

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

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/01/96

Date of Birth (DOB) b6
Social Security Account Number address b7C
b6 home telephone
is employed by the
b7C

b6
b7C

said that he and a small group of friends were standing on the dock on the bayside of the Great Gun Beach Dock at Fire Island. group was looking over the dunes at the ocean.

said his friend, (Phonetic), who is a private pilot, told him to look up into the sky at a red flare that was ascending into the sky at 8:30 PM, on July 17, 1996. b6 b7C

said he and watched the flare for approximately ten (10) seconds. b6 b7C

said they did not see the plane at this point.

A couple of seconds later, they saw what they thought was the explosion of a parachute flare but quickly realized that due to the size of the flames it was definitely not a flare descending to the ground. said he did not see the plane land but he knew that other people were going to attempt to find out what had happened. b6 b7C

said he has no military experience and does not feel one way or another if it was any kind of missile. b6 b7C

said it seemed like the flare was only a mile or two away from him but later he learned it was about six-eight (6-8) miles away.

said the flare originated from the sea and not the land.

b6 group consisted of:
b7C 1. (Phonetic)

265A-NY-259028-SUB

Investigation on 07/22/96 at Manorville, New York

File # 265A-NY-259028

by SA (FBI); SA (FBI);
SA (ATF)/hrg b6 Date dictated 07/27/96

SEARCHED INDEXED SERIALIZED FILED
OCT 31 1996
FBI - NEW YORK

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b6
b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 07/22/96, Page 2

2. [redacted] and [redacted] (Last Name Unknown) (LNU)
Boat named [redacted] docked at FORGE RIVER MARINA

b6
b7C

3. [redacted] (LNU) possibly [redacted]
Boat named [redacted]

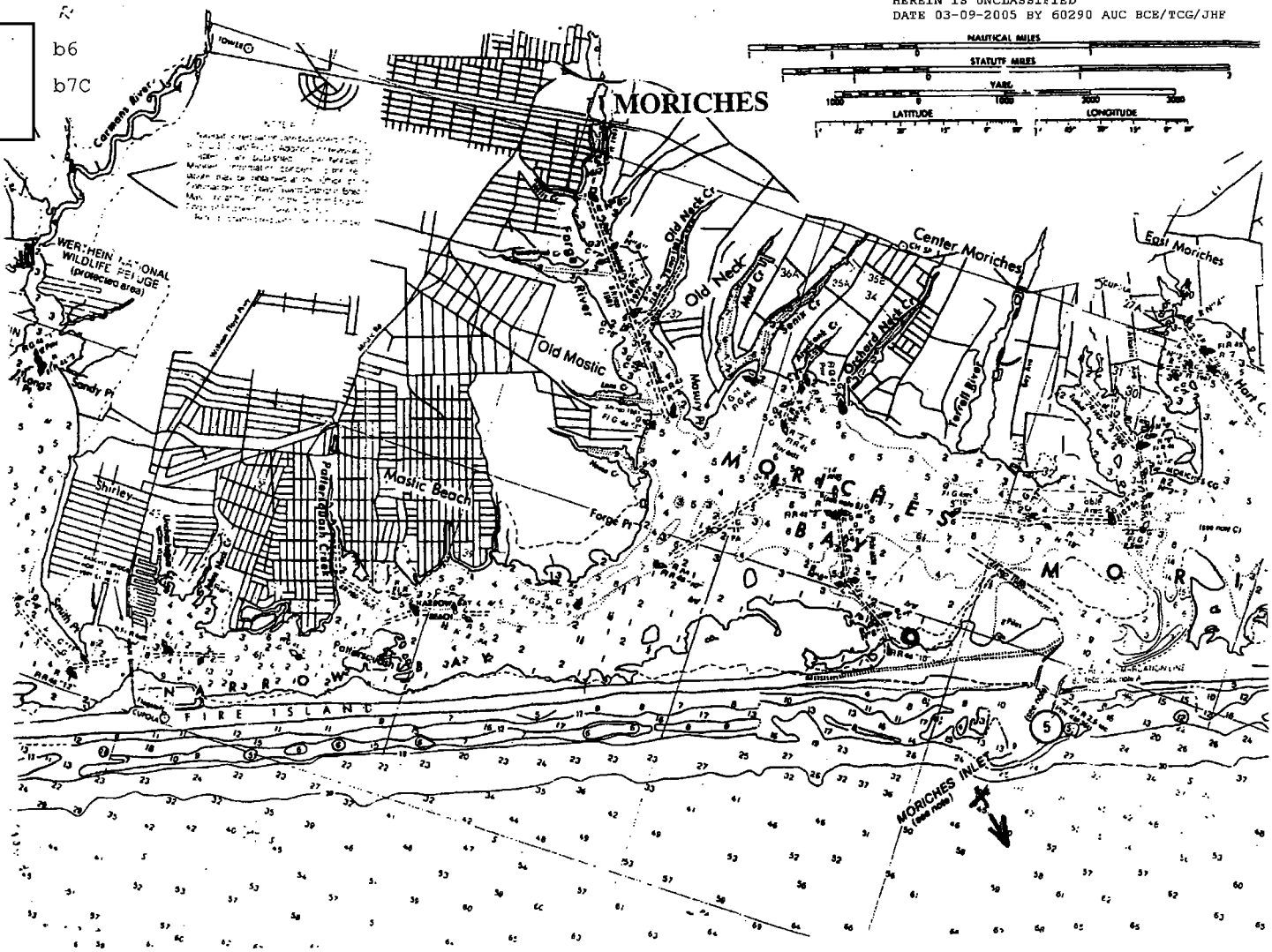
Attached is a copy of a map showing where [redacted] was standing "O" and where he saw the direction the flare was ascending.

b6
b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

40°50'

b6
b7C



MORI DocID: 1147296

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

b6
b7C

[redacted] Date of Birth [redacted] was interviewed at her residence, [redacted] telephone [redacted] After being apprised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following:

[redacted] advised that she was walking on the Great Gun Dock on the bay side of Fire Island on the evening of July 17, 1996. [redacted] 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 the 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.

b6
b7C

[redacted] 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. [redacted] 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.

b6
b7C

With respect to here precise location, [redacted] 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. [redacted] had no observation of the object as it passed below the tree line.

b6
b7C

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265A-NY-259028-SUB

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JAN 17 1997
FBI-NEW YORK

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

File # 265A-NY-259028

by SA [redacted] SA [redacted] axh b6 b7C Date dictated 7/25/96

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OBS A/C

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

b6
b7C

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

[redacted] advised that on 7/17/96, around 8:30 pm, he was driving southwest on Suffolk County Road 51, south of Sunrise Hwy and north of Montauk Hwy, in East Moriches, NY. He said he saw a bright yellow flame, thin at the top and wider at the bottom, moving downward slightly left to right and then out of his view over the horizon. [redacted] was approximately two miles from Moriches Bay and estimated the flame to be more than 10 more miles south. b6 b7C

[redacted] said he saw no objects or smoke trails in any direction before or after seeing the flame. b6 b7C

was explosion or lights in open sky to the horizon

265A-NY-259028-SUB (C)

Investigation on 7/22/96 at East Moriches, NY (telephonically)

File # 265A-NY-259028

by SA [redacted] b6 b7C

Date dictated 7/23/96

SEARCHED ... INDEXED ... SERIALIZED ... FILED ... JUL 30 1996 ... FBI — NEW YORK

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[redacted] b6 b7C

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

FEDERAL BUREAU OF INVESTIGATION

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 8/8/96

[redacted] Date of Birth, [redacted] home residence, [redacted] telephone number [redacted] Social Security Account Number [redacted] employed by [redacted] b6 [redacted] New York, 11794, b6 position, [redacted] telephone number [redacted] b7C [redacted] was interviewed at his residence and was advised of the b7C 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, [redacted] provided the following information:

b6 b7C [redacted] stated that at approximately 8:30 to 8:45 pm, he and his wife [redacted] 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. [redacted] 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.

b6 b7C [redacted] stated that this red meteor moved upward and arched in a northeasterly direction. [redacted] further stated that the red meteor had no tail to it, nor did he observe any smoke trail coming from it. [redacted] advised that he heard no noise and saw no smoke.

b6 b7C [redacted] 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. [redacted] further stated that the flames from the lower piece almost touched the upper piece as they fell straight down. [redacted] advised that the length of the falling pieces was approximately a ten degree length. [redacted] further advised that he did not see the object hit the water, however, he stated that it disappeared before striking the water. [redacted] stated that

265A-NY-259028-SUB

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

File # 265A-NY-259028 b6

by SAs [redacted] b7C [redacted] VT do Date dictated 7/23/96

NOV 6 1996

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

b6
b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 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. [redacted] advised that the meteor came from the southeast. [redacted] advised that he did not see any launch point where the red meteors may have come from. [redacted] further advised that he did not see any boats in the water. [redacted] 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. [redacted] advised that all of these figures are approximate, done to the best of his ability looking at a map.

b6
b7C

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] Date of Birth (DOB) [redacted] b6
[redacted] rear basement apartment, [redacted] b7C
telephone [redacted] was interviewed at his residence.
[redacted] provided the following information:

On the evening of July 17, 1996, [redacted] observed what appeared to be a roman candle shoot up over the ocean from land. This occurred at approximately 8:25 p.m. This device shot off a large quantity of red and yellow sparks. However, there was an explosion at the end of its flight. [redacted] was standing at the end of the dock at the CENTER YACHT CLUB in Center Moriches facing southeast when he observed this. b6 b7C

[redacted] date, [redacted] (Last Name Unknown) (LNU), telephone [redacted] also observed this after [redacted] pointed it out. b6 b7C

[redacted] place of employment is [redacted] b6
[redacted] New York, telephone [redacted] b6 b7C

265A-NY-259028-SUB CC1

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APR 0 1 1997
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Investigation on 07/19/96 at Medford, New York

File # 265A-NY-259028

by SA [redacted] (MB:hrg) b6 b7C Date dictated 07/19/96

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FEDERAL BUREAU OF INVESTIGATION

OBS- FLARE B-B

Call first with individual location.

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/22/96

(Panel Tape)

-Interview with Witness

[redacted] (also known as [redacted] Date of Birth [redacted] b6 [redacted] home telephone number [redacted] Social Security Number [redacted] was advised of the identity of the b7C interviewing agent and the purpose of the interview:

On Wednesday, July 17, 1996, [redacted] was on his boat b6 called [redacted] along with [redacted] b7C [redacted] home telephone number [redacted] (phonetic) home telephone numbers [redacted] The boat was idling in the Great South Bay west of the Smith Point Bridge.

b6 Between 8:30 - 8:45 P.M. [redacted] stated he saw a b7C reddish/orange object projecting in an upward southern position east of the Smith Point Bridge. [redacted] stated the object looked like a flare.

[redacted] stated he maintained view of the object until b6 he saw an explosion in the air. After the explosion, two large b7C objects were seen falling from the sky. One piece was falling faster than the other. [redacted] believed the object was a firework until he got home and heard about the plane crash.

[redacted] stated he did not report this incident to b6 anyone in authority. He also stated that the visibility was b7C clear that night. [redacted] was on his boat from 6:00 PM until 9:00 PM.

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

File # 265A-NY-259028 b6

by SA [redacted] b7C 1AM OBB Date dictated 7/20/96

265A-NY-259028-SUB
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CC3 56

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FEDERAL BUREAU OF INVESTIGATION

AIC

N 40° 50.626'
W 72° 37.881'

Date of transcription 07/24/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

On July 20, 1996, [redacted] Date of Birth [redacted] Social Security Account Number (SSAN) [redacted] was interviewed by Agents [redacted] of the Federal Bureau of Investigation (FBI). On July 26, 1996, [redacted] was contacted for a routine follow-up interview by Agent [redacted] and New York Police Department [redacted] provided the following information:

b6
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[redacted] works as a full time [redacted] for the [redacted] in Westhampton, NY. On July 17, 1996, he was involved in [redacted] At approximately 8:05PM he executed a parachute jump from a HC-130 [redacted] At approximately 8:35PM to 8:40PM he was facing south towards the ocean, when he saw an orange/red object descending rapidly out of the sky. The object was moving downward at a slight angle in an eastbound direction, away from [redacted] He turned to [redacted] who was standing on the drop zone with him and asked, "Did you see that?" The object appeared like a perfect circle which did not change its shape or size. [redacted] advised the object moved like a meteor, falling from a height of eight thousand-nine thousand feet (8,000'-9,000'). [redacted] described it as screaming out of the sky. He watched it for five to six (5-6) seconds at which point it exploded into a massive fireball in the sideways direction. At that point he realized it was an airplane. The object never changed shape or speed until it exploded. The plane then fell out of his view and he observed black smoke rising. He did not hear any sound when the plane exploded.

b6
b7C

b6
b7C

The [redacted] and [redacted] headed directly towards the explosion. Approximately one half hour later the [redacted] returned and [redacted] and [redacted] entered it and headed out to the crash site. Approximately forty (40) minutes later they found the wreckage and several bodies, which had drifted in a southwesterly direction from the area they were initially located. A fishing trawler could be seen picking up

b6
b7C

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

File # 265A-NY-259028 - 312 - 876

by SA [redacted] SA [redacted] (KBH:amo) b6 Date dictated 07/20/96

b7C

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

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265A-NY-259028

Continuation of FD-302 of [redacted] On ...

bodies at this point. As no survivors were observed, no rescue operations were undertaken.

by ...

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302 (Rev. 3-10-82)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/30/96

[redacted] telephone number [redacted] b6 b7C
[redacted] beeper number [redacted] was contacted at his b6
residence. He was advised of the identities of the interviewing b7C
agents and that the purpose of the interview was to gather
information regarding the crash of Trans World Airline (TWA)
Flight 800. He then provided the following information:

On July 17, 1996, at approximately 8:35 PM, [redacted]
noticed a silver-colored line descending through the sky. A
fireball then appeared approximately one (1) mile high. The
fireball rotated from right to left as it fell through the night b6
sky. At one point, a "blow torch" like flame shot out b7C
horizontally from the descending fireball, lasting only a few
seconds. No smoke, sound or any other unusual activity was
observed before the fireball.

[redacted] was fishing with a friend off the Blue Point b6
dock facing east. The sun was going down and the daylight b7C
turning to dusk.

265A-NY-259028-SUB Cd 1

SEARCHED [redacted] INDEXED [redacted]
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FBI — NEW YORK

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

File # 265A-NY-259028 b6

by SA [redacted] (ATF) SA [redacted] (RSK) b7C Date dictated 07/27/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Y-R

Date of transcription 07/21/96

[redacted] telephone number [redacted] was interviewed on July 19, 1996 at ABBOTTS HARTS COVE MARINA, INC., 29 Maple Avenue, East Moriches, New York, 11940, telephone number (516) 878-3700. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

At approximately 8:00 PM on July 17, 1996, [redacted] began cleaning his boat while it was docked in his slip at ABBOTTS HARTS COVE MARINA. While cleaning his boat, he was talking to two people, who were also cleaning their boat, in a boat two slips away from his boat. [redacted] does not know their names.

[redacted] was standing on the dock next to his boat and looking south of the Moriches Inlet, when he saw a flare rising [redacted] immediately thought someone in Moriches Bay was having trouble. He yelled to the people on the other boat, "I think someone in the bay is having trouble. He sent up a may-day flare." The "flare" traveled straight up into the sky on a southly course, and then hooked southwest. Then, he saw a large red/orange explosion at the end of the flare's course of travel.

[redacted] saw what appeared to be "wreckage" from a plane falling from the site of the fireball. The "wreckage" took approximately ten seconds to come down to earth, and fell in one large fireball, and many other smaller fireballs.

[redacted] did not see a plane prior to him seeing the explosion. However, he believes that the explosion was caused by the 'flare' hitting a plane.

[redacted] said that there was an ultralight aircraft flying in the area of East Moriches at the time of the explosion.

299

Investigation on 07/19/96 at East Moriches, NY 265A-NY-259028-SUB-CC

File # 265A-NY-259028 Date dictated 07/21/96

by [redacted] w/l

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DRAFT

FEDERAL BUREAU OF INVESTIGATION

7/21/96

[redacted] was interviewed at his residence, [redacted] Date of transcription. This is also the office of the [redacted] b6 b7C After being advised of the identity of the interviewing Agents and the nature of the interview, [redacted] provided the following information:

The evening of July 17, 1996, [redacted] was at the West Hampton Yacht Squadron in Westhampton Beach standing on an outside deck. [redacted] heard someone say, "Look!", and he turned his attention south over the ocean. [redacted] observed a red flare arching in the sky and descending downward. As it descended downward, he heard a "thump" and then there was a sudden burst of flames. This large body of flames then split into two smaller masses, and descended away from each other and out of view beyond Dune Road.

[redacted] did not see the flare until it arched in the sky. Initially, because it was so bright, he thought that it was only about 1/4 mile away in the bay area. The flare did not have a tail as it arched, but he did observe a tail of smoke as the flare descended. The flare took several seconds to descend which caused [redacted] to expect to see a parachute attached to it. However, the flare then burst into a fireball. After the masses descended south of Dune Road, [redacted] realized that it occurred much farther away, and must have been something larger than a flare.

[redacted] advised that he subsequently spoke to an individual named [redacted] who advised that he had seen something shoot out of the Dunes on July 17, 1996. [redacted] can be reached at [redacted]

Observation began 17 sec after plane hit water.

7/19/96 Westhampton, NY

Investigation on ~~265A-NY-259028~~ at [redacted] ~~7/21/96~~

File # SA [redacted] b7C Date dictated

by

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/29/96

b6
b7C

On July 22, 1996, [redacted] Date of Birth [redacted] [redacted] telephone number [redacted] was contacted and furnished the following information:

[redacted] stated that on July 17, 1996, she was a passenger in the front seat of a car being driven by [redacted] She stated that the car was heading west on Route 27, when [redacted] told her to look at something in the sky. [redacted] looked up, directly south, and saw a small yellow/orange string of light rise two (2) feet, then arc in a westerly direction and begin to head down. [redacted] advised that soon after the light began moving down, she saw a huge, bright fireball as large as the sun appear in the sky. [redacted] advised that she did not hear any noise related to the explosion. She stated that the yellow/orange string of light did not trail any smoke. She observed the light for several seconds before witnessing the explosion. [redacted] stated that she had to look around [redacted] in order to see the object in the sky. It appeared to be directly south of her location. [redacted] stated that, until she saw the explosion, she thought the sting of light was a firework. [redacted] was unable to recall exactly where on Route 27 she was when she witnessed the explosion. She advised that she was approximately five (5) miles past the point where Route 27 breaks into two lanes.

b6
b7C

Investigation on 07/22/96 at Stony Brook, New York

265A-NY-259028-SUB

File # 265A-NY-259028

by SA [redacted] /h b6 b7C

Date dictated 07/26/96

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PLOT

FLASH

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/24/96

On July 22, 1996, [redacted] Telephone Number [redacted] was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] then provided the following information: b6 b7C

On Tuesday evening, July 16, 1996, the night before the crash of TWA Flight 800, at approximately 8:15PM or 8:30PM, [redacted] was walking along Rogers Beach on Dune Road in Westhampton when he saw a bright white flash that frightened him and was at horizon level southwest of the beach over the ocean. [redacted] was facing west and was walking west on the beach at the time of the flash. When he saw the flash, he was near the second jetty approximately 1.5 miles west of the Rogers Pavilion Beach House. b6 b7C

He described the flash as white in color, round in shape and lasting for approximately one second or almost instantaneous. He further advised that he did not hear any sounds before or after the flash. The flash was "tunnel-like" and withdrew.

[redacted] waited to see if there would be a second flash but saw nothing else. He further advised that about twenty minutes prior to seeing the white flash, he observed a helicopter flying from the west to the east along the coastline. [redacted] could not provide any further information. b6 b7C

265A-NY-259028-SUBC

On 7/22/96 at Moriches, New York

File # 265A-NY-259028

SA [redacted] (VLG:meg)

SA

Date dictated 7/23/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

JPK JPK:MAM
265A-NY-259028

On July 22, 1995, at 1:30 P.M. Investigator [redacted] interviewed [redacted] (nee [redacted], Date of Birth [redacted] b6 [redacted] of [redacted] She has a summer home located at [redacted] b7C [redacted] She was telephonically interviewed at her residence.

[redacted] advised that on July 17 1996 at approximately 8:30 P.M. she was having dinner at the Dune Deck Hotel which is located on Dune Road, Westhampton, New York. She was eating in STARRBOGGS RESTAURANT which is located at the site. She was seated facing the ocean. Her table was the second from the window, and also second from the west wall. She noticed a large burst of flame occur out on the ocean due south of her location. This burst of fire fell from the sky in a west to east fashion. She heard five loud booms thereafter. She saw no object ascending into the sky prior to this. She estimated the distance as being 10 miles away.

b6 b7C

[redacted] advised that about 15 minutes prior to the blast a small Cessna type plane flew past her location. This plane was flying low over the surf from the east to the west.

b6 b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

265A-NY-259028 1
ESM:hrg
Ed M

[redacted] was interviewed by Investigator [redacted]
b6 [redacted] and Investigator [redacted] of the New York State
b7C Police Department. The interview was conducted on July 23, 1996.

On July 23, 1996, responded to Captree State Park and interviewed [redacted] Date of Birth (DOB) [redacted] [redacted] of [redacted] phone [redacted]
b6 [redacted] is employed as a [redacted] on the
b7C 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). [redacted] 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
b6 located approximately two to three (2 to 3) miles south of their
b7C boat. [redacted] 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 [redacted] claimed he watched the plane continue to fly for about a half of a minute to a minute. [redacted] lost view of the plane as it came across the post 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. [redacted] 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. [redacted] stated he did not see any flares in the sky or hear any explosion that night.

265A-NY-259028-SUB

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AUG 15 1996
FBI-NEW YORK

CC-
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N 40° 43.366'
W 73° 04.465'

b6 [redacted]
b7C 3/10

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

FEDERAL BUREAU OF INVESTIGATION

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 08/08/96

[redacted] Date of Birth (DOB) [redacted] Social Security Account Number (SSAN) [redacted] residence [redacted] telephone [redacted] was interviewed at her place of employment at the [redacted] New York, concerning her observations on July 17, 1996, regarding Trans World Airline (TWA) Flight 800 and/or what initially appeared to be "fireworks." Also present during the interview was Alcohol, Tobacco, and Firearms (ATF) Special Agent [redacted]

b6
b7C

[redacted] advised that she was sitting at her table at LANDS END RESTAURANT, located off Foster Avenue in Sayville, New York, looking out the window, when she observed what appeared to be a thin stream of orange flame, but no smoke, which traveled for about three (3) seconds from when she saw it until it disappeared over the horizon, which was then immediately followed by a huge explosion which seemed like it was coming from the sea. The huge explosion had different tones of red and orange. [redacted] did not see the "firework" make an impact, and did not hear a sound, because the distance was too great, which let her know it was very far away. [redacted] did not know what had happened, but felt it was something terrible. When she first saw the orange stream, which looked like a "firework," it came straight up out of the water, and this occurred far to her left, but she could not give a compass point direction from which it came, or an exact time of the occurrence. She described it as evening, but the lighting conditions were very good, and that there were not any dunes or other obstructions to her view. [redacted] did advise that if she went back to the restaurant for interview, she would be able to exactly duplicate what she saw.

b6
b7C

Investigation on 08/07/96 at Smithtown, New York 265A-NY-259028-SUB

File # 265A-NY-259028

by SA [redacted] hrg b6 b7C Date dictated 08/08/96

JAN 24 1997

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b6 —

this man b7C

N 40° 38.364'
W 73° 18.759'

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/23/96

[redacted] was interviewed at his residence, [redacted] by Special Agent (SA) [redacted] who identified himself as an SA of the Federal
b6 Bureau of Investigation (FBI). [redacted] was able to furnish the
b7C following information regarding observations he made during the evening hours of July 17, 1996 with a possible connection to the crash of TRANS WORLD AIRLINES (TWA) flight 800.

Last Wednesday evening [redacted] indicated that he took a drive on his motorcycle to the CAPTREE boat marina. [redacted]
b6 recalls departing his residence shortly before 8:00PM and
b7C arriving at the marina at approximately 8:15PM. [redacted] indicated that he was interested in possibly renting a slip for his boat and was checking out the prices and conditions with several of the other boat owners.

At approximately 8:35 PM [redacted] departed CAPTREE and headed west on the scenic Ocean Drive which runs along the ocean. [redacted] recalls passing the OAK BEACH INN near CEDAR BEACH when he
b6 noticed a "softball size fireball" off to his left travelling
b7C from west to east. [redacted] indicated that this orange and yellow colored "fireball" was travelling at a slow rate of speed, approximately one mile high, when after a period of three to four seconds, it went out. [redacted] advised that he did not observe a trail of smoke behind the "fireball". An additional four to five seconds elapsed when a larger "fireball", the size of a basketball, suddenly appeared from where the first one had disappeared. This "fireball " also appeared to extinguish itself after a period of several seconds.

[redacted] added that in approximately twenty to thirty
b6 seconds he then observed a twin engine jet aircraft travelling
b7C from south to north cross directly in front of him. [redacted] stated that he felt that the aircraft was flying unusually low and he added that he could see significant light emanating from inside the jet. [redacted] advised that it was too dark to observe any markings on the outside of the aircraft but he was positive that

265A-NY-259028-SUB CC

Investigation on 7/23/96 at North Massapequa, New York

File # 265A-NY-259028

by SA [redacted] b6 b7C

Date dictated 7/23/96

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265A-NY-259028

Continuation of FD-302 of [redacted], On 7/23/96, Page 2

b6
b7C

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

b6
b7C

The following background information was obtained from [redacted]

Name: [redacted] b6 b7C
Home Address

Home telephone:
Employment: [redacted] b6
Melville, New York

Business telephone:
Date of Birth: [redacted] b7C

b6
b7C

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

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Date of transcription 07 22 96

[redacted] Date of Birth (DOB) [redacted] [redacted] Social Security Account Number [redacted] was telephonically contacted at her residence [redacted] b6 [redacted] telephone [redacted] was b7C advised as to the identity of the interviewing agent and the nature of the inquiry wherein she provided the following information:

[redacted] was at Westhampton Beach with her husband, [redacted] during the evening hours of July 17, 1996. At approximately 8:30 p.m., she and her husband were in their vehicle heading east. To her right she observed a bright orange circle in the sky. [redacted] stated she turned to look at it closer and recognized two separate fires in the sky. [redacted] stated she turned to look at it closer and recognized two separate fires in the sky. [redacted] could not make out any object other than the fire, nor did she hear anything at or before the time her attention was drawn to the fire. b6 b7C

265A-NY-259028-SUB CC/

SEARCHED [redacted] INDEXED [redacted]
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Investigation on 07/18/96 at Moriches, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 07/20/96

"COLLECTION 1

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

265A-NY-259028
WH:pan

The following investigation was conducted by Special
b6 Agent (SA) [redacted] at the intersection of Dune Road and
Jessup Lane, Westhampton Beach, New York (NY), on July 18. 1996:
b7C

[redacted] telephone [redacted]
b6 [redacted] advised First Name Unknown [redacted] a White female, red
hair and resides off of [redacted] was having dinner at the DUNE
b7C DECK HOTEL and saw the whole thing.

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

[redacted] residing at the DUNE DECK HOTEL advised [redacted] (phonetic) further described as having [redacted]
b6 [redacted] and hangs out at the hotel saw "the whole thing." [redacted] can be contacted in Washington, D.C.,
b7C telephone number [redacted]

[redacted] telephone number [redacted] and [redacted] and [redacted] telephone number [redacted] and [redacted] personal identification number [redacted] advised they are part of PRODUCTION COMPANY filming a movie, "Love Walked
b6 In," at the SWORDFISH BEACH CLUB, Westhampton Beach, NY.
[redacted] advised several of the "grips," who were outside
b7C securing the equipment trucks saw the explosion. [redacted] can be contacted at [redacted] NY, telephone number [redacted]

[redacted] GREAT LAKES DREDGE AND DOCK advised he is part of the dredging crew off the Coast Guard station, East Moriches, NY. Several members of the crew: [redacted] saw the explosion. [redacted] advised he could be contacted at [redacted] b6
and [redacted] indicated Investigator [redacted] Eastern District of New York and SA [redacted] Federal b7C
Bureau of Investigation, Long Island Resident Agency interviewed some of the dredge employees, but not all of them.

b6 [redacted] telephone number [redacted]
b7C advised he and his family observed a large explosion only at 8:30 pm, on July 17, 1996, followed by a smaller explosion.

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

FOR 302

[redacted] telephone number [redacted]
b6 [redacted] advised he was in his boat, in the bay, at bouy number
b7C 36, when he saw a flare or a rocket streak across the sky and then observed an explosion between 8:15 and 8:30 pm.

[redacted] telephone number [redacted]
b6 [redacted] advised she and her husband, [redacted] were in a boat
with the [redacted] when [redacted] noted a flare go straight up and
b7C then observed an explosion.

[redacted]
telephone number [redacted] advised he and his girlfriend,
[redacted] telephone numbers [redacted] and [redacted]
[redacted] were on the fourth hole at the WESTHAMPTON GOLF CLUB b6
when they observed an orange thing streak toward a dark object b7C
for about ten seconds. The orange streak approached from behind
and on a downward angle and continued on until an explosion
occurred.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] GREAT LAKES DREDGING COMPANY, b6
[redacted] telephone [redacted] was advised of the identities of the interviewing Agents and b7C
purpose of the interview and thereafter provided the following information:

On Wednesday night, July 17, 1996, he was on West Hampton Beach starting at 7:00 PM, to set up grade stakes on the beach.

At approximately 8:40 PM, he was facing south, into the ocean and looking generally upward, toward the sky, which was somewhat lit. To the east of him, he first noticed a red/orange glow in the sky, as it travelled easterly and grew in size. After two to three seconds, he heard the first of two explosions. A small fireball arched and then, a second or two later, the second explosion occurred. [redacted] explained that this second explosion caused a bigger, bright orange fireball. b6 b7C

[redacted] stated that after the second explosion the large fireball fell down toward the horizon in two pieces. A large piece (west) and smaller piece (east) fell together and could be seen as a mountain of flames as it hit the horizon. Black smoke, topped by white smoke could be seen a short time afterward in the area of the flames. b6 b7C

[redacted] estimated that this occurred nine or ten miles out to sea from the beach and about one mile east of his location. [redacted] stated that the initial red/orange glow came from the North-Northwest direction (over his left shoulder). He heard the noise of the explosion about 45 seconds after seeing it and estimated the distance from that. 4-5? b6 b7C

[redacted] stated that he is currently residing at [redacted] telephone [redacted] The number for his home office is [redacted] b6 b7C

Investigation on 7/20/96 at West Hampton, New York

File # 265A-NY-259028

265A-NY-259028-SUB

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 24 1996
FBI - NEW YORK

by SA [redacted] /vao
SA vao b6 b7C

Date dictated 7/20/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/21/96

[redacted] was interviewed at [redacted] After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

b6
b7C

On the evening of July 17, 1996, [redacted] was at the WESTHAMPTON YACHT SQUADRON on an outside covered porch. Between 8:30 and 8:45 p.m., [redacted] saw what she initially thought was a boat flare. She saw the flare when it was already at a midpoint in the sky. She was facing south overlooking Moriches Bay and Dune Road. As [redacted] faced south, she estimated that the flare would have been at about 11:00. She did not see where the flare originated from, but thought that it was as close as the bay.

b6
b7C

The flare continued ascending for about three seconds, but [redacted] took her eyes off of it as she looked or a boat in the bay which she thought may have sent up the flare. The flare was red-orange in color with white in the middle, elongated in shape like a baseball bat, but more squat. [redacted] did not see any smoke or anything trailing the flare, but advised that she was focusing on the light. The light seemed to be moving away from her, as if further south.

As the flare ascended, it suddenly turned a deeper orange, and got larger, but not exactly round in shape. [redacted] did not hear anything at that point. Slowly, the entire body of fire descended and became more misformed in shape. [redacted] described the shape as being like a "pulled tooth". [redacted] expected the fire to descend into the bay, but lost sight of it as it descended much farther south beyond Dune Road. There was a smoke trail following the fire mass as it descended downward.

b6
b7C

[redacted] resides at [redacted] She advised that her boyfriend, [redacted] also saw it. He can be reached at the same number.

b6
b7C

~~265A-NY-259028-SUB~~

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

File # 265A-NY-259028

by Special Agent [redacted] b7C [redacted] /tmr Date dictated 7/21/96

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SERIALIZED ____ FILED ____
SEP 24 1996
FBI-NEW YORK

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RT
RD
BOATS

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/26/96

On July 25, 1996, [redacted] Date of Birth [redacted] was interviewed at his residence, [redacted] b6 [redacted] is employed as a [redacted] for [redacted] b6 b7C NY, [redacted] During the interview, [redacted] provided the following information: b7C

On July 17, 1996, [redacted] travelled to East Moriches with his brother-in-law, [redacted] and his uncle, [redacted] in order to fish. Around 7:30PM, [redacted] and his companions set up on the beach behind the Coast Guard station, across from Moriches Inlet. While there, [redacted] observed two (2) boats near a buoy, two hundred to three hundred yards (200-300yds) from the beach. One boat was a white, thirty b6 foot (30') Sport Fisherman boat. The other boat was a dark blue or green fourteen foot (14') skiff, which was low sided and had b7C an outboard motor. [redacted] 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 [redacted] take notice of them.

While fishing, [redacted] heard a sound like that of a mortar or a large fireworks rocket. [redacted] looked up to see b6 what he expected would be a fireworks display. Three (3) to four b7C (4) seconds later [redacted] saw a large ball of fire in the shape of a mushroom cloud. These flames then fell to the ocean. [redacted] 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.

seconds

[redacted] was not sure of the height of the fireball, but b6 advised that from a distance it appeared about twelve feet (12') b7C 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 York

File # 265A-NY-259028 b6

by SA [redacted] b7C (KBH:amo) Date dictated 07/25/96

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

265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, 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, [redacted] could not be sure.

After the explosions, [redacted] 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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/20/96

On July 19, 1996, Special Agent [redacted] b6
interviewed [redacted] home address [redacted] SA [redacted] identified himself as a Special b7C
Agent of the Federal Bureau of Investigation (FBI). [redacted]
provided the following information:

[redacted] advised that he and his wife were on Mascot Dock located at the end of South Ocean Street, in Patchogue, New York. On July 17, 1996 they were watching planes when at about
b6 8:30 P.M., they observed a bright orange fireball. [redacted] saw
what looked like a flare shoot up from the fireball. He then saw
b7C the fireball fall to the ocean. The fireball lasted about 10 to 20 seconds.

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265A-NY-259028-SUBCC

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

File # 265A-NY-259028

by SA [redacted]/MAM b6 b7C Date dictated 7/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

[redacted] Date of Birth, [redacted] home telephone number [redacted] b6 was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] b7C provided the following information:

[redacted] was walking on the beach at Smith's Point State Park on the evening of July 17, 1996. [redacted] was walking eastward on the beach when she saw a yellow/orange small firework go up in the air over the ocean. b6 b7C

[redacted] location when seeing the firework was approximately one-half mile west of the Smith Point boardwalk. The firework was to her southeast. b6 b7C

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

[redacted] watch immediately after the explosion read 8:45 p.m. b6 b7C

265A-NY-259028-SU

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

File # 265A-NY-259028

b6 by SAs [redacted] ATF/DPM/cxk Date dictated 7/25/96
b7C

SEP 2 4 1996

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/31/96

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

b6
b7C

[redacted] advised that he is employed as a [redacted] for [redacted] He has been employed there since [redacted] He is currently based out of [redacted] He is the [redacted] certificate number [redacted]

b6
b7C

On the evening of July 15, 1996, [redacted] was [redacted]

b6
b7C

[redacted]

b6
b7C

the aircraft. It was dusk. There was a layer of clouds to the east of the aircraft but no other obscurations. The aircraft was on an IFR (instrument flight rules)-flight plan but was in VFR (visual flight rules) conditions. Visibility was approximately 40 miles. The flight was about to be handed off from New York Center to Boston Center. [redacted] described the air traffic at this time as light. He did not recall seeing any other air traffic or sea traffic in the area.

b6
b7C

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

Investigation on 7/25/96 at Fresno, California

File # 265A-NY-259028 SUB (302 - 1126

by SAs [redacted] and [redacted] JJK/kjh Date dictated 7/29/96

b6
b7C

SEARCHED ____ INDEXED ____
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SEP 24 1996

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

265A-NY-259028 SUB B

Continuation of FD-302 of [redacted] b6 b7C On 7/25/96 Page 2

it. He saw the remnants of the dissipating flash, with four to six trails of what [redacted] described as hot pink sparks descending from the flash. The plume of the descending trails was wider than the flash itself. These trails were moving in an easterly direction. [redacted] watched the explosion and descending sparks trails for approximately ten seconds before looking away. He did not look back after this or see anything further. He did not see any falling debris, other than the spark trails, or anything to indicate that an aircraft was the source of the explosion. [redacted] was unable to determine the exact position or altitude of the explosion because of the lack of visual references and low-light conditions at that time of evening.

b6 b7C [redacted] advised that his view of the explosion was not obscured by anything. He initially thought the explosion was due to fireworks. In fact, he described the explosion as resembling a fireworks explosion of the type in which the spark trails are completely vented downward instead of going out in all directions. [redacted] b6 b7C 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.

b6 b7C [redacted] advised that he gave the explosion no further thought until learning about TWA flight 800 several hours later.

[redacted] provided the investigating agents with a sketch showing his approximate location at the time he witnessed the explosion. He indicated that his aircraft had been cleared direct from DITCH intersection to JFK and was east of the X that is part of the J225 airway, 16 miles from JFK on the 241-degree radial. A copy of this sketch is attached hereto. b6 b7C

265A-NY-259028 SUB B 1
JJK/kjh

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

Name:
Date of birth:
Address:

Telephone:
Business telephone:

b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/23/96

[redacted] telephone number [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] then furnished the following information:

On 7/17/96 at approximately 8:30pm, while fishing on his boat, a Starcraft, 23 foot outboard, with [redacted] and [redacted] in the Long Island Sound, approximately four miles due north of Plum Island and Orient Bay, saw what he thought to be a "parachute flare". Rising from the land into the sky above him.

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

[redacted] 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.

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

[redacted] 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 [redacted] /dt Date dictated 7/23/96

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b6
b7C

c:\data\twa\twa225 02

07/24/96

Date of Birth (DOB) Social Security Account Number (SSAN) was interviewed at the United States Coast Guard Station, East Moriches, New York. was advised as to the identities of the interviewing agents and the nature of the inquiry, wherein he provided the following information:

b6
b7C

advised he is a with the resides at telephone number

b6
b7
b7C

On the evening of July 17, 1996 (Wednesday), was the advised the was and the was advised th off from Gabreski Airport at approximately 8:00 to 8:05 p.m. Sunset was scheduled for approximately 8:19 p.m. said he flew some approaches during what remained of the daylight hours. described approaches as flying out over the water and then returning back to the airport.

b6
b7
b7C

stated that at approximately 8:25-8:30 p.m., the helicopter was in a hover over runway 24 at Gabreski Airport. was flying the aircraft. was facing southwest. noted he was sitting in the right seat, was behind in the left gunner's seat, and as was said he saw a streak of red light moving very fast from his right to his left, or from west to east. described the streak of light as having the trajectory and image of a shooting star. The streak moved from a higher elevation to a lower elevation in a gently descending curve. The streak was almost horizontal. observed the streak for one to two seconds after which he saw an explosion. noted he did not hear anything. He was described the explosion as a red burst with smoke. Approximately one to two seconds later there was a second explosion which engulfed the first. The second explosion was

b6
b7C

[redacted] b6
c:\data\twa\twa225[redacted] b7C 02

tremendous and continued to expand. [redacted] described the fire ball as being four times the size of the setting sun. The fireball descended slowly with thick, black, opaque smoke. [redacted] b6 said it took approximately eight to ten seconds for the fireball to impact the ocean. A huge column of black smoke emanated from b7C the fireball. The fireball impacted the ocean to [redacted] left. [redacted] observed debris falling.

[redacted] noted [redacted] was still flying the aircraft. They b6 were flying toward the impact site. The flames from the fire were very high, approximately sixty feet. [redacted] noted as they b7C approached the impact site the [redacted] made left turns as there were two sets of eyes, [redacted] and [redacted] on the left b6 side of the aircraft. This maximized their observation capability. [redacted] said the altitude of the aircraft was [redacted] b7C [redacted] advised he wanted to [redacted] said he observed four bodies at the northwest edge of the fire. [redacted] said [redacted] advised him there was no sign of life in any of these bodies.

[redacted] advised he saw an air foil shape in the water which he further described as a piece of an aircraft wing or a section of the tail. [redacted] also observed red and white markings on the air foil objects. [redacted] noted the size of the fire and b6 his observation of interior window liners led him to believe this was a large aircraft, potentially a commercial airline. [redacted] b7C recalled [redacted] reported seeing many bodies in the water. [redacted] also observed what appeared to be a raft or aircraft chute with a strobe light. [redacted] said they continued to fly around the impact area and debris path in an effort to locate survivors.

[redacted] stated he was reporting these events to the Air b6 [redacted] advised he returned to Gabreski to pick up b7C [redacted] said the flight time from the crash site b6 to Gabreski was approximately five minutes. [redacted] said approximately thirty minutes had past since the time he first saw b7C the explosion to the time he initiated his return to Gabreski.

b6
[redacted] said upon returning to Gabreski, [redacted] replaced b7C [redacted] remained in [redacted] Additionally, [redacted] b6 [redacted] and [redacted] said they b7C [redacted] conditions. [redacted] noted this is the reason [redacted] replaced him as [redacted]

By the time they returned to the scene there were Coast Guard vessels and other surface aircraft dropping illumination flares. [redacted] said the bright illumination from the flares and from the lights of the surface vessels interfered with the night vision equipment. [redacted] said after flying around the crash site for a while longer they returned to Gabreski where they landed at approximately 11:45 p.m. b6 b7C

[redacted] noted the observations of the red streak and explosions were during day light, without the use of the night vision equipment. [redacted] estimated the explosion occurred at an altitude of 8,000 - 10,000 feet, plus or minus 5,000 feet. The explosion occurred eight to ten miles off shore. b6 b7C

The following is a diagram illustrating [redacted] view of the incident: b6 b7C

b6
[redacted]
c:\data\twa\twa221b7C 02

7/25/96

[redacted] and [redacted] were re-interviewed
b6 at Mill Pond Lane, East Moriches, New York. They provided the
b7C following information:

b6
b7C

On July 20, 1996, [redacted] had told previous interviewing Agents that he was with [redacted] and [redacted] on July 17, 1996. [redacted] stated that something was bothering him, in that he felt he knew more than what he could recall. [redacted] told [redacted] that he wanted to be hypnotized. b6 b7C

[redacted] contacted [redacted] on below date and advised that he was hypnotized last night by [redacted] a [redacted] and trained in
b6 hypnosis, [redacted] told [redacted] that the session was audio taped. [redacted] told [redacted] that
b7C the tape will demonstrate that the explosion was as a result of a missile.

[redacted] and [redacted] discussed on this date what was revealed under hypnosis. [redacted] recalled something coming from east to west that had a multiple explosion sound. At that point in the conversation, [redacted] told [redacted] to stop talking and stated, "Let me interject something - snap, crackle, pop." [redacted] face lit up and he said, "Give me a high five," apparently because he had heard the same thing. [redacted] initially saw a white streak just prior to the explosion, which appeared to be horizontal, not ascending. [redacted] saw an orange, red streak of light, also not ascending, but vertical, along with wisps of smoke. He speculated that at sunset, white smoke could appear an orange/red color. b6 b7C

[redacted] also saw bodies descending straight down and passing debris that was travelling at a slower rate. He felt it did not make sense that the bodies would not have fallen quicker
b6 until he thought of a possible explanation. [redacted] stated that
b7C the thrust of an explosion could have carried the victims initially in an upward motion.

[redacted] stated that he and the others are willing to also
b6 be hypnotized.
b7C



MSL

FEDERAL BUREAU OF INVESTIGATION

Y-P

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Date of transcription 07/27/96

[redacted] telephone number [redacted] Date of Birth [redacted] and her boyfriend [redacted] Date of Birth [redacted] 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 [redacted] and [redacted] provided the following information:

b6
b7C

[redacted] and [redacted] 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.

b6
b7C

While looking out of the front windshield, [redacted] saw a "flare" rise up directly in front of her and due south of her position, far out over the Atlantic Ocean. She asked [redacted] "What's that?", so [redacted] looked south out the front windshield and saw what appeared to be a "flair." [redacted] and [redacted] 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 thinker as it rose through the sky. Neither [redacted] nor [redacted] 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.

b6
b7C

[redacted] can decribe 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.

b6
b7C

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

File # 265A-NY-259028 TW 7241

Date dictated

by [redacted] wl

b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

On July 22, 1996, [redacted] Date of Birth, [redacted] b6
[redacted] b6
[redacted] New York, telephone [redacted] was b7C
advised of the official identities of the interviewing agents and
b7C the purpose of the interviews. [redacted] then furnished the
following information:

On July 17, 1996, [redacted] was fishing off of a boat in Moriches Inlet with [redacted] and [redacted] aka [redacted] Between 8:20 pm and 8:30 pm, the boat was located in the northern portion of the inlet when [redacted] observed what appeared to be a flare with an orange ball at its head. [redacted] observed the flare
b6 like object (FLO) for eight to ten seconds at which time it turned
b7C into a bright yellowish orange glow. This glow turned into a wide flame that descended towards the ocean in two pieces, where [redacted] lost sight of it beyond the horizon. Several minutes after losing sight of the explosion [redacted] smelled a fuel like odor which was different than any he recognized.

Approximately 20 minutes prior to the explosion [redacted] observed a large orange rust colored boat, 250-300 feet in length with large arm like structures on its rear, south of Moriches
b6 Inlet. [redacted] thought this was unusual because large commercial
b7C fishing boats are rarely that close to the inlet. [redacted] did not observe any aircraft in the area because of the low light conditions.

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

File # 265A-NY-259028

b6 by SA [redacted] (JDF:gmo) Date dictated 7/22/96
b7C SA

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7//22/96

[redacted] was interviewed at her residence, [redacted] After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information: b6 b7C

At about 8:30 P.M. on the evening of July 17, 1996, [redacted] was on her deck which extends into, and directly overlooks Patchogue Bay. [redacted] was facing due south toward Davis Park and Watch Hill when she saw three orange lights shoot out from the horizon in quick succession. The lights were solid orange in color and had a yellow tinge toward the outside. The lights seems to originate from the Davis Park Island area itself. [redacted] estimated that the distance from her deck to Davis Park was about five miles. b6 b7C

The orange lights appeared to be heading toward her, which would be northbound, as they appeared to be getting larger. However, after only about two seconds, when the lights were only about two inches above the horizon, the lights disappeared.

[redacted] did not hear any sounds at all. [redacted] believed that this was more that just a flare or a firework because of the density of the orange glare. b6 b7C

Investigation on 7/20/96 at Blue Point, New York 265A-NY-2[illegible]

File # [redacted] b6

by SA [redacted] b7C /MAM Date dictated 7/20/96

SEARCHED INDEXED SERIALIZED FILED SEP 2 4 1996

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

- 1 -

FEDERAL BUREAU OF INVESTIGATION

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/22/96

[redacted] Date of Birth (DOB): [redacted] Social Security Account Number (SSAN): [redacted] and [redacted] DOB: [redacted] SSAN: [redacted] were b6 interviewed at their residence, [redacted] After being advised of b7C the identities of the interviewing Agents and the nature of the interview, the [redacted] provided the following information:

On July 17, 1996, the [redacted] stated they were standing on a flat-platformed ramp behind WESTHAMPTON BEACH AND TENNIS CLUB, Westhampton, NY, between 8:20 p.m. and 8:30 p.m. (dusk). b6 They stated they had a totally clear view overlooking the b7C Atlantic Ocean, directly to the South. To their right was Moriches Bay Inlet and to the left was Shinnecock Bay Inlet.

The [redacted] stated that during the time period between 8:20 p.m. and 8:30 p.m., they could not see any planes, boats or people around, except for a dredger-type boat to their west. The [redacted] stated that at approximately 8:30 p.m., they saw a red dot in the sky above the Atlantic Ocean, which looked like a flare, The [redacted] stated that from their vantage point the red dot was located at approximately 12:00 to 12:30 in the sky above them.

The [redacted] stated that the red dot grew in size to an oval or oblong shape that was reddish/orange in color, moving b6 from a west to east direction, from approximately a 12:30 to an b7C 11:30 position.

The [redacted] stated that as the shape approached the 11:30 position, the shape exploded, and came down like a curtain of flame.

[redacted] stated that b6 once she saw the explosion, she began counting seconds in order b7C to calculate the amount of time it took for the sound of the explosion to reach her. She stated it took approximately ten (10) seconds before she heard the sound of the explosion. She stated that the first explosion was immediately followed by three (3) additional explosions which occurred one right after the other. She believed that the explosion was rougnly ten to

Investigation on 7/19/96 at Center Moriches, NY

File # 265A-NY-259028 b6 Date dictated 7/21/96

by SAs [redacted] b7C

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

265A-NY-259028

b6
b7C

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

fifteen (10-15) miles off shore, due to her counting the time that it took for her to hear the explosion.

The [redacted] stated that once the curtain of flames from the explosion hit the water, a large amount of gray smoke was visible from their vantage point. The [redacted] stated that immediately after the flames hit the water, they saw a military-type helicopter approach the crash site.

b6
b7C

The [redacted] stated that after the crash they approached an elderly couple near them who they later discovered were pharmacists. They asked the couple if they had just seen the explosion. The [redacted] stated that the elderly couple said they did not see anything.

b6
b7C

The [redacted] stated that immediately after talking to the elderly couple, they approached the receptionist's desk at WESTHAMPTON BEACH AND TENNIS CLUB, and told the girl behind the desk to call the police, which she did.

b6
b7C

In addition, the [redacted] stated that a film crew was at the WESTHAMPTON BEACH AND TENNIS CLUB filming a movie. They believe that a male, five feet nine inches (5'9"), Caucasian, with a ponytail, may also have seen the plane crash.

b6
b7C

On July 18, 1996, the [redacted] came back to the boat slip at WINDSWEPT MARINA, 215 Atlantic Avenue, East Moriches, NY 11940, telephone (516) 878-2100, via a boat named [redacted] and gave approximately two (2) hours worth of interviews to news reporters. [redacted] stated that he spoke to many news reporters, but he particularly remembered contacting CBS News and WINS Radio.

b6
b7C

The [redacted] also stated that the owner of WINDSWEPT MARINA had a dredge boat out in the water. They believed that the crew of the dredge boat may have had a better view of the crash.

b6
b7C

[redacted] stated that after hearing that a TWA jet had, in fact, crashed in the ocean and after hearing news reports that a missile may have been fired at the jet, he thought he remembered seeing a stream of white or grey smoke prior to seeing the red dot in the sky at approximately 8:30 p.m. [redacted]

b6
b7C

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

265A-NY-259028 b6 b7C

Continuation of FD-302 of [redacted], On 7/19/96, Page 3

stated that the stream of smoke came up from the water. He stated that from his angle and vantage point, the stream of smoke came straight up to the plane. [redacted] stated she did not see a stream of smoke. b6 b7C

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

[redacted] Date of Birth - [redacted] Social Security Account Number - [redacted] residing at [redacted] b6 telephone number [redacted] was interviewed after he was informed as to the identity of b7C the interviewing Agent, as well as the nature of the interview.

On July 17, 1996, at or about 8:20 PM, [redacted] 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. b6 b7C

b6 [redacted] stated that when they arrived at this beach area, b7C 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.

[redacted] stated that he was busy deflating the left front tire when his friend [redacted] (also interviewed) spotted something in the sky. At this point, [redacted] looked up west to a b6 south westerly direction and observed an object burning and b7C falling from the sky. He noticed a black smoke trail following this burning object. [redacted] described this object as being an orange and yellow ball of flame. [redacted] 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, [redacted] told one of his friends to b6 go to the beach's guard shack located at the entrance of the b7C beach in order to call the Coast Guard. A few seconds later as his friend was returning, [redacted] stated that he heard three equally loud booms. [redacted] 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.

~~265A-NY-259028-SUB~~

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

File # 265A-NY-259028 b6

by SA [redacted] b7C dp (ATF-Melville) Date dictated 7/31/96

SEARCHED INDEXED SERIALIZED FILED SEP 24 1996 NEW YORK

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, [redacted] Date of Birth [redacted] [redacted], of [redacted] Home Telephone Number [redacted] was interviewed by Special Agent [redacted] b6 [redacted] After being advised of the identity of the interviewing Agent and that the nature of the interview was b7C regarding the plane crash of TWA Flight 800 on July 17, 1996, [redacted] provided the following information:

[redacted] stated that at 8:35PM on July 17, 1996, she was standing outside on the south veranda of the Bellport Yacht Club looking at the sky facing the bay when she observed a fireball of b6 solid mass the size of a basketball which began to fall and break into two fire masses described as "lava dripping from the sky". b7C [redacted] advised that the right mass was larger then the left mass.

Investigation on 7/22/96 at Long Island, New York

File # 265A-NY-259028 b6

by SA [redacted] b7C (KCM:meg) Date dictated 7/23/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

On July 22, 1996, [redacted] Date of Birth [redacted] [redacted] of [redacted] Home Telephone number [redacted] Work Telephone number [redacted] was interviewed b6 by Special Agent [redacted] After being advised of the b7C identity of the interviewing Agent and that the nature of the interview was regarding the plane crash of TWA Flight 800 on July 17, 1996 [redacted] provided the following information:

[redacted] stated that as [redacted] of the [redacted] he was attending a club function at the Bellport Yacht Club, Bellport Lane, Bellport, New York, the evening of July 17, 1996. [redacted] advised that at 8:31PM, on July 17, 1996, he was standing outside on the south veranda of the Yacht Club looking at the sky in a southeasterly direction facing the bay when he observed what appeared to be a bright headlight of a plane. He stated that the bright light was facing a westerly direction and that it looked similar to a sparkler with a whitish-silvery glow. [redacted] now believes that the light was metal which was burning.

b6 b7C

[redacted] stated that he observed the light explode into a fireball of solid mass the size of a basketball which began to fall and break into two fire masses described as a "curtain of flame dripping from the sky". [redacted] advised that the right mass was larger than the left mass and that through the left fireball, he saw what appeared to be a large section of the plane.

b6 b7C

[redacted] stated that he did not see any smoke throughout his observance nor did he hear or feel anything unusual.

b6 b7C

[redacted] advised that at the time he believed the incident had occurred over the Smith Point Park and that it was possibly a mid air collision between two airplanes. He telephoned Suffolk County Police at 911 within two minutes of the crash to notify them of same.

b6 b7C

Investigation on 7/22/96 at Long Island, New York

File # 265A-NY-259028 b6

by SA [redacted] b7C (KCM:meg) Date dictated 7/23/96

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265A-NY-259028
#1960
FAJ:maj

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

The following investigation was conducted by Special Agent [redacted], on July 22, 1996, at New York, New York:

b6
b7C

On July 22, 1996, [redacted] Home telephone number [redacted], was telephonically contacted at place of employment, regarding his observations on the evening of July 17, 1996.

b6
b7C

b6
b7C

[redacted] advised he was bicycle riding with [redacted] on the West Sayville, Long Island Dock between 8:30 PM - 9:00 PM at twilight. [redacted] while looking east and southeast over water, observed a small reddish-orange round dot rise from the water, reaching its apex, making a small arch, falling a short distance, then disappearing. [redacted] observed no explosion, noise, or trail of smoke. [redacted] believes this object appeared to be a flare.

b6
b7C

[redacted] related that two (2) seconds later he observed two (2) red streaks just to the right of the initial light source falling off at the horizon. [redacted] stated that he observed no airplanes, objects, or explosions in the area at this time. [redacted] related that [redacted] observed only the very ending of the two (2) red streaks.

265A-NY-259028-SUB CC, -

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

EXPL-OBSERV

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/20/96

On July 18, 1996, at about 4:15PM, [redacted] and [redacted] SO-9, were present at [redacted] At this time an interview of one [redacted] white male, Date of Birth [redacted] was conducted. [redacted] is a witness to the downing of Trans World Airlines (TWA) Flight 800, July 17, 1996. [redacted] resides with his parents at [redacted] telephone [redacted]

[redacted] stated that he is employed by [redacted] NY. On July 17, 1996, at about 7:45PM, he and one [redacted] were walking near the Club House at Pine Hills Golf Club. He estimates the time, but is certain that it was day's end and still light. They were walking in an easterly direction. [redacted] heard the sounds of an aircraft, and having some interest in airplanes, glanced toward the sky. he observed a large commercial airplane flying west to east and south of his location, probably over water. The aircraft had an unusual amount of black smoke spewing from the wing area. he thinks it was the left wing. A second later, he glanced again and saw what he described as a "red glow" or "red dot" on the aircraft. Having seen this, he brought it to the attention of [redacted]

[redacted] and [redacted] now see the airplane nosing at an angle towards the ground. They continued looking as the airplane disappeared behind trees in the horizon. [redacted] heard a blast and saw a red flash through the trees and extending upwards. He further states that the aircraft appeared to remain intact for the period of his observation.

the next morning he related this experience to a coworker, one [redacted] a retired New York City Police Officer, who notified the police. [redacted] telephone number is [redacted]

b6 b7C

265A-NY-259028-SUBCC

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

File # 265A-NY-259028

by Sgt. Det. [redacted] (NG:amo) Date dictated 07/19/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/29/96

b6
b7C

On 7/27/96 [redacted] was interviewed at the [redacted] at JFK International Airport, Queens, New York. Upon being advised of the identities of the interviewing Agents, [redacted] furnished the following information:

[redacted] advised on 7/17/96 he was flying in a private Cessna with his friend [redacted] when they witnessed the explosion of TWA flight 800. According to [redacted] they were flying 2000' above Jones Beach approximately 30 nautical miles from the area of the explosion. [redacted] described observing a "bright stripe of light", which "looked like an S" a few seconds prior to witnessing a fireball. [redacted] 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. [redacted] 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.

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

b6 [redacted] provided the following biographical data:
b7C

Name [redacted]
Address
Position

b6
b7C

b6
b7C

265A-NY-259028-SUB CC.

Investigation on 7/27/96 at Queens, NY

File # 265A NY-259028 b6

by SA [redacted] b7C Date dictated 7/27/96 FBI — NEW YORK

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

[redacted] aka [redacted] Date of Birth, [redacted] b6
[redacted] telephone [redacted] was interviewed at his
b6 place of employment, [redacted] b7C
[redacted] New York, telephone [redacted] was
b7C advised of the official identities of the interviewing agents and purpose of the interview. [redacted] provided the following information:

[redacted] stated that on the evening of July 17, 1996, he and his wife [redacted] were at a park in
b6 Lindenhurst, New York, which he believes to be Green Park, which
b7C 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.

[redacted] could not supply the direction of the arch. [redacted] 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
b6 ascension lasted ten seconds. He then observed an explosion which appeared like a pulsing yellow and white light. He then
b7C saw this fall, which lasted approximately two minutes [redacted] looked at his watch, which read 8:49 or 8:50PM. [redacted] stated it was dark outside. [redacted] stated he thought he had observed faulty fireworks. After hearing the news of the crash, he concluded that he had seen a missile. [redacted] stated he was in the [redacted] and has experience with missiles. Additionally he opined that this was a medium size missile which would have required three experienced people to operate.

265A-NY-259028-SUB

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

File # 265A-NY-259028 b6

by SA [redacted] b7C (TP:gmo) Date dictated 7/26/96

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

b6
b7C

265A-NY-259028

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

b6 [redacted] stated that his wife [redacted] did not observe anything. As he did not know what he was observing, he did not draw her attention to it.
b7C

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Date of transcription 8/12/96

[redacted] Date of Birth, [redacted] [redacted] home telephone number
b6 [redacted] work telephone number [redacted] was advised
b7C of the identity of the interviewing Agent and the purpose of the interview. [redacted] provided the following information:

[redacted] was on a small beach in Southhampton, two beaches west of Ponnequoge Beach on July 17, 1996. [redacted] was b6
with his wife, [redacted] standing at the shoreline looking out over the water. b7C

b6
[redacted] saw a red navigator light from an airplane in
b7C the distance. [redacted] then saw an orange firework, with a tail, in the air southwest of him. The firework traveled up, then arched down before [redacted] lost sight of it.

b6 Seconds later [redacted] saw a second and third fire work
b7C 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 [redacted] 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 b6
this activity occurred at 8:30 pm. In addition to [redacted] and his b7C
wife, there were other people on the beach, a man and a woman with a camera.

East of Event - probably seeing Aircraft Explosion

265A-NY-259028-SUB CC, - 223

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

File # 265A-NY-259028 b6

by SA [redacted] b7C Dpan Date dictated 7/25/96

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 20 1996

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91,805 ÷ 1.089 = (84,350) + wind correction
13,820
90,759

FIRST SOUND SHOULD ARRIVE ≈ 36 sec AFTER PLANE HIT WATER.

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

Y-J

N40° 41.013'
W73° 00.289'

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7-23-96

possible missile

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

b6
b7C

[redacted] was vacationing with her family at her father's Fire Island beach house, located at [redacted] on 7-17-96, when she witnessed an unusual occurrence. At approximately 8:30 pm she had just finished getting her children ready and into bed. Sometime shortly after that she went out onto the deck to retrieve some towels. It was close to dark and the sky was a clear blue gray hue. The sun had just gone down. The deck is about twenty two (22) feet above the level of the beach below and the house is the eastern most in Davis Park. It faces directly south and there are no obstructing buildings or objects when looking east down the beach. There were no other people on the deck or in the vicinity, to her knowledge.

As she was on the deck retrieving the towels, her attention was drawn to an unusual movement in the sky. She turned to her left looking straight east and noticed an unusual object travelling at high speed from north to south. She was drawn to it by its unusual characteristics and she therefore watched it travel across the sky. [redacted] described the object as being cylindrical, tubular and bullet [illegible] no apparent wings, except perhaps a small [illegible] rear. It did not [illegible] any kind of [illegible] it had no vapor [illegible] from the rear [illegible] the object [illegible]

Investigation on [redacted] at [redacted]

File # [redacted]

by [redacted]

b6
b7C

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thick, like a commuter plane would be. She alternately thought that maybe it was a plane, but that she couldn't see the whole plane. It looked like the midsection of a commuter plane, however there was no front nor back to it. Normally she does not pay attention to planes, because they are so common to see in that area. It occurred to her that it had no projections on it, like wings, but why would there be such a huge bullet hurtling through the sky? She was trying to make sense of it. It was not a two seater, because it was cylindrical. It first entered her mind that it must just be a plane from Long Island airspace. She never thought it was a UFO, although it was unusual. It looked like it was all steel and too fast for an airplane. It came from "behind the beach" and already ha altitude when she saw it. There are no houses blocking her view, because they were all washed away by Hurricane Felix last year. She considered that maybe the object had come from Fire Island, but Fire Island is too narrow for planes to take off. In her thirty seven years, she had never seen anything like this. If it was a plane, it was flying too low for the speed at which it was flying. Usually small planes do not fly at that altitude in that area.

She followed the object for approximately 2 or 3 seconds when she then noticed a large commercial airliner which appeared to be travelling at the same altitude, "just stop" and begin to disintegrate. She could see straight up "the spine" of the plane, which headed directly east. The object headed toward the side of the plane, directly south. She had been only vaguely aware, prior to noticing the object, that an airliner was visible. When she first actually looked directly at the airliner, it had already begun to disintegrate. It simply "stopped" at that moment.

It was a "frozen" moment. As the plane came apart, its nose turned up and to the right. She thought it was odd that she could see windows on the top right side of the front of the plane, even though she had previously been able to see only along its spine. It was a 747, she knew, because it had a bump on the top. At first, "fissures" developed all over the plane, particularly showing the passenger windows on the top of the plane's bump and the cockpit. There was no "fiery explosion", like in the movies. Flames did not come out. The front was carried forward and arced down with its momentum. The right wing seemed to stay with the front of the plane. There was a crater on the left side along the top of the plane, just behind the left wing. A portion of the left wing began to fall separately down, yet forward with momentum. The tail section fell backward. There was "blackness" in the rear. All of the pieces seemed to fall

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

First sound should arrive ≈ 36 sec after plane hit water.

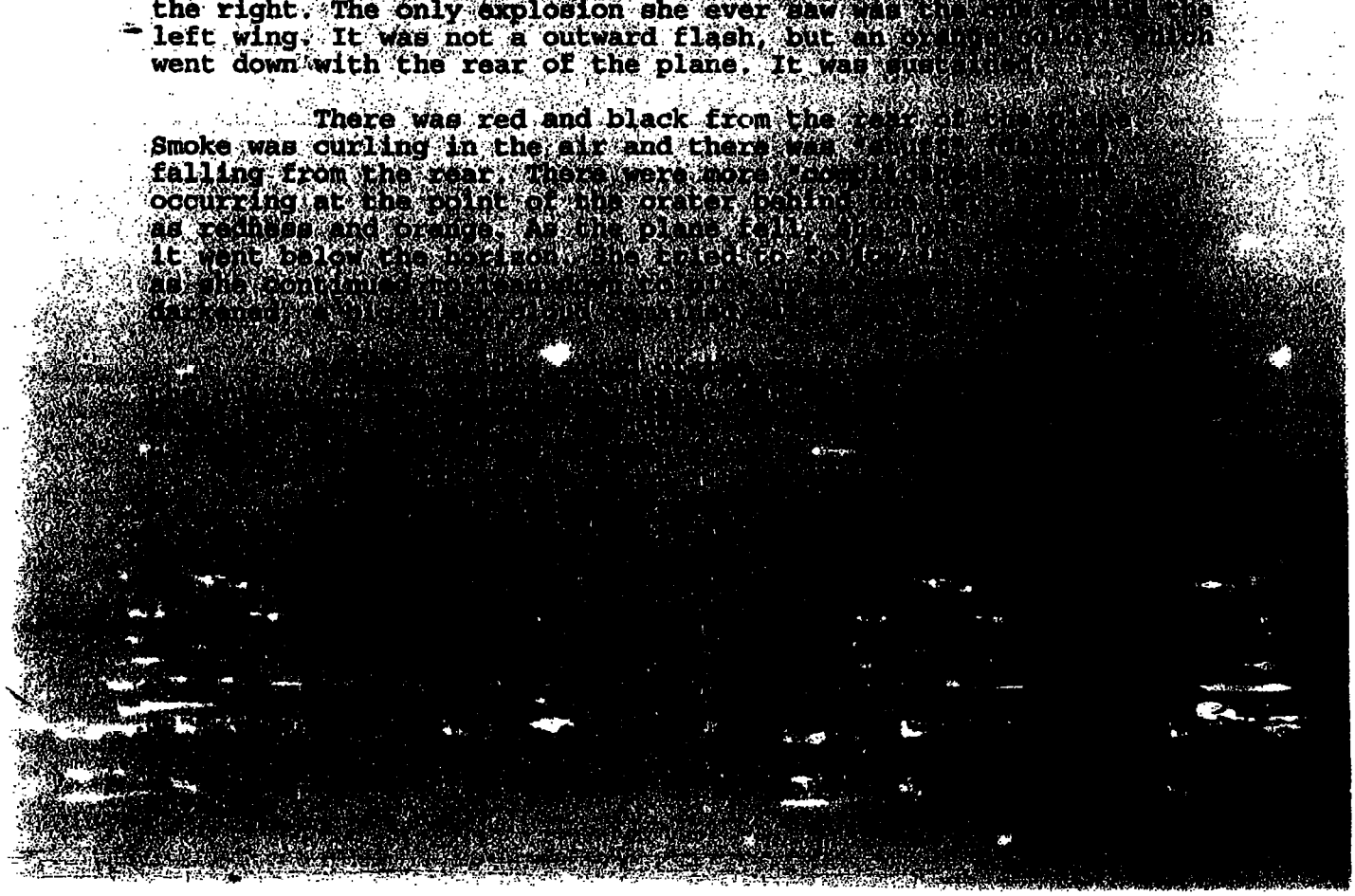
265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, On 7-23-96, Page

"gracefully" down and widening, leaving a cloud in the sky. There was no bright fireball, but rather, an orange red glow from the top left area behind the left wing. There was momentarily, a black crater there. It was breaking "like a toy". She noticed that the top of the plane was blue, while the body was white. She did not see the planes engines.

She heard a loud drawn out "BOOM", which [redacted] a full second to reach her after she saw the plane [redacted]. It occurred to her that the sound might be [redacted] car backfiring in an auto shop or maybe from fireworks. However she realized it could not be a car as Fire Island has no cars. The sound had "timbre" to it. Still, it is not unusual to hear sonic booms and fireworks in that area. Most of the witness observations of the plane's initial destruction preceded the sound. She heard the sound as the front of the plane [redacted] the right. The only explosion she ever saw was the [redacted] left wing. It was not a outward flash, but an [redacted] went down with the rear of the plane. It was [redacted]

There was red and black from the [redacted] Smoke was curling in the air and there was [redacted] falling from the rear. There were [redacted] occurring at the point of the crater behind [redacted] as redness and orange. As the plane fell, [redacted] it went below the horizon. She tried to [redacted] as she continued [redacted] darkened [redacted]



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

265A-NY-259028

Continuation of FD-302 of [redacted], On 7-23-96, Page 4

b6
b7C

[redacted] demonstrated the relative positions of the object and airliner with her fingers, keeping her eyes closed, as she recalled the event. Holding her hands at just short of arms length, she held her fingers apart to show the length of the plane and the length of the object. Her left fingers were about an eighth of an inch apart (representing the object) and her right fingers were about an inch apart (representing the plane). She held the plane at a [illegible] to the object, separating her hands by about five inches [illegible] to demonstrate the moment that she first could see the object and the plane.

She demonstrated the time sequence with her fingers, as she was timed with a wristwatch. She advised that her eyes were following only the object at first, but shifted to the airliner as it came into focus. At that second, (a snap) the airliner began to come apart. The object disappeared, her eyes were then on the plane, which seemed to "stop" in the sky.

Although she had clearly seen a mishap, she was not completely sure she hadn't seen some sort of optical illusion, so she went about finishing her chores, until about [illegible] when a neighbor told her that the television news had [illegible] airline crash off of Long Island. That is when she said "Oh, that's what I saw". On some level, she was aware that what she had seen was related to the crash, but she is a very private, shy person and simply did not wish to think about it [illegible] being the crash.

[redacted]

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

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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C , On 7-23-96 , Page 5

silver object and an explosion. She had forgotten to provide her home address and telephone number to the individual who had taken the first call so she did provide it to the second person, who had called her at her fathers' house.

She became more and more depressed during the weekend realizing she had seen people dying. On Sunday, [redacted] following a day on the beach, she returned to the [redacted] and was told by her father that FBI agents had come by looking for witnesses to the crash. She was upset that [redacted] come out to the beach to get her so she again telephoned the FBI and told the individual more details, including the fact that it was a commercial airline.

[redacted] wears no glasses or contact lenses. She was well rested, relaxed and happy at the time of the event. She had not taken any prescription or illegal drugs and had not consumed any alcohol or coffee. [redacted] did not have any television, radio or stereo turned on. Further, none were audible from any neighbor's home. There is a casino nearby, but no music or noise was audible from it, because it was a Wednesday night.

[redacted] does not believe that what she had seen was a natural or merely mechanical event. Except when the word "missile" was suggested to her, she never used the word and at that point stated it looked like a "missile thing". She avoided drawing any conclusions.

[redacted] b6 b7C

[redacted]

MORI DocID: 1147296

N 40° 41.303'
W 73° 16.146' 1.

B-F

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265A-NY-259028
TMO:nac TMO

The following investigation was conducted by Investigator [redacted] and Investigator [redacted] of the New York State Police Department on July 25, 1996. b6 b7C

[redacted] Date of Birth, [redacted] residing at [redacted] employed as a [redacted] telephone, [redacted] Huntington, New York, telephone, [redacted] was interviewed and provided the following information: b6 b7C

[redacted] states that on July 17, 1996, at about 8:30 a.m., he and his friend [redacted] were proceeding east on Great South Bay, approximately 1/2 to 3/4 mile east of Captree Bridge, in his 16 foot Tahiti Boat, [redacted] He saw a reddish/orange light to the east, which he describes as ascending in a slight northwest arc. [redacted] believed that the light was a flare, which he describes as staying on the same plane until it broke into a "waterfall" of fire. The fire descended and then broke into a larger fireball and a smaller (about 1/8th the size [redacted] believed that the fire emanated from an area near Heckscher Bridge Park. b6 b7C

247
265A-NY-259028-SUBCC

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
SEP 13 1996
FBI-NEW YORK

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/19/96

Referral/Direct

[redacted] provided the attached

b6 to [redacted] and [redacted]

b7C

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

File # 265A-NY-259028

by [redacted] b6 b7C Date dictated 7/19/96

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Kent

1754

265A-NY-259028
JK:dt

The following investigation was conducted by SA [redacted] b6 b7C on July 23, 1996.

[redacted] home phone number [redacted] was telephonically contacted at home. [redacted] advised that she was on [redacted] boat, one mile north of Mt. Sinai, when she saw what looked like a rocket rise from the south east. [redacted] explained that it appeared to be like a rocket used in fireworks, with a red-orange ball and tail. [redacted] didn't observe any smoke and didn't hear anything because the boat's engines were running. [redacted] 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. [redacted] thought that a house on land may have suffered a gas explosion until she heard news of the plane crash.

b6
b7C

265A-NY-259028-SUB CC3

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
AUG 15 1996
FBI-NEW YORK

RT

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/96

[redacted] Date of Birth: [redacted] Social Security Account Number: [redacted] home address: [redacted] home telephone: [redacted] work telephone: [redacted] weekend
b6 telephone: [redacted] was telephonically contacted at her
b7C place of employment. [redacted] was advised of the identity of the interviewing agent and the nature of the interview. [redacted] then provided the following information:

[redacted] her three (3) children, her friend, [redacted] home telephone: [redacted] residing in [redacted]
b6 and [redacted] two (2) children, arrived at Ponquoque
b7C 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, [redacted] told [redacted] to look toward the right, which was in a westerly direction from her location. At a position approximately two o'clock from where she
b6 was standing, [redacted] saw a red streak, which was comprised of
b7C 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.

b6 [redacted] advised the first streak was smaller than the
b7C 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 [illegible] from the water after impact.

265A-NY-259028-SUB
265A-NY-259028-SUB
SEARCHED INDEXED
SERIALIZED FILED
SEP 24 1996
NEW YORK

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

File # 265A-NY-259028 b6

by SA [redacted] b7C /axh Date dictated 7/23/96

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Where is Page 1?

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

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265A-NY-259028

Continuation of FD-302 of [redacted] b6 b7C, On 7/27/96, Page 2

b6
b7C [redacted] stated that weather conditions on this evening were clear with good visibility. [redacted] 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.

b6
b7C Initially, [redacted] thought that the Coast Guard boat was going to the location where he thought the object fell into the water.

b6
b7C [redacted] reported that he watched as the boat went well to the left and far past the location where he thought the object fell.

b6
b7C [redacted] 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.

b6
b7C [redacted] 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.

b6
b7C [redacted] 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.

380

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/23/1996

[redacted] Date/Place of Birth (D/POB) [redacted] at [redacted] Social Security Number (SSN) [redacted] residence [redacted] phone [redacted] work telephone [redacted] was interviewed at the Coast Guard Command Center, East Moriches, NY. Present during the interview was Federal Bureau of Investigation (FBI) Special Agent (SA) [redacted] Defense Intelligence Agency (DIA) [redacted] and DIA [redacted] and Suffolk County Police Department (SCPD) [redacted]

b6
b7C

[redacted] was cooperative, but was difficult to follow, as his speech was at times tangential. He provided the following information:

b6
b7C

On Wednesday, July 17, 1996, [redacted] went fishing about 8:10 PM in the bay about one mile due south of the United States Coast Guard Station at East Moriches, NY. Sometime later (time unspecified), he saw a plane coming from west to east and then what looked like a "smaller" plane coming from the northeast on a dead course heading toward the nose of the larger plane. There was no smoke tail on the "smaller plane." [redacted] saw the smaller plane for about 3 or 4 seconds before hearing a crackling sound and saw what looked like aerial bomb fireworks. The larger plane blew up and became a big fireball which then broke into four pieces. [redacted] heard a sound like paper crackling when the "two planes" crunched up, then a whooshing sound. The sun was to the west of the Coast Guard station. [redacted] did see a green light, but this might have been one of the lights from the big plane.

b6
b7C

- speed of small plane
- dir L-R?

Investigation on 7/20/1996 at East Moriches, New York 265A-NY-259028-SUB CC

File # 265A-NY-259028

by SA [redacted] iaw b6 b7C Date dictated 7/22/1996

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A/C

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

A/C

13

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Date of transcription 8/5/96

[redacted] date of birth: [redacted] home address: [redacted] home telephone [redacted] was advised of the identities of the interviewing Agents and of the nature of the interview. [redacted] provided the following information:

b6
b7C

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 [redacted] he spent the majority of the voyage looking out the window.

b6
b7C

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

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

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

Investigation on 7/30/96 at PROVIDENCE, RHODE ISLAND

File # 265A-NY-259028 SUB 302

by SA [redacted] /dmi b6 b7C Date dictated 7/30/96

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(14)

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

265A-NY-259028 SUB 302

Continuation of FD-302 of [redacted] b6 b7C, On 7/30/96, Page 2

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

When the plane exploded he had glanced at his watch and noticed it was 8:32 p.m.

A white male, seated in seat [redacted] directly in front of him, turned to him and asked, "Did you see that?". He responded that he did and the white male commented that it would be in the paper in the morning. [redacted] replied, "I'll bet it'll be on the news tonight". b6 b7C

[redacted] believes that the individual sitting in front of him was in the service, possibly in the Navy since he had mentioned Newport, Rhode Island, in conversation prior to the incident. [redacted] described the white male as follows: white male, forties, height: 6', 170 pounds. b6 b7C

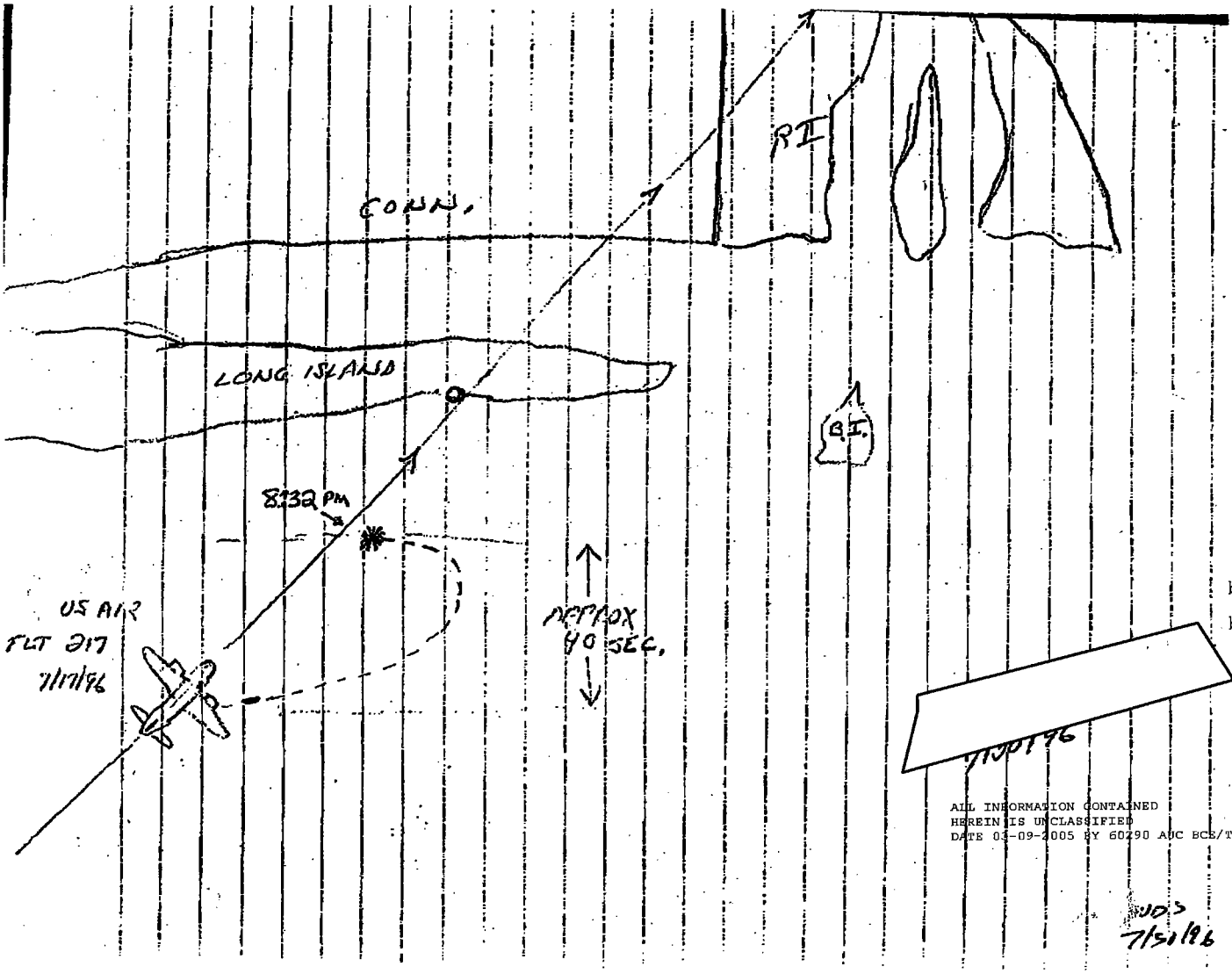
A couple of small children, aged six or seven, sat near the white male, but [redacted] is not sure if these children were with the white male or just happened to be sitting near him. b6 b7C

The white male called a stewardess over and [redacted] overheard him say "A plane just blew up down there". b6 b7C

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

[redacted] is retired from a career in the electrical field, and travels by air on occasion. When flying, he habitually gets a window seat and spends the voyage staring out the window. b6 b7C

[redacted] provided a hand drawn diagram, in pencil, that illustrates what he believes to be the approximate location of USAIR FLIGHT 217 relative to the explosion of TWA FLIGHT 800, a copy of which is attached to this document and made a part hereto. b6 b7C



b6
b7C

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JO's
7/31/96

AUG-22-1996 15:21 FROM F.B.I.

MORI DocID: 1147296

AUG-22-1996 12:22 FROM P.01

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

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/8/96

b6
b7C

[redacted] date of birth: [redacted] home address: [redacted] Apartment [redacted] home telephone [redacted] was advised of the identity of the interviewing Agent and that he was being reinterviewed regarding his sighting of an aircraft just prior to his observation of TWA FLIGHT 800 while aboard USAIR FLIGHT 217 bound for Providence, Rhode Island from Charlotte, North Carolina on the evening of July 17, 1996. [redacted] provided the following information:

b6
b7C

At approximately 8:30 p.m., while seated in window seat [redacted] aboard USAIR FLIGHT 217, he observed an aircraft heading southeast at about ten thousand feet below the USAIR vessel, which he estimates to have been flying at an altitude of 22,000 feet.

He is unsure of the size and shape of the aircraft, but he did observe the airplane's lights.

Approximately thirty to sixty seconds later, he observed what later turned out to be TWA FLIGHT 800 flying in an easterly direction.

Investigation on 8/6/96 at PROVIDENCE, RHODE ISLAND

File # 265A-NY-259028 SUB 302

by SA [redacted] /dmi b6 b7C Date dictated 8/6/96

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RC

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

[redacted] Date of Birth: [redacted] b6
[redacted] telephone number: [redacted] b6
[redacted] was advised of the identity of the interviewing Agent and b7C
the purpose of the interview. [redacted] 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-259028

by SA [redacted] emf b6 b7C Date dictated 7/24/96

OCT 31 1996
FBI-NEW YORK

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A/C
Y-Q

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted] telephone number [redacted] Date of Birth [redacted] was b6 interviewed on July 22, 1996 at her place of residence. After b7C being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

b6 [redacted] was walking from the front of her home to her car b7C approximately 8:30 PM on July 17, 1996, when she observed an orange colored "arc" moving upward from behind trees south-southwest of her home. The arc continued to travel upward and appeared to bend to the left a little at the end. Then the arc, which appeared to dissipate into a "little round glow" for 2-3 seconds, ended in a large explosion.

b6 At first, [redacted] thought that what she saw was b7C fireworks. However, when the arc ended in a large explosion, she no longer believed the arc to be fireworks. [redacted] is sure that what she saw was a missil , based on what she has seen on television and the movies.

b6 [redacted] can pinpoint exactly where she was when she saw b7C the arc and exactly where the arc was as it rose through the sky and exploded.

direction?

A/C

Investigation on 07/22/96 at East Quoge, New York

File # 265A-NY-259028 Hw 72601 Date dictated 07/24/96

by SA [redacted] wlp b6 b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07221996

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

b6
b7C

[redacted] voluntarily provided the following information:

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

b6
b7C

265A-NY-259028-SUB CC1

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

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

File # 265A-NY-259028

by SA [redacted] b6 b7C Date dictated 07/21/96

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 08/06/96

On July 29, 1996, at approximately 2:15 PM, Investigator [redacted] New York State Police (NYSP), telephonically interviewed [redacted] Date of Birth (DOB) [redacted] of [redacted] works at [redacted] New York 11747, [redacted] He was telephonically interviewed at his office and stated the following:

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

265A-NY-259028 SUB C

Investigation on 07/29/96 at Melville, New York (telephonically)

File # 265A-NY-259028

by Investigator [redacted] NYSP/hrg Date dictated 08/02/96

SEARCHED INDEXED FILED
SEP 24 1996
FBI-NEW YORK

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[redacted] (Rev. 3-10-82)

N 40° 38.939'
W 73° 09.544'

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/7/96

b6 On July 22, 1996, Special Agent [redacted] Federal
Bureau of Investigation (FBI) and [redacted]
b7C Suffolk County Police Department, interviewed [redacted]
[redacted] Date of Birth: [redacted]
[redacted] home telephone number [redacted] business
address, 444 East 86th Street, New York, New York, work telephone
number [redacted] concerning the incident on July 17, 1996.
After being advised of the identities of the investigators, [redacted]
[redacted] advised as follows:

b6 [redacted] stated that while sitting on the bay side at
Ocean Beach, across from [redacted] at dusk into night, she
b7C observed what she described as a "comet". [redacted] stated that it
started from ground level between East Island and the Main Land,
went skyward and traveled from the west to the east. [redacted]
stated that the duration of the event lasted from eight to ten
seconds. The comet had an orange tail and it maintained its tail
while skyward. [redacted] does not know if she turned away from the
object or it burnt itself out. [redacted] direction of view from
Ocean Beach was northwest.



265A-NY-259028-SUB

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
NOV 12 1996
FBI-NEW YORK

Investigation on 7/22/96 at Long Island, New York

File # 265A-NY-259028 b6

by [redacted] b7C /SCPD/GJ/dxa Date dictated 8/5/96

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

b6 On July 29, 1996, [redacted] date of
b7C birth - [redacted] of [redacted]
home telephone number [redacted] was advised of the identity of the interviewing Agents and the nature of the interview, and thereafter provided the following information:

[redacted] advised that on June 30, 1996, at approximately 4:00 AM, he went fishing with his two friends, [redacted] and
b6 [redacted] on the North Shore of Long Island, New York.
b7C [redacted] stated that neither he nor his two friends had been drinking prior to witnessing the following events.

[redacted] stated that on June 30, 1996, at approximately
b6 4:30 AM, he was fishing in Stony Brook Harbor at the mouth of the
b7C 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.

b6 [redacted] advised that the smoke trail was white in color
b7C 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

File # 265A-NY-259028 b6

by SAs [redacted] b7C KCM:dp/kcm Date dictated 7/30/96

265A-NY-259028-SUB D

OCT 31 1996
FBI-NEW YORK

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A/C N 40° 49.94' W 72° 25.98' Location? (see [redacted]) OF AIRBORNE

[redacted] b6 b7C EXPIRED A/C

c:\data\twa\twa26411.302

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

07/25/96

On July 19, 1996, [redacted] Gabreski Airport, Suffolk County, New York, Date of Birth (DOB) [redacted] was interviewed at Building 309, Gabreski Airport by Special Agent (SA) [redacted] and SA [redacted] provided the following information: b6 b7C

On July 17, 1996, [redacted] was on a cross country coming back from Block Island Airport. The pilot was [redacted] was the passenger in the right seat for the flight. They were not wearing head phones. [redacted] saw a light similar to a flare launched from a boat. He saw two explosions that were shaped like a tree. These explosions were yellow-orange and had the effect when plastic burning. [redacted] could not imagine it was an airplane. He described the weather as hazy, but estimated the explosion was about ten (10) miles away. [redacted] saw another airplane in the area, it was a Cherokee Piper was three and a half (3 1/2) miles away, at 4,000' MSL, heading south at about 110 knots. He did not know the side number or call sign of the aircraft. b6 b7C

MORI DocID: 1147296

N 40° 49.94'
W 72° 25.98'

[redacted] b6

c:\data\twa\twa26741.3 b7C

b6

b7C

7/25/96

On July 19, 1996, [redacted] Gabreski Airport, Suffolk County, New York, was interviewed by Special Agent [redacted] and [redacted] Dateof Birth is [redacted] provided the following information: b6 b7C

[redacted] stated he was flying across country VFR (visual flight rules) back from Block Island Airport. He had one passenger with him; [redacted] who was sitting in the right seat. [redacted] was sitting in the left seat and controlling the aircraft. [redacted] was flying at 1500' MSL Heading 278. He had just contacted Gabreski Tower for landing instructions. The airplane was about 10 miles from the airport. [redacted] was performing his normal VFR scan when he saw what he thought was a flare out of the corner of his eye. He turned his head and looked towards 230 degrees to 240 degrees heading. [redacted] saw what he thought was a flare below him at 1000' MSL and was about five miles +-two miles away. He thought it was a flare that did not work; something was wrong with it. He described it having a red-orange color. There were multiple explosions. The first explosion was big and shaped like a tree and was falling straight down. There was a second explosion that was smaller than the first one. [redacted] thought this second explosion was about 700' MSL from his visual perspective. b6 b7C

[redacted] did not check out the explosions because the visibility and weather was getting poor. He also was flying a single engineplane and wanted to stay close to the shore. [redacted] thought this flare came from a boat because he saw no other aircraft in the area, so it could not have been a mid-air collision. [redacted] contacted TWA on July 18, 1996. TWA returned his call and told [redacted] to contact the Federal Aviation Administration (FAA). He was unable to get in touch with the FAA. b6 b7C

MORI DocID: 1147296

Control Number	Prepared	Source		Lead Set ?	Assigned To	Assigned	Lead Completed ?
TW00415	7/19/96 2:00 PM	[redacted]	b6 b7C	☒	[redacted]	7/19/96	☐

Categories: SUS

Narrative: SOURCE ADVISED THROUGH GAB? AIRPORT , WESTHAMPTON NY - 2 SINGLE ENGINE AIRCRAFT LANDED AT THIS AIRPORT AT THE TIME OF THE TWA CRASH. THE TAIL NUMBERS OF THE AIRCRAFT WERE (1): N5766F AND (2): 98360. #1 IS REGISTERED TO AVIATION ENTERPRISE AVE. 4349 45TH STREET SUNNYSIDE NY #2 REGISTERED TO DEDALOS FLIGHT SCHOOL WESTHAMPTON BEACH NY. (ADDITIONAL INFORMATION ADDED TO NARRATIVE AS FOLLOWS:) 1) HANDLED BY NYO; 2) CONTACT DEDALOS (?) FLIGHT SCHOOL, WESTHAMPTON BEACH AND SEE IF WHO WERE PILOTS IN AIR AT TIME OF CRASH.

Lead: CONTACT ABOVE AIRPORT OWNER TO DETERMINE IDENTITY OF PILOTS, THEREAFTER CONTACT AND INTERVIEW.

Disposition: [redacted] PASSENGER, AND [redacted] PILOT INTERVIEWED ON VFR CROSS COUNTRY FROM BLOCK ISLAND, NY. RETURNING TO SUFFOK COUNTY AIRPORT. PILOT SAW MULTIPLE EXPLOSIONS ABOUT 7 MILES AWAY SW OF THEIR POSITION APPROACHING AIRPORT. THEIR PALNE WAS AT 1500 MSL. DESCRIBED EXPLOSION AS LIKE A TREE, RED/ORANGE COLOR, THOUGHT IT WAS A FLARE THAT DID NOT WORK PROPERLY. PASSENGER SAW SAME THING. THEY DID NOT SEE ANYTHING FROM GROUND. THE WEATHER WAS GETTING POOR; DID NOT FEEL COMFORTABLE GOING OVER WATER AT NIGHT. 302 COMPLETED.

b6
b7C

Control Number	Prepared	Source		Lead Set ?	Assigned To	Assigned	Lead Completed ?
TW07183	7/19/96 9:00 AM	[redacted]	b6 b7C	☒	[redacted]	7/19/96	☒

Categories: INF WIT

Narrative: INTERVIEW AIRCREW OF A/C 66F OUT OF BAGRESKI AIRPORT; FLIGHT STUDENTS WERE FLYING IN LOCAL AREA AT TIME OF EXPLOSION.

Lead: TO INTERVIEW STUDENT PILOTS, WHAT THEY OBSERVED.

Disposition: INTERVIEWED [redacted] PASSENGER IN A CHEROKEE PIPER RETURNING FROM BLOCK ISLAND AIRPORT. WAS 10 MILES EAST OF AIRPORT (GABRESKI) WHEN HE SAW EXPLOSIONS. HE DID NOT HEAR ANYTHING. DESCRIBED EXPLOSIONS SIMILAR TO A TREE SHAPE; YELLOW/ORANGE IN COLOR. DIDN'T FLY OVER WRECKAGE BECAUSE THE WEATHER WAS GETTING BAD, AND WERE SINGLE ENGINE. PLIOT WAS [redacted] 302 COMPLETED.

b6
b7C

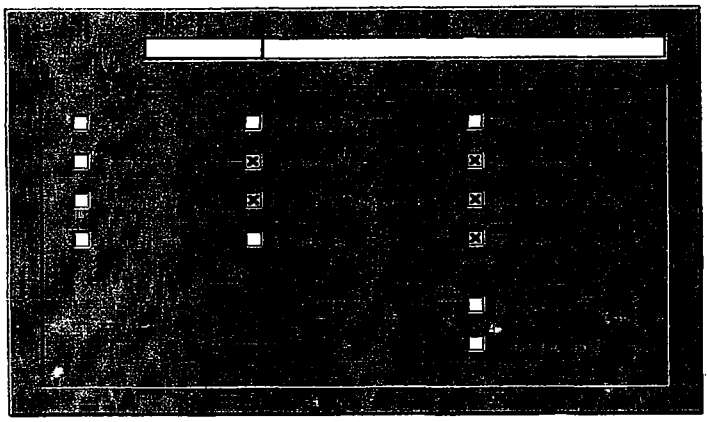
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RSIMS - Information Control Report **Number of Records: 2**

Search Criteria: BEST COPY AVAILABLE

b6
b7C



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(3)

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

ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/22/96

[redacted] Date of Birth (DOB) [redacted] was interviewed at her residence. After being advised the identity of the interviewing agent and the nature of the interview, [redacted] provided the following voluntary information:

b6
b7C

[redacted] advised that she and [redacted] were walking along the track at Westhampton High School, Lilac Road, Westhampton Beach, New York during the evening of July 17, 1996. This track is less than two (2) miles from Westhampton Beach c.. the Atlantic Ocean. While walking facing the south, at approximately 8:30 - 8:40 P.M., [redacted] observed a bright white light arching into the sky from west to east. It appeared to her to be emanating from Westhampton Beach, at an angle not exactly vertical, and travel over the ocean. At the time, she thought it was a firework.

b6
b7C

This light reached high into the sky, at an angle of greater than forty-five (45) degrees, and took approximately three (3) seconds to reach its apex. At its apex, [redacted] observed that the light appeared to fizzle out, then moments later, a huge explosion occurred, consisting of a bright oblong wall of flames, originating from the apex of the white light. After the flames disappeared, she saw grey smoke in the general area in the sky where the flames were.

b6
b7C

b6
b7C

[redacted] saw no smoke with the white light during its ascent, and did not hear any sound or explosion.

The following information was obtained through observation and interview:

NAME:	[redacted]
RACE:	White
SEX:	Female
DATE OF BIRTH:	[redacted]
ADDRESS:	[redacted]
TELEPHONE:	

b6
b7C

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

[redacted] b6

b7C

N 40° 50.626'
W 72° 37.881'

[redacted] b6
c:\data\twa\twa2130s b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

07/24/96

[redacted] was interviewed at the [redacted] by Special Agents [redacted] and [redacted] who identified themselves as Special Agents of the Federal Bureau of Investigation (FBI), on July 20, 1996, [redacted] was re-interviewed by Special Agent [redacted] and New York City Police Department (NYCPD) [redacted] on a routine follow-up interview. [redacted] then supplied the following information: b6 b7C b6 b7C

[redacted] works for [redacted] New York (NY). [redacted] usually does [redacted] and an occasional weekend. b6 b7C b6 b7C

On Wednesday evening, July 17, 1996, [redacted] was

[redacted] b6 b6 b7C

[redacted] then looked up and saw a fire erupting and spreading out in the sky to the south and dropping down. The helicopter then informed the tower, who had also seen the fire, that they were proceeding towards it. [redacted] reported it took about eight (8) seconds for the major part of the fire to hit the water. b6 b7C

[redacted] initial thought was that two small planes had collided at the beach. When the helicopter got to the beach, the fire was still out to sea about five (5) miles. During the flight out to the site, [redacted] was still in the back of the helicopter getting ready for a rescue. b6 b7C

[redacted] b6
c:\data\twa\twa21[redacted]b7C 02

When the [redacted] arrived at the scene, debris was still falling down and it was [redacted] job to keep an eye out for falling debris. After the debris had finished falling, the C-130, which also had been in the air, flew over the scene and dropped a marker flare. After reviewing the debris, which b6 b7C included a tail section and window panel, [redacted]

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

Would imply drift rate of 35 b6 b7C ?

The explosion went from west to east. [redacted] knew at the time it was a fuel fire The smoke trail from the dropping debris' was black and it cork screwed downward. b6 b7C how?

[redacted] b6 b7C

The following descriptive data for [redacted] was obtained by interview and observation: b6 b7C

Date of Birth:
Social Security
Account Number:
Address:

Home telephone:
Height:
Weight:
Hair:
Eyes:

[redacted] b6 b7C

MORI DocID: 1147296

ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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AC ?

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

N.G.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/28/96

[redacted] Date of Birth [redacted] Social Security Account Number [redacted] home address [redacted] was telephonically contacted at her work telephone number [redacted] After being advised of the identity of the interviewing agent and the purpose of the interview, [redacted] provided the following information: b6 b7C

On July 17, 1996, between approximately 6:30 pm and 7:00 pm, [redacted] and her husband, [redacted] arrived at Smith Point County Park in their Ford Bronco. Behind the Bronco they towed a 24-foot travel trailer. They found a spot on the beach and set up a campsite. [redacted] and her husband have camped at Smith Point many times, and they are familiar with the beach. The beach was nearly empty that night, except for a few people whom [redacted] observed driving past her trailer in pickup trucks carrying fishing poles. [redacted] did not see any suspicious vehicles, boats or individuals on the beach. [redacted] trailer was parked near an orange marker on the beach. [redacted] advised that she could locate this marker if necessary. b6 b7C

L→R a
R→L

At dusk, between approximately 8:30 pm and 8:45 pm, [redacted] husband said, "Come here, look at this." [redacted] went to a large picture window in her trailer and her husband pointed to an object in the sky. The window was facing south, toward the ocean. The sky was clear, not very dark, and stars were beginning to be visible, as she looked south and a little toward the east. [redacted] saw a red object going up into the sky over the ocean which looked like a flare or a bottle-rocket type of firework. As the object went up, she saw a whitish-colored piece of the object fall off the left side of it and travel downward in an "arch" shape. The flare-like object then traveled straight down. [redacted] then saw black smoke in the sky in a spiral shape where the object had been. The whole incident lasted a few seconds. [redacted] did not hear any loud noises or witness any explosions. b6 b7C

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

Investigation on 7/24/96 at East Moriches, New York (telephonically)

File # 265A-259028

by SA [redacted] :cam b6 b7C Date dictated 7/24/96

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/3/96

On July 31, 1996, [redacted] Date of Birth, [redacted] telephone number [redacted] was interviewed telephonically at his home. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information: b6 b7C

On the evening of July 17, 1996, [redacted] and [redacted] were fishing in a boat in the Moriches Inlet vicinity. [redacted] 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. [redacted] 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. [redacted] 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. b6 b7C

Investigation on 7/31/97 at Riverhead, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] gmo b6 b7C Date dictated 8/3/96

400

Kent WTF

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/30/96

On July 22, 1996, [redacted] also known as (aka) [redacted] b6
Date of Birth - [redacted] b7C
[redacted] Bayshore, New York, telephone number [redacted]
b6 [redacted] was advised of the official identities of the interviewing
Agents and the purpose of the interview. [redacted] then furnished
b7C the following information:

On July 17, 1996, [redacted] was fishing off of a boat in the northern section of Moriches Inlet with [redacted] and [redacted] Between 8:30 PM and 9:00 PM, [redacted] observed a flare ascending four to six miles east from his position. [redacted] described the flare as an orange ball that travelled at a 10:00 angle (from perpendicular) from his position and increasing in brightness. Approximately one minute following his flare observation, [redacted] saw two large sections descending towards the ocean with one section in flames and the other leaving a small trail. b6 b7C

[redacted] estimated that the flare reached an altitude of 15,000 to 20,000 feet and was travelling slowly. [redacted] did not observe any smoke trail coming from the flare or its point of origin. b6 b7C

265A-NY-259028-SUB-CC3

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

File # 265A-NY-259028 b6

by SA [redacted] b7C (JDF:dp) Date dictated 7/26/96

SEARCHED INDEXED
SERIALIZED FILED
AUG 30 1996
FBI-NEW YORK

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

b6
b7C

265A-NY-259028

Continuation of FD-302 of [redacted], On 07/23/96, Page 2

[redacted] 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.

b6
b7C

b6 [redacted] Smoke continued to issue forth from the water and noticed a boat with flashing blue and green lights heading in the direction of the smoke.

b7C

402

(18)

[redacted] 2 (Rev. 3-10-82)

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

[redacted] Date of Birth [redacted]
b6 [redacted] was advised of the
b7C identity of the interviewing agent and the nature of the interview. [redacted] provided the following information:

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

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

b6
b7C

b6
b7C

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

b6
b7C

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

b6
b7C

265A-NY-259028-SUB

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
NOV 12 1996
FBI-NEW YORK

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

File # 265A-NY-259028

by SA [redacted] /MAM b6 Date dictated 7/24/96
b7C

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/24/96

[redacted], Date of Birth (DOB) [redacted]
Social Security Number [redacted]
b6 [redacted] telephone [redacted] another residence in [redacted]
[redacted] telephone [redacted] provided the following
b7C information:

At approximately 8:20 or 8:30 PM, [redacted] was on his deck which faces the south shore. [redacted] was having dinner with his wife, [redacted] and [redacted] wife observed a white ball shooting across the sky and brought this to his attention. [redacted] advised that it looked like a shooting star. [redacted] advised that the white ball travelled on an arc from right to left (approximately west to east). The arc travelled on a decline from its initial sighting. the ball left a "skinny" white trail. From their position, looking south, at approximately a nine (9) o'clock position the ball exploded into a large whitish grey ball of smoke. Then a wide orange/reddish flame travelled upward to the smoke ball. Shortly after the wide flame disappeared, two strong earthquake type rumblings were felt and heard. [redacted] advised that the entire incident occurred in ten (10) seconds or less. [redacted] commented that the fireball and arc were east of the accident site. Additionally, he advised that it appeared to occur over the bay. [redacted] corroborated the above information.

b6
b7C

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265A-NY-259028-SUB

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

UPLOADED

File # 265A-NY-259028 b6

[redacted] b7C

WITH/TEXT (X)

WITHOUT TEXT

AUG 28 1996

N 40° 45.884'
W 72° 45.192'

FEDERAL BUREAU OF INVESTIGATION

B-6

Date of transcription 7/25/96

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

On July 22, 1996, [redacted] was telephonically contacted AT [redacted] was advised of the identity of writer as a Special Agent (SA) of the Federal Bureau of Investigation (FBI). [redacted] voluntarily provided the following information: b6 b7C

That on Wednesday, July 17, 1996 he and a friend, [redacted] were fishing in Mariches Inlet, when at approximately 8:4 PM, he saw what appeared to be a flare rising into the sky to th south, southeast from [redacted] position, [redacted] said that he commented to his fishing partner of the inadvisability of firing flares for no good reason; however, inasmuch as the flare was nc red, which would indicate a distress signal, but rather whitish/yellowish in color, it seemed less serious at the time. [redacted] said that it appeared to him that the flare was launched from a position off-shore and not from any beach area. He watched the flare move upward in the sky to a point where the flare seemed to lose energy and arc and began to descend, he observed a fireball som what above where he last saw the flare. b6 b7C

265A-NY-259028-SUBCG

Investigation on 7/22/96 at Shirley, New York (telephonically) 22

File # 265A-NY-259028

by SA [redacted] VLS/jmj b6 b7C Date dictated 7/23/96

SEARCHED INDEXED SEP 13 1996 FBI-NEW YORK

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FD-302 (Rev. 3-10-95)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/25/96

On July 22, 1996, [redacted] was telephonically contacted AT [redacted] was advised of the identity of writer as a Special Agent (SA) of the Federal Bureau of Investigation (FBI). [redacted] voluntarily provided the following information:

b6
b7C

That on Wednesday, July 17, 1996 he and a friend, [redacted] were fishing in Mariches Inlet, when at approximately 8:45 PM, he saw what appeared to be a flare rising into the sky to the south, southeast from [redacted] position, [redacted] said that he commented to his fishing partner of the inadvisability of firing flares for no good reason; however, inasmuch as the flare was not red, which would indicate a distress signal, but rather whitish/yellowish in color, it seemed less serious at the time. [redacted] said that it appeared to him that the flare was launched from a position off-shore and not from any beach area. He watched the flare move upward in the sky to a point where the flare seemed to lose energy and arc and began to descend, he observed a fireball somewhat above where he last saw the flare.

b6
b7C

draft template of N-S vantage point w/ & w/o Barrier Island - have witness indicate duration with a pencil & Sign. * 3500 Material *

Investigation on 7/22/96 at Shirley, New York (telephonically)

File # 265A-NY-259028

by SA [redacted] VLS/jmj b6 b7C Date dictated 7/23/96

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MSL

A/C

FEDERAL BUREAU OF INVESTIGATION

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/30/96

[redacted] Date of Birth - [redacted], was b6 advised of the nature of this investigation and the identity of b7C the interviewing Agent. She provided the following information:

On July 17, 1996, at about 8:35 - 8:40 PM, [redacted] and her three children were in the parking lot of PAISLEY'S b6 RESTAURANT, 9 Oceanview Drive, Mastic Beach, New York, (516) 281- b7C 7453. [redacted] was looking for an ocean background for the family's Christmas card. This location looks out over the Great South Bay.

[redacted] then noticed what she thought were fireworks in the southeast sky, out beyond Fire Island over the Atlantic b6 Ocean. It appeared to start halfway up in the sky. She said to b7C 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.

[redacted] resides at [redacted] b6 b7C

Q24 19

145

265A-NY-259028-SUB CC-

Investigation on 7/25/96 at Mastic Beach, NY

File # 265A-NY-259028 b6 WITH/TEXT

by SA [redacted] b7C WITHOUT TEXT

SA (M:dp) BY [redacted] Date dictated 7/29/96

DATE 7/16/96

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)-302 (Rev 3-10-82)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/20/96

b6 [redacted] was interviewed at his residence.
b7C

[redacted] advised that on July 17, 1996, at approximately 8:30 P.M. he was travelling east bound on the Long Island Expressway somewhere near exit 58. He happened to be looking towards the south east when he saw a flash high in the sky. The flash hung in the sky for several seconds before it began to fall and break apart. [redacted] thought it was some type of fireworks and was surprised because it was still light outside and was too early in the evening for fireworks.

b6
b7C

265A-NY-259028-SUB

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
APR 0 1 1997
FBI — NEW YORK

Investigation on 7/19/96 at South Setauket, New York

File # 265A-NY-259028

by SA [redacted] /MAM b6 b7C Date dictated 7/19/96

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[redacted]

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

265A-NY-259028
AB:mxb 15 Dec 1966

[redacted] was interviewed by [redacted] and [redacted] of Suffolk County Police Department (SCPD). The interview was conducted on July 21, 1996.

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On July 21, 1996 at approximately 1730 hours, the undersigned officer and [redacted] of the 6th Squad Detectives of the SCPD interviewed [redacted], Date of Birth [redacted].

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On July 17, 1996 at approximately 2015 hours, the witness was in his boat in the Shinnecock Bay setting gill nets with his daughter. The witness observed a flare, yellowish in color, shooting upward from the ocean, southwest of his location and a few miles away. Witness says that flare reached an apex, then burst into a large golden yellow fireball in the sky, which quickly descended back to earth. Witness did not hear anything, nor see any smoke.

265A-NY-259028-SUB
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
NOV 12 1996
FBI-NEW YORK

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

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/9/96

On July 27, 1996, [redacted] Date of Birth, [redacted] b6 telephone number [redacted] b7C was interviewed at the Southampton Yacht Club, Little Neck Road, Southampton, New York. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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

Investigation on 7/27/96 at Southampton, New York 265A-NY-259028

File # 265A-NY-259028

by SAs [redacted] b6 b7C nac Date dictated 7/27/96

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-302 (Rev. 3-10-82)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 07/23/96

On July 21, 1996, [redacted] was interviewed by Special Agent (SA) [redacted] Federal Bureau of Investigation (FBI), and SA [redacted] Alcohol Tobacco and Firearms (ATF), at his residence. b6 b7C

[redacted] advised that on July 17, 1996, he and [redacted] were walking on the beach at Smith Point State Park. [redacted] advised he looked up into the sky, and viewed the area over the ocean. [redacted] stated he noted a small orange glow in the sky. [redacted] advised he was unable to determine whether the glow was an aircraft, or not. b6 b7C

[redacted] stated he initially thought the orange glow might have been a flare from a boat. [redacted] advised he did not actually see a flare projected from a boat. [redacted] advised he took his eye off the glow for a second or two looking for a boat. Not noting any boat, [redacted] returned his glace to the glow still in the sky. b6 b7C

[redacted] stated he returned his vision to the orange glow, which he viewed for an additional second or two. [redacted] advised he now noted a flash developed from the area of the glow. The flash then became a more noticeable fire or explosion. Two distinct separate pieces of fiery material began dropping to the ocean. [redacted] advised, he initially believed there was a mid-air collision between two aircraft because of the two separate fiery materials. [redacted] advised he continued to view the two fiery pieces until it fell into the ocean. b6 b7C

[redacted] advised a few minutes after the pieces fell into the water, a plume of smoke drifted over the beach. Shortly there after, rescue operations began. b6 b7C

265A-NY-259028-SUB CC/

SEARCHED [redacted] INDEXED [redacted]
SERIALIZED [redacted] FILED [redacted]
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Investigation on 07/21/96 at Medford, New York

File # 265A-NY-259028 b6

by SA [redacted] b7C Date dictated 07/21/96

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OBS-EX

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

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/26/96

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

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

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

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265A-NY-259028-SUB

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

File # 265A-NY-259028 b6

by SA [redacted] b7C :am Date dictated 7/23/96

SEARCHED ____ INDEXED
SERIALIZED ____ FILED
AUG 1 5 1996
FBI-NEW YORK

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MORI DocID: 1147296

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

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265A-NY-259028

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

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

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

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

MORI DocID: 1147296

[redacted]

20 sec + 10 sec (+8 sec) = 38 sec total

A/C
EXPL

[redacted]

FEDERAL BUREAU OF INVESTIGATION

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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/29/96

[redacted] Date of Birth [redacted] telephone [redacted] was interviewed at the Center Moriches United States Coast Guard Station by Special Agent [redacted] and [redacted] New York State Police [redacted] who advised of the identity of the interviewers and then supplied the following information:

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[redacted] was with his wife, [redacted] and a family friend, [redacted] on the evening of July 23, 1996, looking at a new house nearby his residence at approximately 9:30 P.M. [redacted] 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. [redacted] 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. [redacted] 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, [redacted] realized these were flames. The flames dropped in a square type shape with the flames more solid on the outsides.

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

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[redacted] is retired, but is currently a [redacted] in the [redacted] to the [redacted] in Riverhead, New York, telephone number [redacted]

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265A-NY-259028-SUB(

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

File # 265A-NY-259028

by SA [redacted] (PF:mxb) Date dictated [redacted]

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N 40° 46.62'
W 72° 45.32'

VIRGIN AIR 09
1st OFF.

FEDERAL BUREAU OF INVESTIGATION

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

Date of transcription 7/29/96

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[redacted] was contacted within [redacted] of the Miami International Airport (MIA). [redacted] approached the interviewing Agents with information regarding the incident involving TWA flight 800 that occurred on July 17, 1996. After being advised of the identity of the interviewing Agents, [redacted] provided the following information:

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On July 17, 1996 [redacted] was serving as [redacted]

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[redacted] side of his aircraft which drew his attention to a cockpit visibility position that he termed "approximately eight o'clock". After this flash, [redacted] then noticed a large aircraft completely engulfed in flames. The flaming aircraft observed by [redacted] appeared to keep a correct attitude for a two second period, then seemed to roll to the starboard side and fall into the ocean.

[redacted] recalled that the visibility was excellent, and that the aircraft he observed in flames was approximately five to six miles in the distance. [redacted] could make out the windows on the fuselage, but was unable at that time to discern the type of aircraft. [redacted] added that the left wing was not visible to him, and that he saw the aircraft breaking apart as it fell to the ocean.

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As the aircraft was falling, [redacted] radioed the control tower at JFK and reported his observations. [redacted] heard at least one other pilot in an unknown aircraft also reporting his observations to the control tower.

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[redacted] estimated that it took approximately 25 seconds for the aircraft to fall into the sea, and was able to view the entire fall of the wreckage. [redacted] did not recall observing any type of smoke trail consistent with a missile or

Investigation on 7/26/96 at Miami, Florida

File # 265A-NY-259028

by SA [redacted] (FDLE) Date dictated 7/29/96

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265A-NY-259028

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

b6 b7C

other projectile prior to the explosion. [redacted] and is familiar with the pattern of flight of surface-to-air, and other type missiles.

[redacted] identified the [redacted] of [redacted] and advised that both he and [redacted] could be reached through the [redacted]

b6 b7C

The following biographical data was supplied by [redacted]

b6 b7C

NAME:	[redacted]
Sex:	male
Race:	white
DOB:	[redacted]
POB:	
Passport:	
Home Address:	[redacted]
Home Telephone	
Business Address:	[redacted]

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FEDERAL BUREAU OF INVESTIGATION

FOIPA # 1014706

Date transcribed 07/22/96

[redacted] Date of Birth [redacted] Social Security Account Number (SS.. [redacted] was interviewed aboard the motor vessel ROGUE RIVER, operated by the Great Lakes Dredge and Dock Company. The vessel was docked at the United States Coast Guard Station, East Moriches, New York (NY). [redacted] was advised as to the identities of the interviewing agents and the nature of the inquiry wherein he provided the following information:

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[redacted] is temporarily residing at the Swiss Motel, 1273 West Main Street, Riverhead, NY 11901, telephone number (516) 72-SLEEP. [redacted] permanent address is [redacted] telephone number [redacted] is employed by Great Lakes Dredge and Dock Company and is presently working out of the Moriches area, dredging sand to replenish the beach.

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During the evening of July 17, 1996, [redacted] was piloting the Rogue River approximately one half mile off shore, travelling west to east. Also with him on the boat was [redacted] and [redacted] last name not recalled. [redacted] was operating the boat at full speed. At approximately 8:30PM, [redacted] observed a bright light off to his right. He turned and saw an explosion. [redacted] further described the explosion as two (2) balls of fire. [redacted] said he could not tell what was on fire. [redacted] said he did not hear anything, noting the sound of the boat engines running "wide open" would have made it difficult for him to hear anything.

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265A-NY-259028-SUB CC3

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APR 0 1 1997
FBI — NEW YORK

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

File # 265A-NY-259028 b6

by SA [redacted] b7C

Date dictated 07/20/96

Recorder Down t=0						Witness Location		Ground	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)
Lat	Long	Alt(ft)			Witness Name	Lat	Long	Dist (ft)	East	East	North	East
40.65	72.69	13820	0.017	1.		40.8008	72.6276	58772	16431	16392	56434	16412
40.65	72.69	13820	0.017	2.		40.7669	72.7539	47796	-18505	-18472	44075	-18488
40.65	72.69	13820	0.017	3.		40.74	72.85	56607	-45087	-45024	34269	-45056
40.65	72.69	13820	0.017	4.		40.7198	73.094	115690	-112580	-112455	26905	-112518
40.65	72.69	13820	0.017	5.		40.6532	73.1575	130164	-130145	-130131	2625	-130138
40.65	72.69	13820	0.017	6.		41.0171	72.2448	182156	122317	121634	135288	121975
40.65	72.69	13820	0.017	7.		40.767	72.7539	47830	-18505	-18472	44112	-18488
40.65	72.69	13820	0.017	8.		40.7358	72.8542	56638	-46249	-46187	32737	-46218
40.65	72.69	13820	0.017	9.		40.7333	72.8667	58995	-49707	-49642	31826	-49674
40.65	72.69	13820	0.017	10.		40.794	72.807	63328	-33193	-33119	53955	-33156
40.65	72.69	13820	0.017	11.		40.794	72.807	63328	-33193	-33119	53955	-33156
40.65	72.69	13820	0.017	12.		40.7988	72.64	57198	13001	12971	55705	12986
40.65	72.69	13820	0.017	13.		40.8009	72.7565	59646	-19224	-19180	56470	-19202
40.65	72.69	13820	0.017	14.		40.7897	72.6695	52610	4841	4830	52387	4835
40.65	72.69	13820	0.017	15.		40.7841	72.7358	52120	-13499	-13471	50346	-13485
40.65	72.69	13820	0.017	16.		40.74	72.85	56607	-45087	-45024	34269	-45056
40.65	72.69	13820	0.017	17.		40.74	72.85	56607	-45087	-45024	34269	-45056
40.65	72.69	13820	0.017	18.		40.9783	73.0444	156206	-98860	-98366	121143	-98613
40.65	72.69	13820	0.017	19.		41.25	72.2	257812	134709	133482	220194	134095
40.65	72.69	13820	0.017	20.		40.8418	72.5538	80304	36844	36736	71381	36790
40.65	72.69	13820	0.017	21.		40.7815	72.7515	52515	-17841	-17805	49398	-17823
40.65	72.69	13820	0.017	22.		40.8383	72.8117	78109	-34493	-34394	70105	-34443
40.65	72.69	13820	0.017	23.		40.5945	73.5029	226551	-225685	-225859	18775	-225772
40.65	72.69	13820	0.017	24.		40.8125	72.6876	60699	-166	-166	60699	-166
40.65	72.69	13820	0.017	25.		40.7495	72.8193	52544	-36595	-36539	37732	-36567
40.65	72.69	13820	0.017	26.		40.7471	72.7633	42464	-21105	-21073	36857	-21089
40.65	72.69	13820	0.017	27.		40.5784	73.3654	189357	-187651	-187841	24644	-187746
40.65	72.69	13820	0.017	28.		40.8278	72.6268	68331	16652	16606	66277	16629
40.65	72.69	13820	0.017	29.		40.7367	72.8542	56828	-46249	-46186	33066	-46218
40.65	72.69	13820	0.017	30.		40.8443	72.5035	88289	50758	50607	72292	50682
40.65	72.69	13820	0.017	31.		40.7125	73.0758	110192	-107546	-107438	24243	-107492
40.65	72.69	13820	0.017	32.		40.7833	72.6904	50063	-940	-939	50054	-940
40.65	72.69	13820	0.017	33.		40.7748	72.8151	58804	-35434	-35365	46955	-35399

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MORI DocID: 1147297

Sheet1

								Ground	Ground	Ground	Ground	Ground
Recorder Down t=0					Witness Location		Dist (ft)	Dist (ft)	Dist (ft)	Dist (ft)	Dist (ft)
Lat	Long	Alt(ft)		Witness Name	Lat	Long	t=0	East	East	North	East
40.65	72.69	13820	0.017	34	40.9783	73.0449	156293	-98998	-98504	121143	-98751
40.65	72.69	13820	0.017	35	40.8514	72.515	88677	47577	47430	74881	47503
40.65	72.69	13820	0.017	36	40.7687	72.7527	48276	-18173	-18140	44732	-18157
40.65	72.69	13820	0.017	37	40.74	72.85	56607	-45087	-45024	34269	-45056
40.65	72.69	13820	0.017	38	40.9192	72.2576	154821	118776	118288	99598	118532
40.65	72.69	13820	0.017	39	40.7698	72.7349	47034	-13250	-13225	45133	-13237
40.65	72.69	13820	0.017	40	40.7915	72.6552	53766	8796	8777	53043	8787
40.65	72.69	13820	0.017	41	40.7982	72.6638	55855	6417	6403	55486	6410
40.65	72.69	13820	0.017	42	40.7369	72.8845	63864	-54630	-54556	33139	-54593
40.65	72.69	13820	0.017	43	40.7961	72.6397	56259	13084	13054	54720	13069
40.65	72.69	13820	0.017	44	40.762	72.7763	48964	-24701	-24658	42289	-24680
40.65	72.69	13820	0.017	45	40.7691	72.5862	52820	27882	27831	44877	27856
40.65	72.69	13820	0.017	46	40.9231	72.844	109923	-43428	-43247	101020	-43337
40.65	72.69	13820	0.017	47	40.7517	72.9328	78104	-67991	-67883	38534	-67937
40.65	72.69	13820	0.017	48	40.7939	72.6461	55090	11313	11288	53918	11301
40.65	72.69	13820	0.017	49	40.8383	72.4754	91272	58531	58362	70105	58446
40.65	72.69	13820	0.017	50	40.8383	72.4754	91272	58531	58362	70105	58446
40.65	72.69	13820	0.017	51	40.7811	72.6944	49294	-2047	-2043	49252	-2045
40.65	72.69	13820	0.017	52	40.8198	72.6501	64175	10207	10180	63361	10194
40.65	72.69	13820	0.017	53	40.7356	73.0822	114021	-109316	-109169	32665	-109242
40.65	72.69	13820	0.017	54	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	55	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	56	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	57	40.7928	72.6503	54470	10152	10129	53517	10140
40.65	72.69	13820	0.017	58	40.802	72.6594	57380	7634	7617	56871	7625
40.65	72.69	13820	0.017	59	40.8244	72.6663	65288	5726	5710	65038	5718
40.65	72.69	13820	0.017	60	40.8742	72.8079	89641	-33442	-33327	83193	-33385
40.65	72.69	13820	0.017	61	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	62	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	63	40.7669	72.7539	47796	-18505	-18472	44075	-18488
40.65	72.69	13820	0.017	64	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	65	40.8194	72.6507	64005	10041	10015	63215	10028
40.65	72.69	13820	0.017	66	40.8038	72.6125	61099	20607	20559	57528	20583

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MORI DocID: 1147297

Recorder Down t=0				Witness Name	b6 b7C	Witness Location		Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)
Lat	Long	Alt(ft)				Lat	Long	t=0	East	East	North	East
40.65	72.69	13820	0.017	67		40.7669	72.7539	47796	-18505	-18472	44075	-18488
40.65	72.69	13820	0.017	68		40.797	72.8313	67970	-39915	-39824	55049	-39870
40.65	72.69	13820	0.017	69		40.7431	73.0287	100864	-94517	-94380	35399	-94449
40.65	72.69	13820	0.017	70		40.7669	72.7539	47796	-18505	-18472	44075	-18488
40.65	72.69	13820	0.017	71		40.7535	73.1828	142526	-137143	-136922	39190	-137032
40.65	72.69	13820	0.017	72		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	73		40.7624	72.7762	49076	-24674	-24630	42435	-24652
40.65	72.69	13820	0.017	74		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	75		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	76		40.8045	72.7499	60339	-17399	-17357	57783	-17378
40.65	72.69	13820	0.017	77		40.7747	72.815	58758	-35406	-35338	46919	-35372
40.65	72.69	13820	0.017	78		40.7807	72.8542	67425	-46249	-46156	49106	-46202
40.65	72.69	13820	0.017	79		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	80		40.8282	72.7621	69587	-20773	-20717	66423	-20745
40.65	72.69	13820	0.017	81		40.796	72.6705	54874	4564	4554	54684	4559
40.65	72.69	13820	0.017	82		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	83		40.623	73.2595	158608	-158359	-158413	8385	-158386
40.65	72.69	13820	0.017	84		40.7998	72.6454	57235	11507	11480	56069	11494
40.65	72.69	13820	0.017	85		40.7822	72.7369	51532	-13803	-13775	49653	-13789
40.65	72.69	13820	0.017	86		40.8244	72.6664	65286	5698	5683	65038	5691
40.65	72.69	13820	0.017	87		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	88		40.6167	72.7097	12391	-6279	-6282	10682	-6280
40.65	72.69	13820	0.017	89		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	90		40.603	72.6508	18603	10013	10020	15676	10016
40.65	72.69	13820	0.017	91		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	92		40.7022	72.773	31388	-23788	-23768	20488	-23778
40.65	72.69	13820	0.017	93		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	94		40.7134	73.0144	93792	-90562	-90470	24571	-90516
40.65	72.69	13820	0.017	95		40.7303	72.8725	59783	-51311	-51246	30732	-51279
40.65	72.69	13820	0.017	96		40.7661	72.7486	46977	-17039	-17008	43784	-17024
40.65	72.69	13820	0.017	97		41.0833	73.3956	252152	-196005	-194715	159422	-195360
40.65	72.69	13820	0.017	98		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	99		41.254	72.4417	231715	67852	67230	221652	67541

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Recorder Down t=0					b6 b7C	Witness Location		Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)
Lat	Long	Alt(ft)			Witness Name	Lat	Long	t=0	East	East	North	East
40.65	72.69	13820	0.017	100		41.2227	73.0566	233587	-102235	-101346	210242	-101790
40.65	72.69	13820	0.017	101		41.2227	73.0566	233587	-102235	-101346	210242	-101790
40.65	72.69	13820	0.017	102		41.2672	72.6526	226663	9515	9426	226465	9471
40.65	72.69	13820	0.017	103		41.0678	73.3748	244155	-190251	-189044	153771	-189648
40.65	72.69	13820	0.017	104		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	105		40.7632	72.7723	48798	-23595	-23553	42726	-23574
40.65	72.69	13820	0.017	106		40.6167	72.7097	12391	-6279	-6282	10682	-6280
40.65	72.69	13820	0.017	107		40.8752	72.5084	97026	49402	49232	83557	49317
40.65	72.69	13820	0.017	108		40.7807	72.8542	67425	-46249	-46156	49106	-46202
40.65	72.69	13820	0.017	109		40.7883	72.6687	52123	5062	5051	51877	5057
40.65	72.69	13820	0.017	110		40.8383	72.4754	91272	58531	58362	70105	58446
40.65	72.69	13820	0.017	111		40.7961	72.9032	81010	-59803	-59668	54720	-59736
40.65	72.69	13820	0.017	112		40.8009	72.7565	59646	-19224	-19180	56470	-19202
40.65	72.69	13820	0.017	113		40.8009	72.7565	59646	-19224	-19180	56470	-19202
40.65	72.69	13820	0.017	114		40.7835	72.6847	50131	636	635	50127	636
40.65	72.69	13820	0.017	115		40.7835	72.6847	50131	636	635	50127	636
40.65	72.69	13820	0.017	116		40.7835	72.6847	50131	636	635	50127	636
40.65	72.69	13820	0.017	117		40.6627	73.3696	188888	-188813	-188766	6088	-188789
40.65	72.69	13820	0.017	118		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	119		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	120		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	121		40.7961	72.9032	81010	-59803	-59668	54720	-59736
40.65	72.69	13820	0.017	122		40.6491	73.4577	213180	-213182	-213172	1130	-213177
40.65	72.69	13820	0.017	123		40.752	72.9336	78350	-68212	-68103	38643	-68158
40.65	72.69	13820	0.017	124		40.752	72.9336	78350	-68212	-68103	38643	-68158
40.65	72.69	13820	0.017	125		40.7632	72.7723	48798	-23595	-23553	42726	-23574
40.65	72.69	13820	0.017	126		40.7667	72.7465	46974	-16458	-16428	44002	-16443
40.65	72.69	13820	0.017	127		40.7687	72.7527	48276	-18173	-18140	44732	-18157
40.65	72.69	13820	0.017	128		40.8125	72.6876	60699	-166	-166	60699	-166
40.65	72.69	13820	0.017	129		40.7424	72.8314	53180	-39942	-39885	35144	-39914
40.65	72.69	13820	0.017	130		40.7252	72.8868	62325	-55267	-55201	28873	-55234
40.65	72.69	13820	0.017	131		40.735	72.8602	57835	-47909	-47845	32446	-47877
40.65	72.69	13820	0.017	132		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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Recorder Down t=0					b6	Witness Location		Ground	Ground	Ground	Ground	Ground
Lat	Long	Alt(ft)			Witness Name b7C	Lat	Long	Dist (ft) t=0	Dist (ft) East	Dist (ft) East	Dist (ft) North	Dist (ft) East
40.65	72.69	13820	0.017	133		40.8196	72.5635	71898	34161	34072	63288	34117
40.65	72.69	13820	0.017	134		40.767	72.7539	47830	-18505	-18472	44112	-18488
40.65	72.69	13820	0.017	135		40.7368	72.8542	56849	-46249	-46186	33102	-46218
40.65	72.69	13820	0.017	136		40.7894	72.664	52663	6362	6348	52278	6355
40.65	72.69	13820	0.017	137		40.7355	72.86	57892	-47853	-47789	32628	-47821
40.65	72.69	13820	0.017	138		40.6784	73.6758	273698	-273510	-273377	11812	-273444
40.65	72.69	13820	0.017	139		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	140		40.767	73.003	97838	-87409	-87250	44112	-87329
40.65	72.69	13820	0.017	141		40.8196	72.5635	71898	34161	34072	63288	34117
40.65	72.69	13820	0.017	142		40.7665	72.7552	47802	-18865	-18831	43929	-18848
40.65	72.69	13820	0.017	143		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	144		40.7626	72.7755	49042	-24480	-24437	42508	-24459
40.65	72.69	13820	0.017	145		40.8313	72.7548	70101	-18754	-18702	67553	-18728
40.65	72.69	13820	0.017	146		40.9581	72.6208	115236	18312	18226	113779	18269
40.65	72.69	13820	0.017	147		40.737	72.8524	56488	-45751	-45689	33175	-45720
40.65	72.69	13820	0.017	148		40.7909	72.661	53311	7192	7176	52825	7184
40.65	72.69	13820	0.017	149		40.7228	73.0744	110696	-107158	-107035	27998	-107097
40.65	72.69	13820	0.017	150		40.7823	72.6889	49692	-526	-524	49690	-525
40.65	72.69	13820	0.017	151		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	152		40.7304	72.8746	60300	-51892	-51826	30769	-51859
40.65	72.69	13820	0.017	153		40.7399	73.0314	101165	-95264	-95130	34232	-95197
40.65	72.69	13820	0.017	154		40.7387	73.0312	100966	-95209	-95077	33795	-95143
40.65	72.69	13820	0.017	155		40.7851	72.6829	50723	1134	1132	50710	1133
40.65	72.69	13820	0.017	156		40.8174	72.6137	65685	20275	20223	62486	20249
40.65	72.69	13820	0.017	157		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	158		40.6419	72.2306	126257	126244	126252	1495	126248
40.65	72.69	13820	0.017	159		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	160		40.7961	72.9032	81010	-59803	-59668	54720	-59736
40.65	72.69	13820	0.017	161		40.7664	72.754	47639	-18533	-18499	43893	-18516
40.65	72.69	13820	0.017	162		40.785	72.7977	59190	-30621	-30557	50674	-30589
40.65	72.69	13820	0.017	163		40.785	72.7977	59190	-30621	-30557	50674	-30589
40.65	72.69	13820	0.017	164		40.7434	72.8691	61598	-50371	-50297	35508	-50334
40.65	72.69	13820	0.017	165		40.7953	72.8073	63776	-33276	-33202	54429	-33239

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Recorder Down t=0					b6	Witness Location		Ground	Ground	Ground	Ground	Ground
								Dist (ft)	Dist (ft)	Dist (ft)	Dist (ft)	Dist (ft)
Lat	Long	Alt(ft)			Witness Name b7C	Lat	Long	t=0	East	East	North	East
40.65	72.69	13820	0.017	166.		40.8498	72.4762	94391	58309	58131	74297	58220
40.65	72.69	13820	0.017	167.		40.7979	72.6326	57380	15048	15013	55377	15030
40.65	72.69	13820	0.017	168.		40.8477	72.5031	89368	50868	50714	73532	50791
40.65	72.69	13820	0.017	169.		41.0615	73.4344	255769	-206737	-205445	151475	-206091
40.65	72.69	13820	0.017	170.		40.8644	72.4114	110145	76234	75983	79620	76109
40.65	72.69	13820	0.017	171.		40.91	72.6439	96977	11922	11875	96244	11898
40.65	72.69	13820	0.017	172.		40.4868	73.8607	330181	-324654	-325427	58038	-325041
40.65	72.69	13820	0.017	173.		40.7909	72.7532	55902	-18312	-18272	52825	-18292
40.65	72.69	13820	0.017	174.		40.8361	72.4966	86998	52666	52516	69303	52591
40.65	72.69	13820	0.017	175.		40.8528	72.4114	107132	76234	75997	75391	76115
40.65	72.69	13820	0.017	176.		40.9168	72.6621	98962	6888	6860	98723	6874
40.65	72.69	13820	0.017	177.		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	178.		40.7971	72.6547	55803	8934	8914	55085	8924
40.65	72.69	13820	0.017	179.		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	180.		40.8255	72.6454	66440	11507	11476	65439	11491
40.65	72.69	13820	0.017	181.		40.7134	73.0144	93792	-90562	-90470	24571	-90516
40.65	72.69	13820	0.017	182.		40.7671	72.9964	96230	-85583	-85427	44148	-85505
40.65	72.69	13820	0.017	183.		40.9435	72.8621	118730	-48420	-48204	108457	-48312
40.65	72.69	13820	0.017	184.		40.7909	72.6587	53400	7828	7811	52825	7820
40.65	72.69	13820	0.017	185.		40.8011	72.8671	75320	-49817	-49701	56543	-49759
40.65	72.69	13820	0.017	186.		40.8555	72.5605	83986	34991	34881	76375	34936
40.65	72.69	13820	0.017	187.		40.7895	72.7893	59463	-28297	-28236	52314	-28267
40.65	72.69	13820	0.017	188.		40.7431	72.0287	185370	182092	181826	35399	181959
40.65	72.69	13820	0.017	189.		40.7655	72.7743	49799	-24148	-24105	43565	-24126
40.65	72.69	13820	0.017	190.		40.7905	72.6609	53170	7220	7204	52679	7212
40.65	72.69	13820	0.017	191.		40.7971	72.6547	55803	8934	8914	55085	8924
40.65	72.69	13820	0.017	192.		40.8664	72.4509	103474	65307	65091	80349	65199
40.65	72.69	13820	0.017	193.		40.7375	72.8512	56327	-45419	-45357	33357	-45388
40.65	72.69	13820	0.017	194.		40.7361	72.8571	57356	-47051	-46988	32847	-47019
40.65	72.69	13820	0.017	195.		40.8507	72.8598	88581	-47798	-47651	74625	-47725
40.65	72.69	13820	0.017	196.		40.738	72.847	55506	-44257	-44196	33540	-44227
40.65	72.69	13820	0.017	197.		40.7488	72.705	37806	-4979	-4971	37477	-4975
40.65	72.69	13820	0.017	198.		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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Recorder Down t=0					Witness Location		Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)
Lat	Long	Alt(ft)		Witness Name	Lat	Long	t=0	East	East	North	East
40.65	72.69	13820	0.017	199 [redacted] b6	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	200 [redacted]	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017	201 [redacted] b7C	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.65	72.69	13820	0.017		?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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DATE 03-08-2005 BY 60290 AUC BCE/TCG/JHF

Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
	Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
1.		**40.646**	**72.687**	**13820**	**40.6522**	**72.664**	**16800**	**40.6661**	**72.6315**	**6000**	**0.017453**
2.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
3.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
4.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
5.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
6.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
7.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
8.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
9.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
10.	b6	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
11.	b7C	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
12.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
13.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
14.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
15.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
16.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
17.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
18.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
19.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
20.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
21.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
22.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
23.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
24.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
25.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
26.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
27.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
28.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
29.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
30.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
31.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
32.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
33.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

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Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
Witness name		Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
34.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
35.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
36.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
37.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
38.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
39.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
40.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
41.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
42.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
43.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
44.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
45.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
46.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
47.	b6	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
48.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
49.	b7C	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
50.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
51.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
52.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
53.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
54.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
55.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
56.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
57.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
58.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
59.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
60.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
61.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
62.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
63.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
64.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
65.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
66.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

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Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
	Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
67.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
68.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
69.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
70.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
71.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
72.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
73.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
74.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
75.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
76.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
77.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
78.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
79.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
80.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
81.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
82.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
83.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
84.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
85.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
86.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
87.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
88.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
89.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
90.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
91.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
92.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
93.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
94.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
95.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
96.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
97.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
98.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
99.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

b6
b7C

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Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
	Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
100		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
101		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
102		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
103		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
104		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
105		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
106		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
107		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
108		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
109		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
110		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
111		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
112		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
113		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
114		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
115		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
116		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
117		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
118		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
119		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
120		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
121		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
122		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
123		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
124		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
125		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
126		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
127		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
128		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
129		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
130		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
131		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
132		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

b6
b7C

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		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
	Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
133		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
134		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
135		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
136		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
137		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
138		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
139		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
140		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
141		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
142		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
143		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
144		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
145		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
146	b6	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
147		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
148	b7C	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
149		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
150		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
151		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
152		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
153		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
154		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
155		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
156		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
157		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
158		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
159		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
160		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
161		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
162		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
163		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
164		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
165		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

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Sheet1

		Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
	Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
166.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
167.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
168.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
169.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
170.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
171.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
172.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
173.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
174.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
175.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
176.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
177.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
178.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
179.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
180.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
181.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
182.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
183.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
184.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
185.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
186.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
187.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
188.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
189.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
190.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
191.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
192.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
193.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
194.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
195.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
196.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
197.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
198.		40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

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b7C

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b6
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	Recorder Down t=0			Apex t=15 sec			Right Wing Fail t=42			
Witness name	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	Latitude	Longitude	Altitude (ft)	
199	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
200	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
201	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
202	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
203	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
204	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
205	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
206	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
207	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
208	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453
0	40.646	72.687	13820	40.6522	72.664	16800	40.6661	72.6315	6000	0.017453

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	Witness name	Witness Location Latitude	Witness Location Longitude	Witness Azimuth	Ground Dist (ft) t=0	Ground Dist (ft) t=15	Ground Dist (ft) t=42	Az (deg) [1] t=0	Az (deg) [2] t=15	Az (deg) [3] t=42	Closest Az (deg)
1.		40.8008	72.6276	?	58772	55099	49118	196.23	190.53	181.26	#VALUE!
2.		40.7669	72.7539	?	47796	48638	49943	157.22	149.25	137.33	#VALUE!
3.		40.74	72.85	?	56607	60561	66125	127.20	121.85	113.97	#VALUE!
4.		40.7198	73.094	?	115690	121398	129332	103.31	101.57	98.56	#VALUE!
5.		40.6532	73.1575	?	130164	136493	145543	91.00	89.99	87.98	#VALUE!
6.		41.0171	72.2448	?	182156	176255	166578	222.18	221.13	219.94	#VALUE!
7.		40.767	72.7539	?	47830	48670	49969	157.24	149.28	137.36	#VALUE!
8.		40.7358	72.8542	?	56638	60768	66589	125.26	120.04	112.36	#VALUE!
9.		40.7333	72.8667	?	58995	63352	69469	122.59	117.75	110.57	#VALUE!
10	b6	40.794	72.807	?	63328	65064	67266	148.39	142.56	133.82	#VALUE!
11	b7C	40.794	72.807	?	63328	65064	67266	148.39	142.56	133.82	#VALUE!
12		40.7988	72.64	?	57198	53854	48434	193.14	187.08	177.22	#VALUE!
13		40.8009	72.7565	?	59646	59932	60061	161.20	154.73	144.86	#VALUE!
14		40.7897	72.6695	?	52610	50150	46266	185.28	178.26	166.87	#VALUE!
15		40.7841	72.7358	?	52120	52017	51778	164.99	157.56	146.15	#VALUE!
16		40.74	72.85	?	56607	60561	66125	127.20	121.85	113.97	#VALUE!
17		40.74	72.85	?	56607	60561	66125	127.20	121.85	113.97	#VALUE!
18		40.9783	73.0444	?	156206	158583	161026	140.74	138.44	134.84	#VALUE!
19		41.25	72.2	?	257812	252620	243771	211.50	210.53	209.31	#VALUE!
20		40.8418	72.5538	?	80304	75525	67552	207.31	203.80	198.55	#VALUE!
21		40.7815	72.7515	?	52515	52977	53564	160.14	152.82	141.72	#VALUE!
22		40.8383	72.8117	?	78109	79165	80110	153.79	148.93	141.54	#VALUE!
23		40.5945	73.5029	?	226551	233077	242502	84.98	84.55	83.54	#VALUE!
24		40.8125	72.6876	?	60699	58802	55576	179.84	173.63	163.79	#VALUE!
25		40.7495	72.8193	?	52544	55683	60149	135.86	129.52	120.30	#VALUE!
26		40.7471	72.7633	?	42464	44161	46890	150.20	141.54	128.99	#VALUE!
27		40.5784	73.3654	?	189357	195958	205577	82.30	81.88	80.81	#VALUE!
28		40.8278	72.6268	?	68331	64836	58964	194.10	189.13	181.26	#VALUE!
29		40.7367	72.8542	?	56828	60933	66714	125.53	120.31	112.62	#VALUE!
30		40.8443	72.5035	?	88289	82882	73959	215.09	212.38	208.59	#VALUE!
31		40.7125	73.0758	?	110192	115949	123977	102.58	100.79	97.70	#VALUE!
32		40.7833	72.6904	?	50063	48347	45720	178.92	171.31	159.13	#VALUE!
33		40.7748	72.8151	?	58804	61164	64372	142.95	136.90	127.94	#VALUE!

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Sheet1

	Witness name	Witness Location Latitude	Longitude	Witness Azimuth	Ground Dist (ft) t=0	Ground Dist (ft) t=15	Ground Dist (ft) t=42	Az (deg) [1] t=0	Az (deg) [2] t=15	Az (deg) [3] t=42	Closest Az (deg)
34.		40.9783	73.0449	?	156293	158674	161124	140.70	138.40	134.81	#VALUE!
35.		40.8514	72.515	?	88677	83468	74822	212.45	209.59	205.50	#VALUE!
36.		40.7687	72.7527	?	48276	49037	50205	157.89	149.98	138.12	#VALUE!
37.		40.74	72.85	?	56607	60561	66125	127.20	121.85	113.97	#VALUE!
38.		40.9192	72.2576	?	154821	148521	138431	230.10	229.18	228.32	#VALUE!
39.		40.7698	72.7349	?	47034	47137	47387	163.64	155.42	142.89	#VALUE!
40.		40.7915	72.6552	?	53786	50841	46182	189.42	182.74	171.84	#VALUE!
41.		40.7982	72.6638	?	55855	53226	48978	186.60	180.06	169.49	#VALUE!
42.		40.7369	72.8845	?	63864	68324	74536	121.19	116.80	110.18	#VALUE!
43.		40.7961	72.6397	?	56259	52888	47447	193.45	187.30	177.26	#VALUE!
44.		40.762	72.7763	?	48964	50650	53134	149.70	142.18	131.10	#VALUE!
45.		40.7691	72.5862	?	52820	47733	39581	211.86	206.80	198.45	#VALUE!
46.	b6	40.9231	72.844	?	109923	110553	110534	156.73	153.24	147.89	#VALUE!
47.	b7C	40.7517	72.9328	?	78104	82673	88920	119.48	115.94	110.45	#VALUE!
48.		40.7939	72.6461	?	55090	51894	46765	191.85	185.47	175.05	#VALUE!
49.		40.8383	72.4754	?	91272	85536	76154	219.89	217.58	214.53	#VALUE!
50.		40.8383	72.4754	?	91272	85536	76154	219.89	217.58	214.53	#VALUE!
51.		40.7811	72.6944	?	49294	47737	45384	177.62	169.86	157.46	#VALUE!
52.		40.8198	72.6501	?	64175	61221	56268	189.15	183.60	174.76	#VALUE!
53.		40.7356	73.0822	?	114021	119527	127116	106.52	104.60	101.35	#VALUE!
54.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
55.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
56.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
57.		40.7928	72.6503	?	54470	51397	46481	190.74	184.23	173.58	#VALUE!
58.		40.802	72.6594	?	57380	54626	50140	187.65	181.33	171.15	#VALUE!
59.		40.8244	72.6663	?	65288	62780	58505	185.03	179.42	170.53	#VALUE!
60.		40.8742	72.8079	?	89641	90160	90152	158.10	153.80	147.24	#VALUE!
61.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
62.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
63.		40.7669	72.7539	?	47796	48638	49943	157.22	149.25	137.33	#VALUE!
64.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
65.		40.8194	72.6507	?	64005	61065	56138	189.03	183.45	174.57	#VALUE!
66.		40.8038	72.6125	?	61099	57069	50474	199.71	194.45	185.97	#VALUE!

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	Witness name	Witness Location Latitude	Longitude	Witness Azimuth	Ground Dist (ft) t=0	Ground Dist (ft) t=15	Ground Dist (ft) t=42	Az (deg) [1] t=0	Az (deg) [2] t=15	Az (deg) [3] t=42	Closest Az (deg)
67.		40.7669	72.7539	?	47796	48638	49943	157.22	149.25	137.33	#VALUE!
68.		40.797	72.8313	?	67970	70165	72965	144.04	138.74	130.78	#VALUE!
69.		40.7431	73.0287	?	100864	106109	113305	110.43	108.08	104.21	#VALUE!
70.		40.7669	72.7539	?	47796	48638	49943	157.22	149.25	137.33	#VALUE!
71.		40.7535	73.1828	?	142526	148062	155645	105.80	104.27	101.63	#VALUE!
72.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
73.		40.7624	72.7762	?	49076	50749	53210	149.82	142.30	131.24	#VALUE!
74.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
75.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
76.		40.8045	72.7499	?	60339	60381	60129	163.24	156.83	147.01	#VALUE!
77.		40.7747	72.815	?	58758	61118	64328	142.95	136.90	127.93	#VALUE!
78.		40.7807	72.8542	?	67425	70403	74373	136.69	131.65	124.10	#VALUE!
79.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
80.		40.8282	72.7621	?	69587	69650	69234	162.63	157.07	148.56	#VALUE!
81.		40.796	72.6705	?	54874	52454	48566	184.77	178.04	167.17	#VALUE!
82.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
83.		40.623	73.2595	?	158608	165085	174423	86.78	86.11	84.63	#VALUE!
84.		40.7998	72.6454	?	57235	54054	48893	191.60	185.46	175.49	#VALUE!
85.		40.7822	72.7369	?	51532	51496	51375	164.46	156.95	145.44	#VALUE!
86.		40.8244	72.6664	?	65286	62781	58509	185.01	179.39	170.51	#VALUE!
87.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
88.		40.6167	72.7097	?	12391	18093	28148	30.45	44.32	50.20	#VALUE!
89.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
90.		40.603	72.6508	?	18603	18304	23615	327.43	348.49	13.06	#VALUE!
91.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
92.		40.7022	72.773	?	31388	35220	41272	130.72	121.13	108.55	#VALUE!
93.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
94.		40.7134	73.0144	?	93792	99407	107240	105.08	102.86	99.13	#VALUE!
95.		40.7303	72.8725	?	59783	64283	70603	120.87	116.22	109.28	#VALUE!
96.		40.7661	72.7486	?	46977	47653	48744	158.73	150.59	138.37	#VALUE!
97.		41.0833	73.3956	?	252152	255694	259802	128.98	127.69	125.58	#VALUE!
98.		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
99.		41.254	72.4417	?	231715	227770	220602	197.03	195.66	193.76	#VALUE!

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		Witness Location		Witness	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Az (deg) [1]	Az (deg) [2]	Az (deg) [3]	Closest Az
	Witness name	Latitude	Longitude	Azimuth	t=0	t=15	t=42	t=0	t=15	t=42	(deg)
100		41.2227	73.0566	?	233587	234406	234258	154.04	152.40	149.88	#VALUE!
101		41.2227	73.0566	?	233587	234406	234258	154.04	152.40	149.88	#VALUE!
102		41.2672	72.6526	?	226663	224226	219214	182.41	180.81	178.47	#VALUE!
103		41.0678	73.3748	?	244155	247717	251869	128.81	127.47	125.31	#VALUE!
104		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
105		40.7632	72.7723	?	48798	50331	52600	151.08	143.48	132.25	#VALUE!
106		40.6167	72.7097	?	12391	18093	28148	30.45	44.32	50.20	#VALUE!
107		40.8752	72.5084	?	97026	91952	83463	210.61	207.91	204.07	#VALUE!
108		40.7807	72.8542	?	67425	70403	74373	136.69	131.65	124.10	#VALUE!
109		40.7883	72.6687	?	52123	49634	45719	185.57	178.50	167.00	#VALUE!
110		40.8383	72.4754	?	91272	85536	76154	219.89	217.58	214.53	#VALUE!
111		40.7961	72.9032	?	81010	84378	88769	132.42	128.36	122.18	#VALUE!
112		40.8009	72.7565	?	59646	59932	60061	161.20	154.73	144.86	#VALUE!
113		40.8009	72.7565	?	59646	59932	60061	161.20	154.73	144.86	#VALUE!
114		40.7835	72.6847	?	50131	48207	45253	180.73	173.18	161.03	#VALUE!
115		40.7835	72.6847	?	50131	48207	45253	180.73	173.18	161.03	#VALUE!
116		40.7835	72.6847	?	50131	48207	45253	180.73	173.18	161.03	#VALUE!
117		40.6627	73.3696	?	188888	195179	204112	91.62	90.89	89.41	#VALUE!
118		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
119		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
120		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
121		40.7961	72.9032	?	81010	84378	88769	132.42	128.36	122.18	#VALUE!
122		40.6491	73.4577	?	213180	219532	228578	90.05	89.45	88.18	#VALUE!
123		40.752	72.9336	?	78350	82919	89165	119.47	115.94	110.46	#VALUE!
124		40.752	72.9336	?	78350	82919	89165	119.47	115.94	110.46	#VALUE!
125		40.7632	72.7723	?	48798	50331	52600	151.08	143.48	132.25	#VALUE!
126		40.7667	72.7465	?	46974	47562	48526	159.49	151.33	139.06	#VALUE!
127		40.7687	72.7527	?	48276	49037	50205	157.89	149.98	138.12	#VALUE!
128		40.8125	72.6876	?	60699	58802	55576	179.84	173.63	163.79	#VALUE!
129		40.7424	72.8314	?	53180	56764	61853	131.32	125.35	116.66	#VALUE!
130		40.7252	72.8868	?	62325	67093	73782	117.53	113.30	106.90	#VALUE!
131		40.735	72.8602	?	57835	62067	68017	124.07	119.04	111.60	#VALUE!
132		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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MORI DocID: 1147297

	Witness name	Witness Location Latitude	Witness Location Longitude	Witness Azimuth	Ground Dist (ft) t=0	Ground Dist (ft) t=15	Ground Dist (ft) t=42	Az (deg) [1] t=0	Az (deg) [2] t=15	Az (deg) [3] t=42	Closest Az (deg)
133		40.8196	72.5635	?	71898	67045	59028	208.37	204.49	198.58	#VALUE!
134		40.767	72.7539	?	47830	48670	49969	157.24	149.28	137.36	#VALUE!
135		40.7368	72.8542	?	56849	60952	66728	125.56	120.34	112.65	#VALUE!
136		40.7894	72.664	?	52663	50018	45838	186.94	0.00	168.69	#VALUE!
137		40.7355	72.86	?	57892	62107	68033	124.25	119.21	111.76	#VALUE!
138		40.6784	73.6758	?	273698	279954	288783	92.15	91.63	90.55	#VALUE!
139		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
140		40.767	73.003	?	97838	102605	109043	116.70	113.96	109.59	#VALUE!
141		40.8196	72.5635	?	71898	67045	59028	208.37	204.49	198.58	#VALUE!
142		40.7665	72.7552	?	47802	48698	50080	156.76	148.80	136.92	#VALUE!
143		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
144		40.7626	72.7755	?	49042	50689	53113	150.06	142.53	131.43	#VALUE!
145		40.8313	72.7548	?	70101	69944	69186	164.48	158.96	150.47	#VALUE!
146		40.9581	72.6208	?	115236	112154	106492	189.14	186.12	181.59	#VALUE!
147		40.737	72.8524	?	56488	60560	66298	125.91	120.63	112.87	#VALUE!
148		40.7909	72.661	?	53311	50571	46221	187.75	180.94	169.83	#VALUE!
149		40.7228	73.0744	?	110696	116333	124154	104.52	102.65	99.44	#VALUE!
150		40.7823	72.6889	?	49692	47926	45233	179.39	171.74	159.46	#VALUE!
151		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
152		40.7304	72.8746	?	60300	64820	71163	120.62	116.02	109.15	#VALUE!
153		40.7399	73.0314	?	101165	106464	113749	109.67	107.36	103.55	#VALUE!
154		40.7387	73.0312	?	100966	106282	113594	109.44	107.14	103.34	#VALUE!
155		40.7851	72.6829	?	50723	48731	45648	181.28	173.84	161.86	#VALUE!
156		40.8174	72.6137	?	65685	61807	55377	197.98	193.01	185.10	#VALUE!
157		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
158		40.6419	72.2306	?	126257	119939	111230	270.83	271.94	274.68	#VALUE!
159		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
160		40.7961	72.9032	?	81010	84378	88769	132.42	128.36	122.18	#VALUE!
161		40.7664	72.754	?	47639	48496	49827	157.11	149.12	137.17	#VALUE!
162		40.785	72.7977	?	59190	60898	63145	148.85	142.61	133.30	#VALUE!
163		40.785	72.7977	?	59190	60898	63145	148.85	142.61	133.30	#VALUE!
164		40.7434	72.8691	?	61598	65719	71456	125.14	120.32	113.15	#VALUE!
165		40.7953	72.8073	?	63776	65491	67655	148.55	142.76	134.07	#VALUE!

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MORI DocID: 1147297

		Witness Location		Witness	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Az (deg) [1]	Az (deg) [2]	Az (deg) [3]	Closest Az
	Witness name	Latitude	Longitude	Azimuth	t=0	t=15	t=42	t=0	t=15	t=42	(deg)
166		40.8498	72.4762	?	94391	88766	79524	218.15	215.81	212.68	#VALUE!
167		40.7979	72.6326	?	57380	53820	48050	195.20	189.29	179.64	#VALUE!
168		40.8477	72.5031	?	89368	83990	75101	214.69	212.00	208.21	#VALUE!
169		41.0615	73.4344	?	255769	259593	264157	126.07	124.83	122.81	#VALUE!
170		40.8644	72.4114	?	110145	104164	94443	223.80	222.12	220.12	#VALUE!
171		40.91	72.6439	?	96977	94147	88982	187.06	183.39	177.79	#VALUE!
172		40.4868	73.8607	?	330181	336836	346579	79.49	79.30	78.73	#VALUE!
173		40.7909	72.7532	?	55902	56251	56572	160.88	153.99	143.50	#VALUE!
174		40.8361	72.4966	?	86998	81440	72311	217.26	214.65	211.06	#VALUE!
175		40.8528	72.4114	?	107132	101067	91250	225.36	223.73	221.84	#VALUE!
176		40.9168	72.6621	?	98962	96464	91785	183.99	180.31	174.71	#VALUE!
177		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
178		40.7971	72.6547	?	55803	52887	48185	189.21	182.79	172.35	#VALUE!
179		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
180		40.8255	72.6454	?	66440	63387	58238	189.97	184.66	176.22	#VALUE!
181		40.7134	73.0144	?	93792	99407	107240	105.08	102.86	99.13	#VALUE!
182		40.7671	72.9964	?	96230	100957	107341	117.21	114.41	109.94	#VALUE!
183		40.9435	72.86205	?	118730	119437	119476	155.93	152.70	147.75	#VALUE!
184		40.7909	72.6587	?	53400	50586	46113	188.43	181.66	170.61	#VALUE!
185		40.8011	72.8671	?	75320	78071	81597	138.59	133.98	127.02	#VALUE!
186		40.8555	72.5605	?	83986	79436	71777	204.62	201.12	195.87	#VALUE!
187		40.7895	72.7893	?	59463	60860	62645	151.58	145.29	135.85	#VALUE!
188		40.7431	72.0287	?	185370	178693	168942	259.21	259.52	260.63	#VALUE!
189		40.7655	72.7743	?	49799	51334	53573	150.99	143.54	132.52	#VALUE!
190		40.7905	72.6609	?	53170	50426	46073	187.80	180.97	169.84	#VALUE!
191		40.7971	72.6547	?	55803	52887	48185	189.21	182.79	172.35	#VALUE!
192		40.8664	72.4509	?	103474	97778	88423	219.13	217.07	214.39	#VALUE!
193		40.7375	72.8512	?	56327	60369	66064	126.26	120.94	113.13	#VALUE!
194		40.7361	72.8571	?	57356	61517	67372	124.88	119.75	112.18	#VALUE!
195		40.8507	72.8598	?	88581	90337	92214	147.34	143.17	136.79	#VALUE!
196		40.738	72.847	?	55506	59472	65072	127.12	121.67	113.68	#VALUE!
197		40.7488	72.705	?	37806	36995	36353	172.43	162.15	146.01	#VALUE!
198		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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		Witness Location		Witness	Ground Dist (ft)	Ground Dist (ft)	Ground Dist (ft)	Az (deg) [1]	Az (deg) [2]	Az (deg) [3]	Closest Az
	Witness name	Latitude	Longitude	Azimuth	t=0	t=15	t=42	t=0	t=15	t=42	(deg)
199		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
200		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
201		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
202		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
203		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
204		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
205		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
206		**40.7669**	**72.7539**	?	47796	48638	49943	157.22	149.25	137.33	**#VALUE!**
207		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
208		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**
		?	?	?	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	**#VALUE!**

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Sheet1

Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
1.	13.23	16.96	6.96	12.75	31.36	18.61	55.44057	52.15338	45.69082
2.	16.13	19.06	6.85	16.83	41.85	25.03	45.68765	46.58949	46.44664
3.	13.72	15.50	5.18	19.52	48.61	29.08	53.50734	56.90149	61.30768
4.	6.81	7.88	2.66	21.17	52.23	31.06	106.99	110.96	119.5485
5.	6.06	7.02	2.36	21.79	53.69	31.90	120.198	124.5119	134.5025
6.	4.34	5.44	2.06	10.73	25.17	14.43	167.7498	160.3019	153.9112
7.	16.12	19.04	6.85	16.82	41.85	25.02	45.7173	46.61631	46.47122
8.	13.71	15.45	5.15	19.68	49.00	29.32	53.53491	57.0828	61.73467
9.	13.18	14.85	4.94	19.88	49.49	29.61	55.64022	59.34031	64.38395
10	12.31	14.48	5.10	17.53	43.62	26.10	59.52127	60.84014	62.35777
11	12.31	14.48	5.10	17.53	43.62	26.10	59.52127	60.84014	62.35777
12	13.58	17.33	7.06	13.06	32.15	19.10	54.0351	51.07635	45.06398
13	13.05	15.66	5.70	16.25	40.43	24.18	56.22212	56.353	55.73444
14	14.72	18.52	7.39	13.89	34.29	20.40	49.94936	47.88518	43.07835
15	14.85	17.90	6.61	15.96	39.68	23.72	49.51461	49.49114	48.12938
16	13.72	15.50	5.18	19.52	48.61	29.08	53.50734	56.90149	61.30768
17	13.72	15.50	5.18	19.52	48.61	29.08	53.50734	56.90149	61.30768
18	5.06	6.05	2.13	18.25	43.89	25.64	144	144.3825	148.7882
19	3.07	3.80	1.41	11.69	25.69	14.00	237.0818	229.2241	225.1572
20	9.76	12.54	5.08	11.62	28.58	16.96	74.82514	70.05059	62.62025
21	14.74	17.59	6.39	16.45	40.93	24.48	49.86495	50.31826	49.76836
22	10.03	11.98	4.28	16.89	41.89	25.01	72.83962	73.27098	74.1775
23	3.49	4.12	1.42	22.35	53.20	30.85	208.4226	211.572	223.9854
24	12.83	15.95	6.16	14.30	35.44	21.14	57.16515	55.36838	51.61459
25	14.74	16.79	5.70	18.81	46.84	28.02	49.89057	52.65887	55.81514
26	18.03	20.83	7.29	17.62	43.79	26.17	41.00676	42.77812	43.64959
27	4.17	4.90	1.67	22.26	53.86	31.60	174.3439	178.0689	189.9023
28	11.43	14.53	5.81	12.83	31.64	18.82	64.01733	60.64042	54.72588
29	13.67	15.41	5.14	19.66	48.94	29.28	53.70444	57.22672	61.85009
30	8.90	11.46	4.64	11.03	27.12	16.09	82.06023	76.5663	68.51486
31	7.15	8.24	2.77	21.20	52.40	31.20	101.9791	106.0745	114.6096
32	15.43	19.16	7.48	14.57	36.06	21.49	47.69092	46.34043	42.57846
33	13.23	15.36	5.33	18.10	45.06	26.97	55.46946	57.42774	59.69626

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	Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
34		5.05	6.04	2.13	18.25	43.90	25.65	144.0796	144.4647	148.8783
35		8.86	11.38	4.58	11.20	27.55	16.34	82.41309	77.08679	69.30955
36		15.97	18.91	6.82	16.75	41.67	24.92	46.11123	46.93069	46.68749
37		13.72	15.50	5.18	19.52	48.61	29.08	53.50734	56.90149	61.30768
38		5.10	6.45	2.48	10.28	24.72	14.44	142.7335	135.3265	127.9422
39		16.37	19.62	7.22	16.19	40.23	24.04	45.01567	45.30678	44.10423
40		14.42	18.29	7.40	13.46	33.19	19.72	50.97707	48.47911	43.00133
41		13.90	17.52	6.98	13.70	33.84	20.14	52.8369	50.53345	45.56249
42		12.21	13.81	4.60	19.96	49.70	29.74	60.00171	63.70192	69.04588
43		13.80	17.62	7.21	13.04	32.10	19.06	53.19743	50.24193	44.15953
44		15.76	18.35	6.44	17.56	43.69	26.14	46.71872	48.31487	49.37405
45		14.66	19.39	8.62	11.59	28.11	16.52	50.13598	45.81541	36.96504
46		7.17	8.64	3.11	16.52	40.49	23.97	101.734	101.242	102.2132
47		10.03	11.49	3.86	20.06	49.85	29.79	72.83508	76.38083	82.29155
48		14.08	17.94	7.31	13.21	32.53	19.32	52.15516	49.38522	43.53496
49		8.61	11.11	4.50	10.72	26.39	15.67	84.76828	78.92245	70.53561
50		8.61	11.11	4.50	10.72	26.39	15.67	84.76828	78.92245	70.53561
51		15.66	19.39	7.53	14.72	36.44	21.72	47.01112	45.81856	42.27004
52		12.15	15.35	6.09	13.34	32.95	19.61	60.28141	57.47764	52.25013
53		6.91	8.00	2.70	20.98	51.75	30.77	105.4692	109.2815	117.5045
54		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
55		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
56		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
57		14.24	18.10	7.36	13.33	32.83	19.50	51.60283	48.95676	43.27469
58		13.54	17.10	6.82	13.57	33.52	19.95	54.19753	51.74369	46.62726
59		11.95	14.98	5.86	13.73	33.97	20.24	61.28104	58.84058	54.30439
60		8.76	10.56	3.81	16.40	40.52	24.12	83.28768	83.03477	83.42741
61		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
62		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
63		16.13	19.06	6.85	16.83	41.85	25.03	45.68765	46.58949	46.44664
64		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
65		12.18	15.38	6.10	13.35	32.99	19.64	60.12869	57.34168	52.13096
66		12.75	16.40	6.78	12.41	30.50	18.09	57.52289	53.86213	46.93344

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Sheet1

	Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
67.		16.13	19.06	6.85	16.83	41.85	25.03	45.68765	46.58949	46.44664
68.		11.49	13.47	4.70	17.93	44.59	26.67	63.69215	65.32185	67.60011
69.		7.80	9.00	3.03	20.71	51.24	30.53	93.48636	97.26608	104.768
70.		16.13	19.06	6.85	16.83	41.85	25.03	45.68765	46.58949	46.44664
71.		5.54	6.47	2.21	21.10	51.53	30.43	131.4918	134.9135	143.8231
72.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
73.		15.73	18.32	6.43	17.54	43.66	26.12	46.81777	48.39942	49.44305
74.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
75.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
76.		12.90	15.55	5.70	16.03	39.87	23.84	56.84281	56.7452	55.7961
77.		13.24	15.37	5.33	18.10	45.07	26.97	55.42858	57.38803	59.65564
78.		11.58	13.42	4.61	18.63	46.35	27.72	63.20145	65.5319	68.89605
79.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
80.		11.23	13.56	4.95	16.01	39.77	23.76	65.14786	64.86845	64.16734
81.		14.14	17.76	7.04	13.90	34.34	20.45	51.96257	49.86795	45.18532
82.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
83.		4.98	5.81	1.97	22.02	53.82	31.79	146.1971	150.2377	161.1509
84.		13.57	17.27	7.00	13.20	32.53	19.33	54.06805	51.24892	45.48427
85.		15.01	18.07	6.66	16.02	39.84	23.82	48.9927	49.04215	47.76054
86.		11.95	14.98	5.86	13.73	33.97	20.24	61.27887	58.84083	54.30856
87.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
88.		48.12	42.88	12.03	20.75	51.01	30.26	17.04462	22.35378	26.57438
89.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
90.		36.61	42.55	14.26	16.66	42.78	26.12	21.28062	22.49466	22.49823
91.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
92.		23.76	25.50	8.27	19.54	48.27	28.73	31.49255	35.3298	38.50988
93.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
94.		8.38	9.59	3.20	21.03	52.19	31.16	87.05654	91.27763	99.17574
95.		13.02	14.65	4.86	20.01	49.81	29.80	56.34466	60.15593	65.42691
96.		16.39	19.42	7.02	16.69	41.50	24.81	44.96551	45.74677	45.3483
97.		3.14	3.76	1.32	19.71	45.39	25.68	231.8924	232.0009	239.9555
98.		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
99.		3.41	4.22	1.56	12.73	28.65	15.92	213.1555	206.78	203.7709

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MORI DocID: 1147297

	Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
100		3.39	4.10	1.47	17.12	39.29	22.17	214.8718	212.7725	216.3753
101		3.39	4.10	1.47	17.12	39.29	22.17	214.8718	212.7725	216.3753
102		3.49	4.28	1.57	14.10	32.02	17.93	208.5248	203.5807	202.4894
103		3.24	3.88	1.36	19.70	45.54	25.85	224.5603	224.7952	232.6317
104		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
105		15.81	18.46	6.51	17.42	43.36	25.94	46.57264	48.04099	48.884
106		48.12	42.88	12.03	20.75	51.01	30.26	17.04462	22.35378	26.57438
107		8.11	10.35	4.11	11.31	27.77	16.45	89.99548	84.62999	77.2652
108		11.58	13.42	4.61	18.63	46.35	27.72	63.20145	65.5319	68.89605
109		14.85	18.70	7.48	13.87	34.23	20.36	49.51677	47.44207	42.57743
110		8.61	11.11	4.50	10.72	26.39	15.67	84.76828	78.92245	70.53561
111		9.68	11.26	3.87	18.98	47.09	28.11	75.46433	77.89407	82.15266
112		13.05	15.66	5.70	16.25	40.43	24.18	56.22212	56.353	55.73444
113		13.05	15.66	5.70	16.25	40.43	24.18	56.22212	56.353	55.73444
114		15.41	19.21	7.55	14.39	35.58	21.19	47.75122	46.22068	42.15041
115		15.41	19.21	7.55	14.39	35.58	21.19	47.75122	46.22068	42.15041
116		15.41	19.21	7.55	14.39	35.58	21.19	47.75122	46.22068	42.15041
117		4.18	4.92	1.68	21.97	52.97	30.99	173.9141	177.366	188.5507
118		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
119		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
120		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
121		9.68	11.26	3.87	18.98	47.09	28.11	75.46433	77.89407	82.15266
122		3.71	4.38	1.50	22.13	52.85	30.72	196.1687	199.3423	211.1328
123		10.00	11.45	3.85	20.06	49.85	29.79	73.05767	76.59957	82.51747
124		10.00	11.45	3.85	20.06	49.85	29.79	73.05767	76.59957	82.51747
125		15.81	18.46	6.51	17.42	43.36	25.94	46.57264	48.04099	48.884
126		16.39	19.45	7.05	16.61	41.31	24.69	44.96342	45.66974	45.14831
127		15.97	18.91	6.82	16.75	41.67	24.92	46.11123	46.93069	46.68749
128		12.83	15.95	6.16	14.30	35.44	21.14	57.16515	55.36838	51.61459
129		14.57	16.49	5.54	19.20	47.81	28.60	50.45621	53.59671	57.38104
130		12.50	14.06	4.65	20.24	50.40	30.16	58.62165	62.62047	68.35203
131		13.44	15.15	5.04	19.77	49.22	29.45	54.60378	58.21659	63.04788
132		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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MORI DocID: 1147297

Sheet1

	Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
133		10.88	14.07	5.80	11.59	28.49	16.90	67.23034	62.57849	54.78484
134		16.12	19.04	6.85	16.82	41.85	25.02	45.7173	46.61631	46.47122
135		13.66	15.41	5.14	19.66	48.94	29.28	53.72335	57.24279	61.86299
136		14.70	18.57	7.46	13.72	33.86	20.14	49.99627	47.77153	42.68629
137		13.43	15.14	5.04	19.75	49.18	29.43	54.65436	58.25194	63.06259
138		2.89	3.43	1.19	22.31	51.87	29.55	251.6503	253.9226	266.7082
139		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
140		8.04	9.30	3.15	20.27	50.14	29.87	90.73373	94.13382	100.8385
141		10.88	14.07	5.80	11.59	28.49	16.90	67.23034	62.57849	54.78484
142		16.13	19.03	6.83	16.87	41.97	25.10	45.69302	46.64056	46.57256
143		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
144		15.74	18.34	6.45	17.52	43.61	26.09	46.78796	48.34775	49.35407
145		11.15	13.51	4.96	15.81	39.26	23.46	65.61086	65.12738	64.12355
146		6.84	8.52	3.22	13.14	31.99	18.86	106.5769	102.6759	98.48693
147		13.75	15.50	5.17	19.63	48.87	29.24	53.40127	56.90115	61.46729
148		14.53	18.38	7.40	13.63	33.63	19.99	50.57226	48.24696	43.037
149		7.12	8.22	2.77	21.09	52.10	31.01	102.4383	106.4187	114.7728
150		15.54	19.32	7.56	14.53	35.95	21.42	47.36296	45.98004	42.13227
151		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
152		12.91	14.53	4.82	20.02	49.85	29.83	56.80752	60.6264	65.94198
153		7.78	8.97	3.02	20.76	51.37	30.61	93.75987	97.58389	105.1774
154		7.79	8.98	3.02	20.78	51.41	30.63	93.57929	97.4207	105.0341
155		15.24	19.02	7.49	14.32	35.41	21.09	48.27544	46.66843	42.51187
156		11.88	15.21	6.18	12.50	30.79	18.29	61.63715	57.99	51.43187
157		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
158		6.25	7.97	3.09	10.20	26.22	16.02	116.6311	109.6516	102.8545
159		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
160		9.68	11.26	3.87	18.98	47.09	28.11	75.46433	77.89407	82.15266
161		16.18	19.11	6.87	16.84	41.89	25.05	45.54892	46.46764	46.34111
162		13.14	15.42	5.43	17.52	43.61	26.10	55.81488	57.1962	58.56845
163		13.14	15.42	5.43	17.52	43.61	26.10	55.81488	57.1962	58.56845
164		12.65	14.34	4.80	19.66	48.95	29.29	57.96997	61.41466	66.21189
165		12.23	14.39	5.07	17.51	43.57	26.06	59.9226	61.21456	62.71509

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MORI DocID: 1147297

	Witness name	Elevation (deg) t=0	Elevation (deg) t=15	Elevation (deg) t=42	Explos. Delta Time t=0 to 15	Explos. Delta Time t=0 to 42	Explos. Delta Time t=15 to 42	Time For Sound t=0	Time For Sound t=15	Time For Sound t=38.5
166		8.33	10.72	4.31	10.82	26.60	15.79	87.60088	81.79404	73.63814
167		13.54	17.34	7.12	12.86	31.64	18.78	54.19744	51.0469	44.71203
168		8.79	11.31	4.57	11.05	27.17	16.12	83.03997	77.5495	69.56664
169		3.09	3.70	1.30	19.99	46.02	26.03	235.209	235.5237	243.9755
170		7.15	9.16	3.64	10.49	25.74	15.26	101.9359	95.52725	87.38084
171		8.11	10.12	3.86	13.35	32.80	19.44	89.95069	86.58614	82.34912
172		2.40	2.86	0.99	22.95	52.37	29.43	303.4624	305.3458	320.0655
173		13.89	16.63	6.05	16.33	40.63	24.30	52.87877	53.15178	52.52945
174		9.03	11.66	4.74	10.89	26.80	15.91	80.89005	75.28734	66.99883
175		7.35	9.44	3.76	10.41	25.60	15.19	99.19188	92.7603	84.43876
176		7.95	9.88	3.74	13.66	33.52	19.87	91.75589	88.65188	84.93121
177		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
178		13.91	17.62	7.10	13.45	33.17	19.72	52.79072	50.2412	44.83621
179		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
180		11.75	14.84	5.88	13.23	32.69	19.46	62.31585	59.37108	54.05892
181		8.38	9.59	3.20	21.03	52.19	31.16	87.05654	91.27763	99.17574
182		8.17	9.45	3.20	20.23	50.06	29.83	89.27201	92.66214	99.26882
183		6.64	8.01	2.87	16.61	40.55	23.94	109.7631	109.2009	110.4588
184		14.51	18.37	7.41	13.57	33.45	19.89	50.65169	48.25934	42.9383
185		10.40	12.14	4.21	18.42	45.76	27.34	70.31918	72.30278	75.54671
186		9.34	11.94	4.78	11.81	29.05	17.24	78.15965	73.5108	66.50733
187		13.08	15.43	5.47	17.24	42.92	25.68	56.05825	57.16293	58.1084
188		4.26	5.37	2.03	10.03	24.36	14.33	170.693	162.4998	156.0926
189		15.51	18.12	6.39	17.42	43.35	25.93	47.45774	48.90281	49.77686
190		14.57	18.43	7.42	13.63	33.62	19.99	50.44716	48.1221	42.90111
191		13.91	17.62	7.10	13.45	33.17	19.72	52.79072	50.2412	44.83621
192		7.61	9.75	3.88	10.75	26.38	15.63	95.86142	89.82446	81.83439
193		13.79	15.55	5.19	19.60	48.80	29.20	53.2581	56.73414	61.25221
194		13.55	15.27	5.09	19.71	49.06	29.36	54.1761	57.7367	62.45457
195		8.87	10.53	3.72	17.52	43.34	25.82	82.32562	83.19217	85.32702
196		13.98	15.77	5.27	19.54	48.64	29.10	52.52586	55.95258	60.33979
197		20.08	24.42	9.37	15.55	38.40	22.84	36.96268	36.78646	34.02117
198		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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MORI DocID: 1147297

		Elevation (deg)	Elevation (deg)	Elevation (deg)	Explos. Delta Time	Explos. Delta Time	Explos. Delta Time	Time For Sound	Time For Sound	Time For Sound	
Witness name		t=0	t=15	t=42	t=0 to 15	t=0 to 42	t=15 to 42	t=0	t=15	t=38.5	
199		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
200		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
201		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
202		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
203		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
204		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
205		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
206		16.13	19.06	6.85	16.83	41.85	25.03	45.68765	46.58949	46.44664	
207		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
208		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
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	0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
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	0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
	0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
	0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
	0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	

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MORI DocID: 1147297

									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	63439	58772	78665	70294
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47640	47796	63504	55534
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52365	56607	64720	58932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	108935	115690	114374	112522
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	122663	130164	124409	124536
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	188971	182156	201090	193878
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47675	47830	63540	55570
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52162	56638	64172	58575
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	54194	58995	65611	60348
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61797	63328	76827	69468
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61797	63328	76827	69468
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61537	57198	76985	68564
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59907	59646	75851	67813
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56074	52610	71949	63466
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52974	52120	69083	60873
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52365	56607	64720	58932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52365	56607	64720	58932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	153391	156206	166711	160488
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	263754	257812	277568	269703
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	86001	80304	100223	92162
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52701	52515	68651	60607
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	77229	78109	92578	85010
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	218821	226551	218273	219707
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	63430	60699	79528	71060
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	49427	52544	63257	56620
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	41421	42464	56968	49238
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	181553	189357	180337	182084
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	72718	68331	88149	79736
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52383	56828	64434	58815
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	94641	88289	107870	100165
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	103386	110192	108704	106903
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52769	50063	68858	60388
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56570	58804	71114	64061

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Sheet1

									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	153473	156293	166786	160567
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	94813	88677	108406	100569
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	48205	48276	64095	56103
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52365	56607	64720	58932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	162124	154821	172787	166176
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47766	47034	63868	55668
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57707	53766	73375	64913
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59450	55855	75280	66800
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	58878	63864	69838	64846
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	60638	56259	76060	67644
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47755	48964	63136	55528
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	58997	52820	72600	64712
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	109335	109923	124746	117141
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	72878	78104	83051	78543
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59298	55090	74822	66386
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	97981	91272	110494	103065
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	97981	91272	110494	103065
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	51844	49294	67961	59501
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	68018	64175	83751	75282
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	107516	114021	113844	111514
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	58557	54470	74149	65700
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61088	57380	76873	68397
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	68633	65288	84572	76087
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	89303	89641	104905	97153
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47640	47796	63504	55534
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	67834	64005	83573	75104
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	66118	61099	81061	72765

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									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	47640	47796	63504	55534
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	65816	67970	80318	73303
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	94704	100864	102256	99237
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47640	47796	63504	55534
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	135950	142526	141770	139765
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47882	49076	63269	55656
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	60875	60339	76895	68784
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56525	58758	71069	64016
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	64302	67425	77858	71416
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	69971	69587	85923	77879
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	58258	54874	74167	65682
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	150935	158608	151200	152147
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61401	57235	76953	68512
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52321	51532	68420	60222
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	68627	65286	84567	76082
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	8485	12391	7909	583
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	22107	18603	17827	17229
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	27959	31388	42208	35242
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	87188	93792	93478	91112
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	54783	59783	65831	60773
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47040	46977	62981	54944
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	247845	252152	258743	253991
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	236203	231715	251609	243220

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Sheet1

									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	232498	233587	247394	240169
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	232498	233587	247394	240169
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	229393	226663	245539	237085
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	239829	244155	250708	245965
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47782	48798	63268	55587
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	8485	12391	7909	583
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	102990	97026	116835	108915
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	64302	67425	77858	71416
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	55626	52123	71485	63003
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	97981	91272	110494	103065
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	77281	81010	89900	84030
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59907	59646	75851	67813
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59907	59646	75851	67813
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53062	50131	69100	60620
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53062	50131	69100	60620
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53062	50131	69100	60620
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	181414	188888	182938	183265
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	77281	81010	89900	84030
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	205637	213180	206609	207246
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	73123	78350	83287	78784
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	73123	78350	83287	78784
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47782	48798	63268	55587
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47141	46974	63113	55049
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	48205	48276	64095	56103
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	63430	60699	79528	71060
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	49475	53180	62630	56382
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56949	62325	67199	62584
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53212	57835	64956	59510
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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Sheet1

TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			Distance From Witness			
									TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	77712	71898	91791	83770
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47675	47830	63540	55570
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52408	56849	64463	58842
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56324	52663	72119	63642
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53289	57892	65065	59602
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	266253	273698	267687	268118
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	92280	97838	101411	97527
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	77712	71898	91791	83770
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47582	47802	63424	55472
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47881	49042	63287	55662
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	70736	70101	86757	78645
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	118915	115236	134763	126284
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52091	56488	64225	58559
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57062	53311	72820	64346
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	104035	110696	109876	107798
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52462	49692	68536	60064
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	55269	60300	66245	61228
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	94937	101165	102287	99377
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	94719	100966	102015	99133
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	53717	50723	69739	61258
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	70503	65685	85618	77279
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	133836	126257	134952	132834
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	77281	81010	89900	84030
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	47469	47639	63330	55363
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57756	59190	72890	65458
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57756	59190	72890	65458
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57077	61598	68883	63419
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	62263	63776	77301	69938

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									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	100971	94391	113752	106223
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	61944	57380	77243	68855
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	95687	89368	108973	101249
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	251129	255769	261404	257012
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	117101	110145	128962	121812
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	100444	96977	116367	107883
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	322324	330181	320027	322404
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56154	55902	72110	64061
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	93520	86998	106435	98847
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	114188	107132	125779	118737
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	102046	98962	118093	109612
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59706	55803	75396	66932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	70366	66440	86061	77598
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	87188	93792	93478	91112
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	90726	96230	100004	96036
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	118013	118730	133325	125793
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	57230	53400	72951	64482
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	72403	75320	86083	79581
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	89420	83986	103952	95793
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	58401	59463	73763	66176
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	193253	185370	197112	193692
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	48758	49799	64220	56556
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	56929	53170	72682	64210
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	59706	55803	75396	66932
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	110117	103474	122747	115285
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	51974	56327	64175	58471
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	52831	57356	64745	59204
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	86774	88581	101405	94326
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	51262	55506	63646	57838
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	39858	37806	56020	47593
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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Sheet1

									Distance From Witness			
TWA800 @ t=-12			USAIR FLT217 @ t=-12			USAIR FLT217 @ t=0			TWA800	TWA800	FLT217	FLT217
Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	Latitude	Longitude	Altitude	t=-12	t=0	t=-12	t=0
40.6397	**72.7144**	**13800**	**40.5953**	**72.7183**	**21695**	**40.6183**	**72.7097**	**21700**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
40.6397	72.7144	13800	40.5953	72.7183	21695	40.6183	72.7097	21700

Sheet1

		AT TIME= -12 SEC				AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
1.	202.24	12.27	197.79	15.42	196.23	13.23	198.86	17.16
2.	166.74	16.15	170.09	18.86	157.22	16.13	167.28	21.34
3.	134.25	14.76	144.55	18.53	127.20	13.72	138.79	20.21
4.	105.43	7.22	113.26	10.74	103.31	6.81	109.07	10.92
5.	92.16	6.42	99.62	9.89	91.00	6.06	95.72	9.88
6.	223.43	4.18	220.27	6.16	222.18	4.34	221.57	6.39
7.	166.75	16.14	170.09	18.85	157.24	16.12	167.28	21.33
8.	132.15	14.82	142.91	18.68	125.26	13.71	136.95	20.33
9.	128.97	14.29	140.02	18.30	122.59	13.18	133.95	19.78
10	155.51	12.59	160.51	15.77	148.39	12.31	157.20	17.35
11	155.51	12.59	160.51	15.77	148.39	12.31	157.20	17.35
12	199.54	12.64	195.52	15.74	193.14	13.58	196.34	17.56
13	168.79	12.97	171.16	15.96	161.20	13.05	168.99	17.74
14	192.80	13.83	189.95	16.78	185.28	14.72	190.10	18.88
15	173.58	14.60	175.08	17.43	164.99	14.85	173.19	19.62
16	134.25	14.76	144.55	18.53	127.20	13.72	138.79	20.21
17	134.25	14.76	144.55	18.53	127.20	13.72	138.79	20.21
18	143.48	5.14	146.77	7.41	140.74	5.06	144.75	7.70
19	212.65	3.00	210.87	4.47	211.50	3.07	211.53	4.60
20	211.10	9.12	206.33	12.21	207.31	9.76	207.91	13.25
21	168.77	14.67	171.40	17.54	160.14	14.74	169.00	19.70
22	159.60	10.13	163.09	13.19	153.79	10.03	160.61	14.32
23	85.42	3.61	89.67	5.68	84.98	3.49	87.48	5.64
24	186.71	12.27	185.35	15.26	179.84	12.83	184.94	16.98
25	144.05	15.60	152.67	18.93	135.86	14.74	147.61	20.97
26	160.94	18.43	166.25	20.85	150.20	18.03	162.47	23.78
27	82.72	4.35	87.83	6.86	82.30	4.17	85.20	6.80
28	199.47	10.75	195.97	13.83	194.10	11.43	196.72	15.22
29	132.41	14.76	143.09	18.61	125.53	13.67	137.17	20.25
30	218.06	8.30	212.77	11.37	215.09	8.90	214.73	12.22
31	104.76	7.60	113.03	11.29	102.58	7.15	108.62	11.47
32	187.23	14.66	185.54	17.49	178.92	15.43	185.07	19.77
33	150.50	13.71	156.92	16.97	142.95	13.23	152.92	18.71

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		AT TIME= -12 SEC				AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
34	143.44	5.14	146.73	7.41	140.70	5.05	144.71	7.70
35	215.58	8.28	210.61	11.32	212.45	8.86	212.39	12.18
36	167.30	15.98	170.48	18.70	157.89	15.97	167.75	21.15
37	134.25	14.76	144.55	18.53	127.20	13.72	138.79	20.21
38	231.21	4.87	227.04	7.16	230.10	5.10	228.84	7.44
39	173.18	16.11	174.90	18.76	163.64	16.37	172.80	21.30
40	196.49	13.45	192.91	16.47	189.42	14.42	193.43	18.48
41	193.62	13.07	190.72	16.08	186.60	13.90	190.96	18.00
42	126.95	13.19	137.61	17.26	121.19	12.21	131.76	18.50
43	199.92	12.82	195.78	15.92	193.45	13.80	196.64	17.79
44	158.99	16.12	164.25	18.96	149.70	15.76	160.62	21.35
45	216.95	13.17	209.26	16.64	211.86	14.66	211.88	18.54
46	160.86	7.19	163.29	9.87	156.73	7.17	161.50	10.49
47	124.00	10.72	133.28	14.64	119.48	10.03	128.18	15.44
48	198.58	13.10	194.64	16.17	191.85	14.08	195.37	18.10
49	222.44	8.02	216.78	11.11	219.89	8.61	218.98	11.89
50	222.44	8.02	216.78	11.11	219.89	8.61	218.98	11.89
51	186.13	14.91	184.67	17.70	177.62	15.66	184.08	20.04
52	195.16	11.47	192.27	14.52	189.15	12.15	192.66	16.08
53	108.86	7.31	116.58	10.79	106.52	6.91	112.43	11.01
54	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
55	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
56	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
57	197.63	13.26	193.85	16.31	190.74	14.24	194.49	18.28
58	194.42	12.73	191.42	15.76	187.65	13.54	191.74	17.60
59	191.18	11.37	189.06	14.39	185.03	11.95	189.08	15.92
60	163.16	8.78	165.72	11.68	158.10	8.76	163.76	12.59
61	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
62	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
63	166.74	16.15	170.09	18.86	157.22	16.13	167.28	21.34
64	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
65	195.06	11.50	192.18	14.55	189.03	12.18	192.56	16.12
66	205.24	11.79	200.36	14.98	199.71	12.75	201.69	16.61

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		AT TIME= -12 SEC				AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217	
67.	166.74	16.15	170.09	18.86	157.22	16.13	167.28	21.34	
68.	150.57	11.84	156.24	15.12	144.04	11.49	152.67	16.49	
69.	113.35	8.29	121.70	11.98	110.43	7.80	117.18	12.33	
70.	166.74	16.15	170.09	18.86	157.22	16.13	167.28	21.34	
71.	107.62	5.80	113.85	8.70	105.80	5.54	110.50	8.83	
72.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
73.	159.08	16.08	164.31	18.93	149.82	15.73	160.69	21.30	
74.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
75.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
76.	170.72	12.77	172.66	15.76	163.24	12.90	170.69	17.51	
77.	150.51	13.72	156.93	16.98	142.95	13.24	152.92	18.73	
78.	143.03	12.11	150.19	15.57	136.69	11.58	145.95	16.90	
79.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
80.	169.13	11.16	171.16	14.17	162.63	11.23	169.27	15.57	
81.	192.03	13.33	189.43	16.31	184.77	14.14	189.51	18.28	
82.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
83.	87.51	5.22	93.65	8.17	86.78	4.98	90.47	8.12	
84.	198.11	12.67	194.37	15.74	191.60	13.57	195.05	17.57	
85.	173.17	14.78	174.78	17.59	164.46	15.01	172.82	19.82	
86.	191.16	11.37	189.04	14.39	185.01	11.95	189.06	15.92	
87.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
88.	351.19	58.41	0.00	69.97	30.45	48.12	0.00	88.46	
89.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
90.	307.26	31.97	260.96	50.59	327.43	36.61	288.91	51.55	
91.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
92.	144.56	26.27	157.40	27.20	130.72	23.76	150.20	31.62	
93.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
94.	107.85	8.99	117.33	13.07	105.08	8.38	112.27	13.40	
95.	127.03	14.14	138.33	18.24	120.87	13.02	132.16	19.65	
96.	168.40	16.35	171.35	19.01	158.73	16.39	168.70	21.55	
97.	130.51	3.19	133.21	4.79	128.98	3.14	131.64	4.88	
98.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
99.	198.63	3.34	197.46	4.93	197.03	3.41	197.75	5.10	

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		AT TIME= -12 SEC			AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
100	155.97	3.40	157.49	5.01	154.04	3.39	156.44	5.16
101	155.97	3.40	157.49	5.01	154.04	3.39	156.44	5.16
102	184.27	3.44	184.00	5.05	182.41	3.49	183.82	5.23
103	130.38	3.29	133.18	4.95	128.81	3.24	131.56	5.04
104	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
105	160.41	16.11	165.33	18.93	151.08	15.81	161.84	21.32
106	351.19	58.41	0.00	69.97	30.45	48.12	0.00	88.46
107	213.60	7.63	209.21	10.52	210.61	8.11	210.76	11.27
108	143.03	12.11	150.19	15.57	136.69	11.58	145.95	16.90
109	193.14	13.93	190.19	16.88	185.57	14.85	190.37	19.01
110	222.44	8.02	216.78	11.11	219.89	8.61	218.98	11.89
111	137.48	10.12	144.45	13.57	132.42	9.68	140.41	14.48
112	168.79	12.97	171.16	15.96	161.20	13.05	168.99	17.74
113	168.79	12.97	171.16	15.96	161.20	13.05	168.99	17.74
114	188.91	14.58	186.83	17.43	180.73	15.41	186.55	19.70
115	188.91	14.58	186.83	17.43	180.73	15.41	186.55	19.70
116	188.91	14.58	186.83	17.43	180.73	15.41	186.55	19.70
117	92.44	4.35	97.51	6.76	91.62	4.18	94.85	6.75
118	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
119	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
120	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
121	137.48	10.12	144.45	13.57	132.42	9.68	140.41	14.48
122	90.71	3.84	95.21	5.99	90.05	3.71	92.86	5.98
123	123.98	10.69	133.23	14.60	119.47	10.00	128.15	15.40
124	123.98	10.69	133.23	14.60	119.47	10.00	128.15	15.40
125	160.41	16.11	165.33	18.93	151.08	15.81	161.84	21.32
126	169.14	16.32	171.91	18.97	159.49	16.39	169.34	21.51
127	167.30	15.98	170.48	18.70	157.89	15.97	167.75	21.15
128	186.71	12.27	185.35	15.26	179.84	12.83	184.94	16.98
129	139.14	15.59	148.86	19.11	131.32	14.57	143.32	21.05
130	123.13	13.62	134.75	17.89	117.53	12.50	128.46	19.12
131	130.71	14.54	141.59	18.47	124.07	13.44	135.59	20.03
132	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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		AT TIME= -12 SEC				AT TIME= 0 SEC			
		Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
	Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
133		212.49	10.07	207.07	13.30	208.37	10.88	208.88	14.52
134		166.75	16.14	170.09	18.85	157.24	16.12	167.28	21.33
135		132.44	14.75	143.11	18.60	125.56	13.66	137.19	20.24
136		194.33	13.77	191.15	16.74	186.94	14.70	191.46	18.83
137		130.90	14.52	141.72	18.44	124.25	13.43	135.75	20.01
138		92.72	2.97	96.18	4.63	92.15	2.89	94.37	4.63
139		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
140		120.10	8.51	128.02	12.08	116.70	8.04	123.67	12.54
141		212.49	10.07	207.07	13.30	208.37	10.88	208.88	14.52
142		166.28	16.17	169.74	18.88	156.76	16.13	166.88	21.36
143		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
144		159.33	16.08	164.50	18.92	150.06	15.74	160.91	21.30
145		170.91	11.04	172.59	14.04	164.48	11.15	170.87	15.43
146		192.58	6.62	191.09	9.15	189.14	6.84	191.23	9.75
147		132.87	14.84	143.50	18.66	125.91	13.75	137.60	20.33
148		195.00	13.60	191.71	16.59	187.75	14.53	192.09	18.64
149		106.81	7.56	114.91	11.17	104.52	7.12	110.58	11.38
150		187.73	14.74	185.91	17.57	179.39	15.54	185.50	19.86
151		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
152		126.69	14.02	137.98	18.13	120.62	12.91	131.82	19.51
153		112.53	8.27	120.92	11.97	109.67	7.78	116.39	12.32
154		112.29	8.29	120.72	12.01	109.44	7.79	116.18	12.35
155		189.34	14.41	187.18	17.28	181.28	15.24	186.95	19.51
156		203.27	11.07	199.00	14.22	197.98	11.88	200.11	15.68
157		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
158		269.81	5.89	262.93	9.13	270.83	6.25	266.44	9.28
159		#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
160		137.48	10.12	144.45	13.57	132.42	9.68	140.41	14.48
161		166.66	16.21	170.03	18.91	157.11	16.18	167.21	21.40
162		156.49	13.44	161.56	16.58	148.85	13.14	158.16	18.34
163		156.49	13.44	161.56	16.58	148.85	13.14	158.16	18.34
164		131.43	13.59	141.56	17.48	125.14	12.65	135.93	18.89
165		155.62	12.50	160.57	15.68	148.55	12.23	157.28	17.24

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		AT TIME= -12 SEC				AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
166.	220.74	7.78	215.43	10.80	218.15	8.33	217.47	11.55
167.	201.43	12.56	197.05	15.69	195.20	13.54	198.05	17.49
168.	217.65	8.21	212.46	11.26	214.69	8.79	214.38	12.10
169.	127.52	3.15	130.32	4.74	126.07	3.09	128.71	4.83
170.	225.71	6.72	220.57	9.55	223.80	7.15	222.66	10.10
171.	191.20	7.82	189.65	10.56	187.06	8.11	189.72	11.37
172.	79.67	2.45	82.53	3.88	79.49	2.40	81.07	3.85
173.	168.98	13.81	171.43	16.74	160.88	13.89	169.17	18.71
174.	220.11	8.39	214.50	11.52	217.26	9.03	216.63	12.38
175.	227.23	6.89	221.82	9.79	225.36	7.35	224.04	10.36
176.	188.15	7.70	187.04	10.41	183.99	7.95	186.90	11.20
177.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
178.	196.06	13.01	192.66	16.05	189.21	13.91	193.14	17.96
179.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
180.	195.74	11.10	192.82	14.15	189.97	11.75	193.26	15.62
181.	107.85	8.99	117.33	13.07	105.08	8.38	112.27	13.40
182.	120.70	8.65	128.68	12.24	117.21	8.17	124.30	12.73
183.	159.75	6.67	162.15	9.24	155.93	6.64	160.42	9.79
184.	195.62	13.56	192.20	16.56	188.43	14.51	192.64	18.60
185.	144.31	10.79	150.59	14.15	138.59	10.40	146.82	15.25
186.	208.43	8.77	204.19	11.79	204.62	9.34	205.53	12.76
187.	159.22	13.29	163.67	16.39	151.58	13.08	160.56	18.15
188.	258.98	4.08	254.36	6.28	259.21	4.26	256.64	6.39
189.	160.13	15.80	165.04	18.67	150.99	15.51	161.57	20.99
190.	195.07	13.63	191.76	16.62	187.80	14.57	192.14	18.67
191.	196.06	13.01	192.66	16.05	189.21	13.91	193.14	17.96
192.	221.45	7.14	216.46	10.02	219.13	7.61	218.40	10.66
193.	133.27	14.87	143.84	18.68	126.26	13.79	137.96	20.36
194.	131.65	14.64	142.40	18.53	124.88	13.55	136.45	20.13
195.	152.38	9.04	156.61	12.08	147.34	8.87	153.87	12.96
196.	134.31	15.07	144.78	18.82	127.12	13.98	138.94	20.57
197.	183.74	19.10	182.66	21.17	172.43	20.08	181.57	24.51
198.	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

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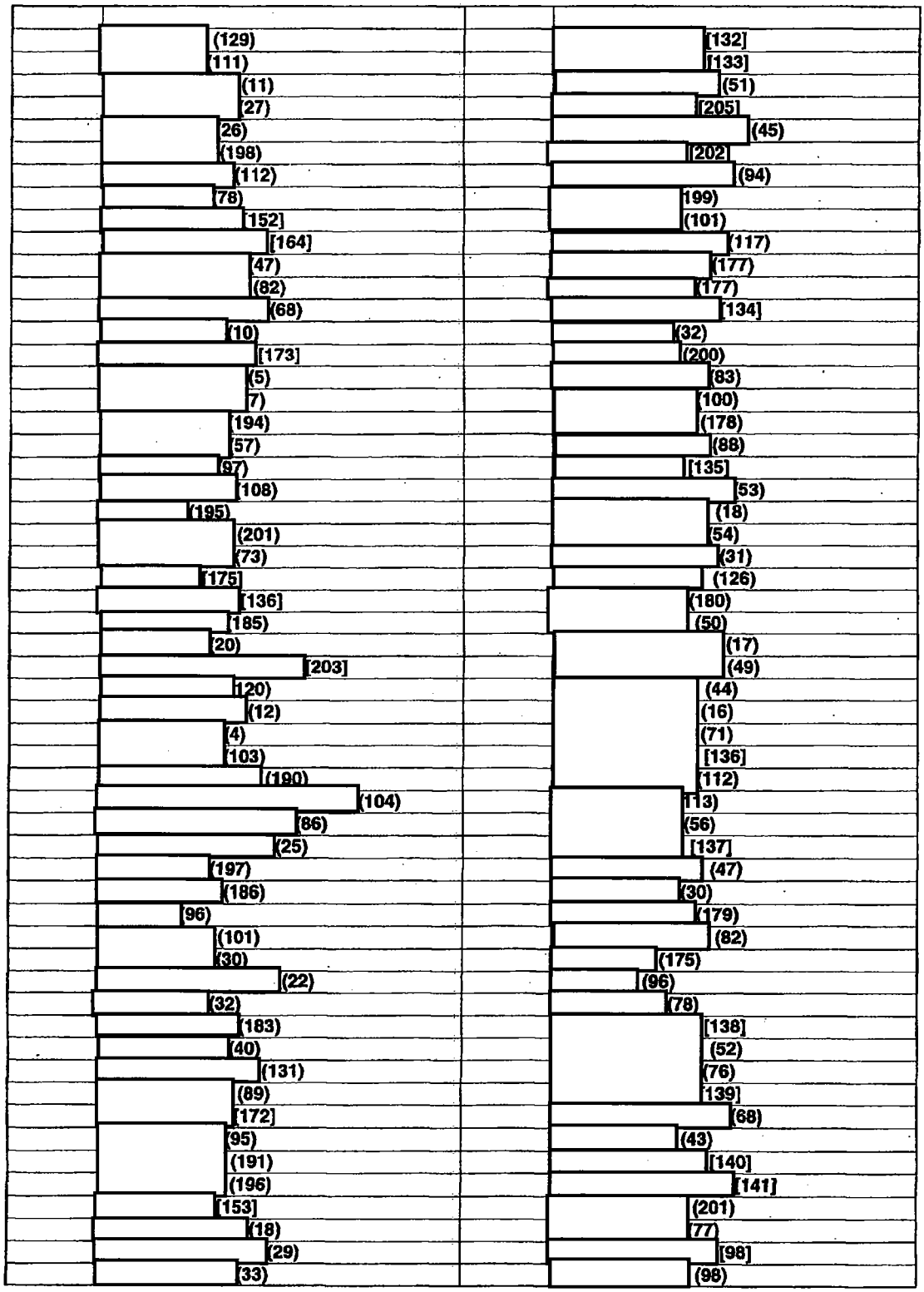
		AT TIME= -12 SEC				AT TIME= 0 SEC			
	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation	Azimuth	Elevation
Witness Name	TWA800	TWA800	USA217	USA217	TWA800	TWA800	USA217	USA217
199	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
200	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
201	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
202	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
203	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
204	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
205	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
206	166.74	16.15	170.09	18.86	157.22	16.13	167.28	21.34
207	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
208	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
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0	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
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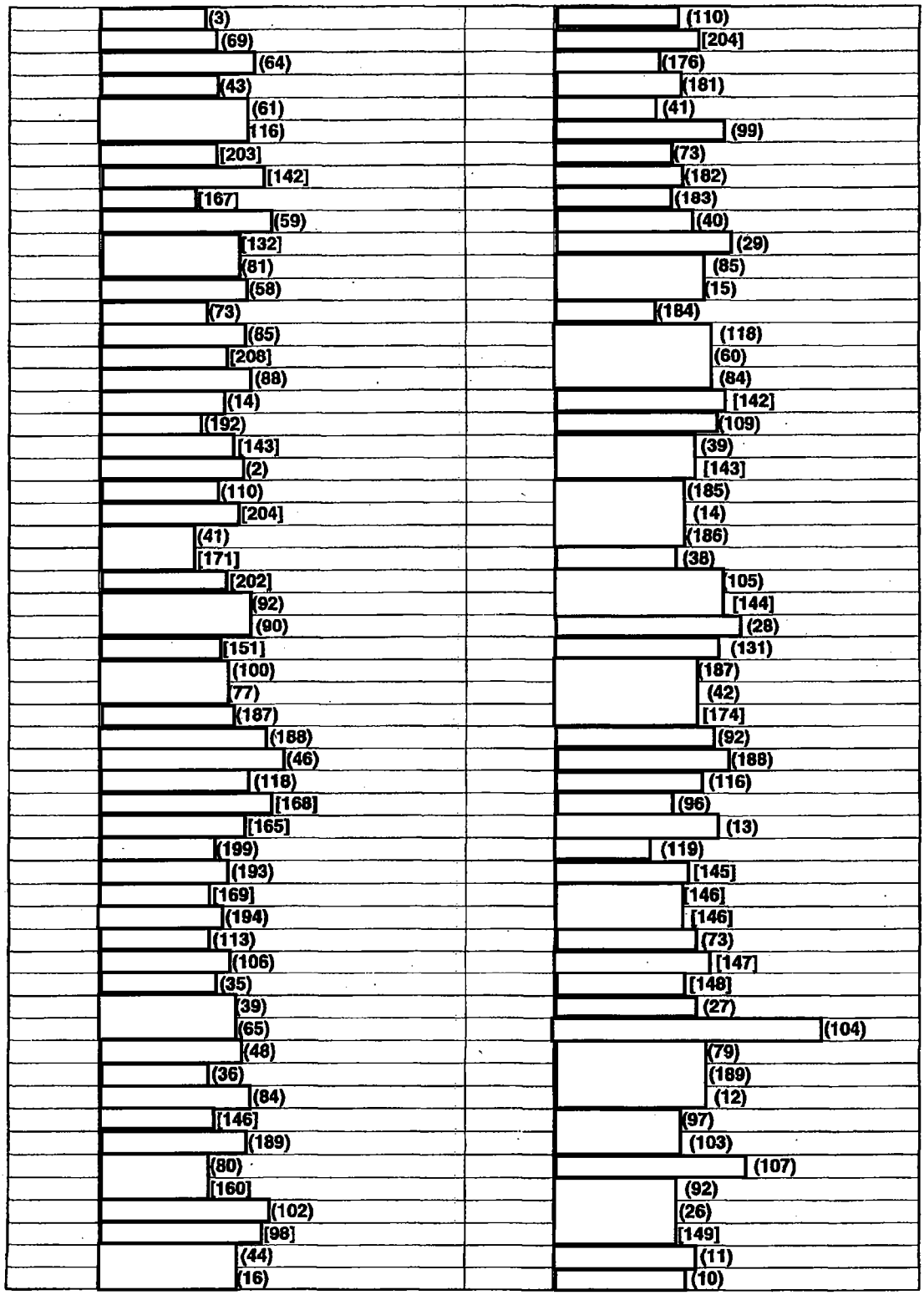
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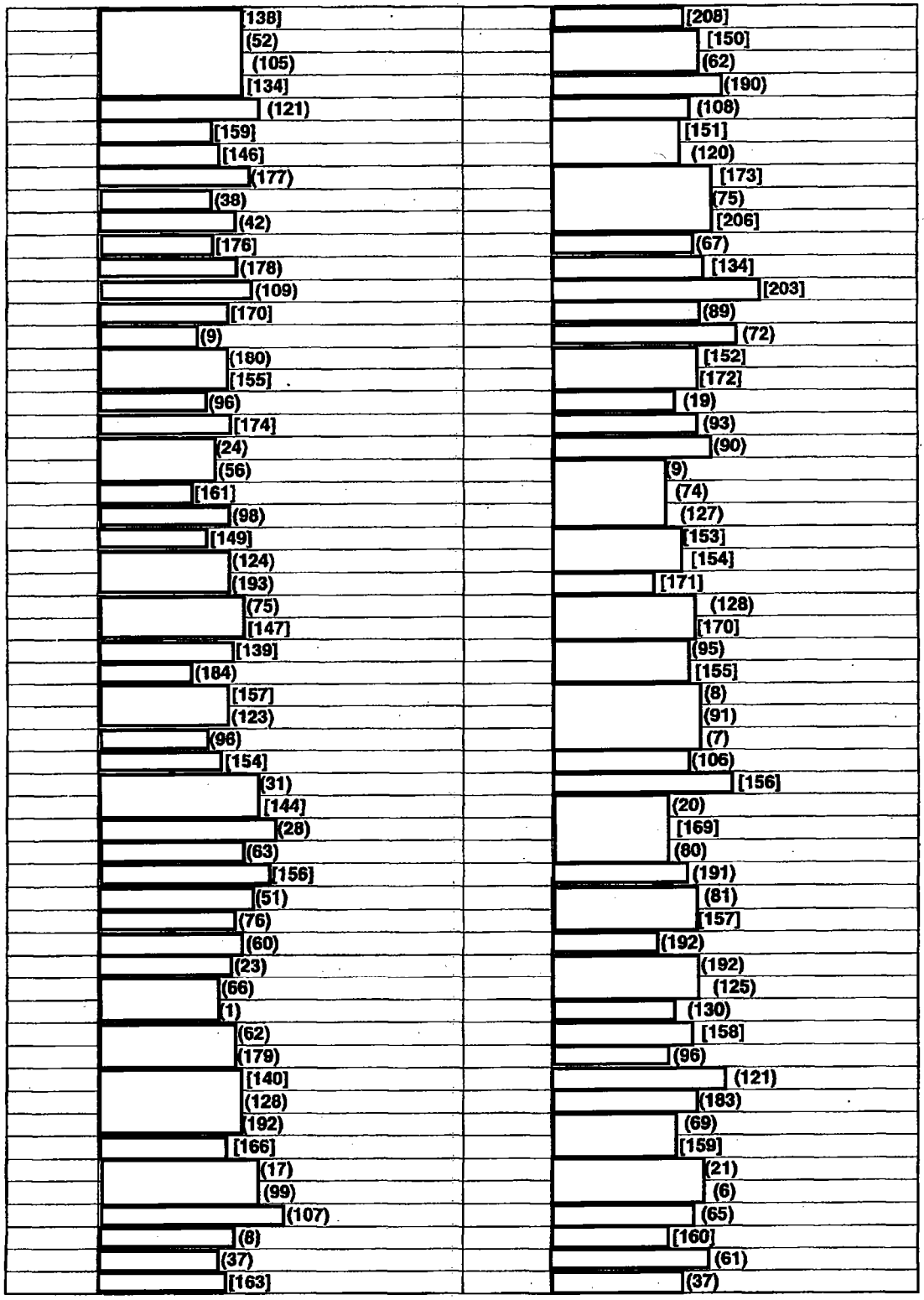
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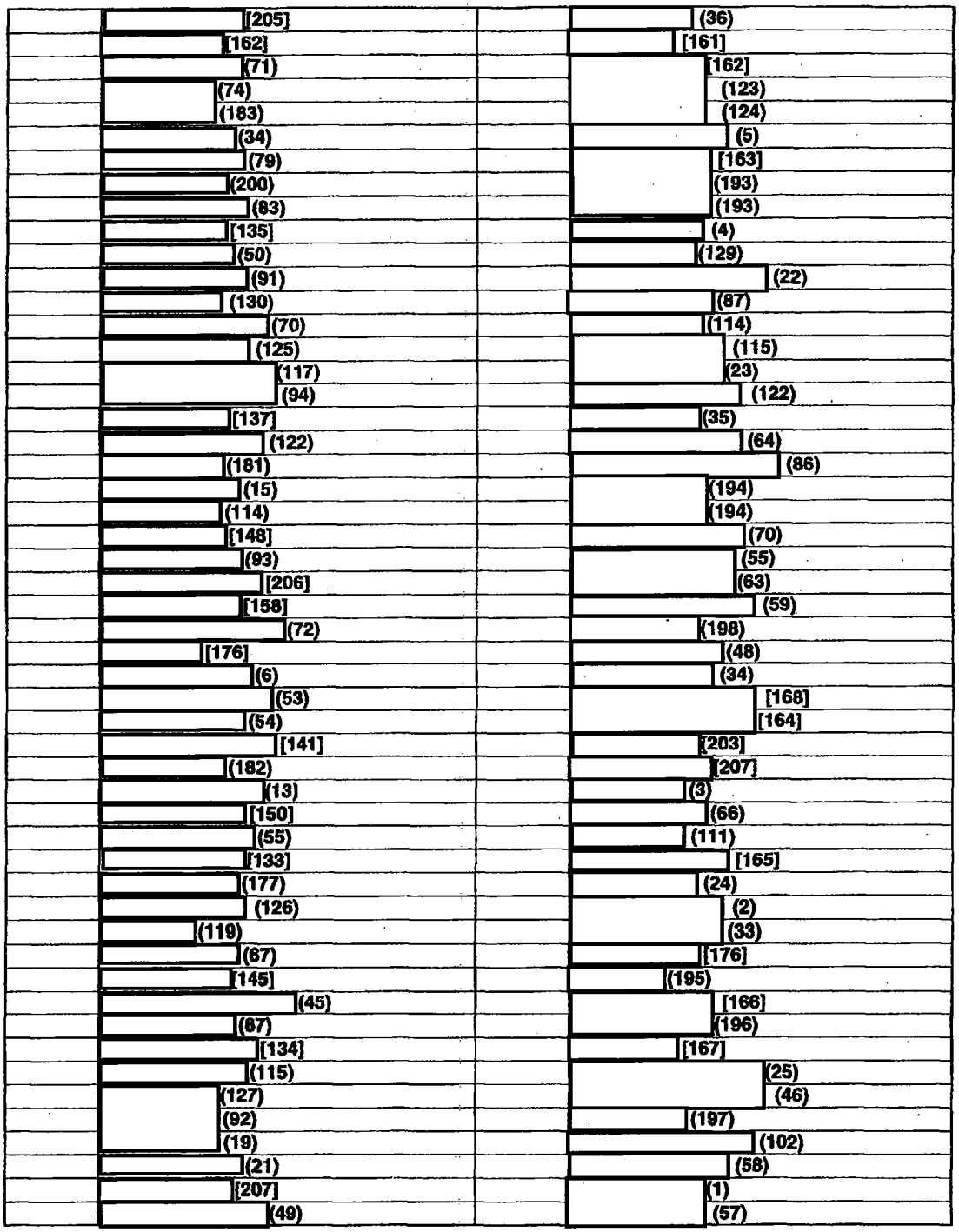
Sheet1



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October 3, 1997

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

VIA EXPRESS MAIL

SA [redacted]
FBI, New York Field Office
b6 26 Federal Plaza, 23rd Floor
b7C New York, NY 10278

Dear [redacted]

Enclosed please find copies of primary data plots as you requested. You will note that I opted to plot all three data sets (ISP, JFK, & HPN) in order to develop the best possible picture relative to parts/debris disbursement. However, I did not incorporate or blend them into a single plot for two reasons. Firstly, the published magnetic variations for the JFK and HPN ASR systems (12°) do not appear correct. Hence, any attempt to offset values received by these sites would not have placed the targets in their proper relative positions to ISP data.

Secondly, target data received by the JFK and HPN systems would differ from the data received by the ISP ASR due to slant range from the receiving antenna. As an example of the slant range factor, I have enclosed a copy of a page (#39) extracted from FAA training Manual ETM 12-0-1 ***[Attachment #1].***

Since the altitude of the primary target returns are not known, the determination of slant range correction factor(s) was not feasible.

In an effort to provide the broadest possible picture relative to primary target returns, along with plots that would not appear *"busy"* due to too much information crammed into a confined space, data presentations were completed in pair s from JFK, ISP, and HPN. One plots depicts target run length values associated with each return while the second plot (in the pair) depicts a numerical value associated with sequential timing of receipt of the data.

Per your request, I contacted [redacted] at the NTSB to obtain the estimated weight of the nose section. However, [redacted] advised me that the Safety Board did not know the estimated weight and further reported that calculations relative to the weight were not attempted.

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A description of the data and plots is provided below.

DATA

A review of primary data returns in the immediate area of TWA800 was completed utilizing data received by the ISP, JFK, and ISP ASR systems. After selected data points were entered, they were plotted and reviewed in detail so as to eliminate targets that were associated with aircraft known to be in the area at the time of the mishap (*USN P-3, etc*). Returns selected in this process were entered in the computer utilizing the following format: TIME(UTC), nautical mile (NM) range, magnetic azimuth values in ACPS, and a single digit value between 1 and 7 which denoted target run length values. After entry, range and ACP data were converted to an X/Y grid format aligned to true north based on magnetic variation values contained in the NOS Digital Aeronautical Chart Supplement in effect at the time of the accident.

The term, target run length (TRL), in effect, refers to the size of a specific target. However, it does not directly reflect the size of a target but rather the radar cross section of a particular target. As an example, one needs to visualize a billboard located beside the highway. When viewed straight-on (*like the advertising folks want*), you will see the full size of the billboard, as 20 feet x 40 feet in height and width, and 6 inches thick. However, if the viewer were at a 45° angle and the viewed surface appeared as a 10 x 40 foot surface, its cross section would be reduced by approximately half. When the same billboard was viewed from a 90° point relative to the advertisement, the same object would appear as 10 foot in height and only 6 inches in width. At this angle, its 40 foot width would not be visible. Hence, a tumbling primary target, such as a large piece of aircraft skin, or a part from an aircraft, could register as a TRL value of 1 through 7, depending on the size of the cross section it presented at the time of detection. As an aid in visualizing the above, see ***[ATTACHMENT #2]***.

No... cross section would be reduced by cos 45° = 0.707, or about 71%.

File: FAA-ISP1.DAT

All primary radar returns received by the ISP ASR system between 0031:15.97[1] and 0032:31.14 with line numbers added to the left of the time column for timing reference in plan view plots ***[ATTACHMENT #3]***.

File: FAA-JFK1.DAT

All primary radar returns received by the JFK ASR system between 0031:16.65 and 0033:12.12 with line numbers added to the left of the time column ***[ATTACHMENT #4]***.

File: FAA-HPN1.DAT

All primary radar returns received by the HPN ASR system between 0031:14.54 and 0032:34.42 with line numbers added to the left of the time column ***[ATTACHMENT #5]***.

PLOTTING

A series of plan view plots were completed utilizing the data listed above. Plots numbered as 1, 2, and 3 were utilized in development of the final plots described below.

PLOT: TWAISP4

Plan view plot covering a 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:06.57 and 0031:11.27, and all data contained in file TWA-ISP1.DAT. The numbers immediately above the primary target symbols (●) correspond to the line numbers in the data file and denote the sequence in which they were received. Additionally, each square mile grid is identified by a letter between A and I. Scale: major increments = 1 NM (*6,071 feet*), minor increments = 0.10 NM (*607 feet*). As can be seen by the over-writing of numerical and target symbols, addition and display of real time values would have made for a busy and very hard to read plot. Hence, it was determined that display of the appropriate line number signifying time sequence made for a more readable plot ***[ATTACHMENT #6]***.

---

[1] All times shown herein reflect adjusted timing per DFDR correlation and indicate Coordinated Universal Time (UTC).

PLOT: TWAISP4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file and denote the sequence in which they were received. Evident in this series of plots is the fact that the over-writing of numerical and target symbols does not occur as was apparent in the 3x3 square mile plot. These plots are provided for the purpose of digitally scanning the material into a computer should further analysis be required by outside agencies. Scale: major increments = 1 NM, minor increments = 0.10 NM ***[ATTACHMENT #7]***.

PLOT: TWAISP5

Plan view plot covering a 3x3 nautical mile NM area depicting the last two transponder returns received from TWA800 at 0031:06.57 and 0031:11.27, and all data contained in file TWA-ISP1.DAT. In this plot, the numbers immediately above the primary target symbols (●) correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file. As with the above plot, each square mile grid is identified by a letter between A and I. Scale: major increments = 1 NM , minor increments = 0.10 NM As can be seen in this plot, over-writing of numerical and target symbols is also evident and demonstrates that had time values been added to the display, information would have been nearly impossible to distinguish ***[ATTACHMENT #8]***.

PLOT: TWAISP5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. Scale: major increments = 1 NM, minor increments = 0.10 NM ***[ATTACHMENT #9]***.

PLOT: TWAJFK4

Plan view plot covering a 3x3 NM area depicting the last transponder returns received from TWA800 at 0031:11.88 and all data contained in file TWA-JFK1.DAT. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #10]***.

PLOT: TWAJFK4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #11]***.

PLOT: TWAJFK5

Plan view plot covering a 3x3 NM area depicting the last transponder returns received from TWA800 at 0031:11.88 and all data contained in file TWA-JFK1.DAT. Numbers immediately above the primary target symbols correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file ***[ATTACHMENT #12]***.

PLOT: TWAJFK5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. ***[ATTACHMENT #13]***.

PLOT: TWAHPN4

Plan view plot covering a 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:04.99 and 0031:09.69, and all data contained in file TWA-HPN1.DAT. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #14]***.

PLOT: TWAHPN4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #15]***.

PLOT: TWAHPN5

Plan view plot covering 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:04.99 and 0031:09.69, and all data contained in file TWA-HPN1.DAT. Numbers immediately above the primary target symbols correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file ***[ATTACHMENT #16]***.

PLOT: TWAHPN5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. ***[ATTACHMENT #17]***.

LINE-OF-SIGHT

Since the subject of line-of-sight (LOS) came up early on in our discussions, I have provided LOS values for the JFK, HPN, and ISP ASR systems below. The calculations were completed utilizing a program developed at the NTSB, and still in use by that agency. The values listed below depict the NM range of the first primary target received by the site listed after loss of the flight's transponder signal, and represent the minimum MSL altitude that a target would be detected given all things atmospheric were normal at the time of the event. However, as you are aware from the presence of surface (primary) targets extracted from the ISP primary data set at ranges exceeding 40 NM, it appears that these targets were the result of a temperature inversion at the time of the incident.

ASR	RANGE from ASR	MINIMUM ALTITUDE
JFK	50.46nm	1,687'
HPN	53.34nm	1,885'
ISP	21.51nm	306'

Keep in mind that, based on a standard set of circumstances (*weather, atmosphere, radar tuning, etc.*), the ASR antenna should not receive or detect primary targets below the minimum altitudes listed above.

TARGET SELECTION

For the most part, primary targets were selected in the area of the last received transponder return commencing with the time of the next expected return and continuing for approximately 1¼ minutes (0031:14 - 0032:00), with the exception of JFK data which continues through 0033:12.

The selection of above times is based on my experience with past in-flight break-up accident sequences and the intentional destruction of target drones, while a GCI controller in the military. These experiences have shown that after a time period of approximately 60-75 seconds after an airframe experiences a catastrophic in-flight failure, primary radar targets tend to represent a scenario more closely associated with a chaff [2] drop rather than an intact aircraft, or portion of one.

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[2]CHAFF - Thin, narrow metallic strips of various lengths that reflect RF energy. These reflectors, when dropped from an aircraft and allowed to drift downward, with the wind, result in the appearance of targets of varying sizes on radar scopes (displays).

A brief visual review of plotted data indicates the HPN ASR system received the least amount of primary target returns while the JFK system received a larger number of returns. The difference in the number of primary returns received from these sites, at nearly identical ranges, tends to indicate that the temperature inversion played a factor in contributing to the lessor number of targets received by HPN versus the larger number of targets received by JFK.

Of interest in the HPN data is that after 0032:34.671, primary target returns become very intermittent and cease in the accident area at 0033:07. Within the JFK data, only 11 targets are recorded after 0032:30, and become increasingly intermittent in the accident area with primary targets ceasing after 0035:21.

Although primary data associated with the ISP ASR was selected through 0032:31.387 for the purposes of the aforementioned plots, primary target returns within the ISP data are indicated beyond 0040:00. Many of the latter targets appeared near stationary and no determination could be made as to whether these targets were aircraft debris aloft or surface targets (small boats) that reportedly responded to the scene of the crash. Additionally, the possibility exists that a portion of the ISP primary data points could be attributed to heavy dense smoke from a fossil (jet) fuel fire. The foregoing statement may garnish a few snickers, however, I have witnessed several occurrences where such smoke conditions appeared on radar (JFK & EWR ASR systems) as very faint (*TRL 1 values*) from structural fires in and around the New York City area while a controller at JFK. Additionally, I have observed this occurrence in the Minneapolis area while an FAA controller.

DISCUSSION

In an effort to present both sequential target listings and TRL values in a combined view, a series of three joint-plots were created for each of the ASR systems. These plots were designated as TWA**JFK**7/7A, TWA**HPN**7/7A, and TWA**ISP**7/7A ***[ATTACHMENT # 18].***

Based on information you provided relative to debris locations documented during the recovery phase ***[ATTACHMENT # 19]***, I have marked each of the above plots with circles to indicate the locations of debris from the forward portion of the aircraft in ***green*** and the aft portion of the aircraft in ***blue***. Additionally, I have placed an ***orange*** circle around a grouping of returns that appear immediately to the right of the apparent flight track of TWA800, approximately 1 N.M. southwest of the area encompassing the nose or forward section.

Since I could not recall seeing a similar depiction of primary target data while visiting CTO nor was there an indication of this debris pattern in the copy of the Oceaneering plot indicating TWA800 Tag Locations provided by FAX, I became quite curious as to what portions of the aircraft these could be.

Within the ISP and HPN plots, targets located in the orange circle appear to be closely grouped within an area measuring approximately 0.2 NM east/west and 0.4 NM north/south. Within these plots, both data sets indicate TRL values generally at 3 and below. However, both data sets also include a single TRL value of 7 near the northern end of the target field.

In the JFK plots, targets within the orange circle indicate TRL values of between 5 and 7 while for the most part they appear near the end of the data set. The grouping of the JFK data appears to be generally within a 0.4 NM diameter area.

The relatively tight grouping of these targets in all three data sets (less than ½ NM) would tend to indicate more vertical movement versus lateral movement.

Additionally, plotted data indicates targets located within the orange area appear immediately to the right (*abeam*) of the projected flight path of TWA800 at a distance of approximately 0.5 NM, at 0031:16.224 in the ISP data set. Coincidentally, the first appearance of this target in the HPN data occurred at 0031:14.792 and was also located approximately 0.5 NM to the right of the projected flight path.

A similar target appears to the right of the projected flight track at 0031:16.895 in the JFK data set but at a distance of approximately 0.25 NM.

The above information indicates that some portion or component of the aircraft kicked out to the right nearly immediately after loss of the transponder signal and experienced a throw to the right of the aircraft's flight track of between 0.25 and 0.5 NM. Once it lost the momentum that caused its departure from the aircraft, the part or parts associated with this debris descended to the ocean surface very near vertically with minimal lateral movement. COCKPIT / 1ST CLASS SECTION?

Target returns located within the green (fwd) and blue (aft) coincide with the information depicting debris fields in the Oceaneering TWA800 Tag Location plot.

I doubt that NTSB personnel have plotted all three primary data sets as contained in the enclosed attachments although the recommendation to complete such a process was communicated.

For your convenience, I have provided three complete sets of text and plots. Also, I have provided six large (30x30") plots depicting numbered sequential returns as well as TRL values from the three ASR systems.

Feel free to call if you have any questions, comments , or suggestions. I should be in for the next few weeks.

Very truly yours,

[redacted]

b6
b7C

Encl.

VIA EXPRESS MAIL
PACKAGE 1 of 2 = EH549463815US
PACKAGE 2 of 2 = EH549463824US

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ATTACHMENT #1

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FROM
FUNDAMENTALS OF PRIMARY AND SECONDARY SURVEILANCE RADAR
REFERENCE MANUAL # ETM 12-0-1, JULY 1975, PAGE 39

displayed as two targets if they are separated by at least 7°. If a twenty-eight foot antenna (effective beam width 4°) is being used, two targets will be displayed if the aircraft are separated by 5° or more.

A beacon target close to the antenna will sometimes be displayed as a concentric circle around the main bang rather than a distinct target on a definite azimuth. This display is identified as "ring around".

Properly adjusted Sensitivity Time Control (STC) will prevent the display of ring around. Side lobe suppression (SLS) systems will prevent the cause of the ring around by preventing transponder replies to side lobe interrogations.

The transponder is equipped with a Low Sensitivity feature. Operation of a switch on the transponder control panel will reduce the sensitivity level of the receiver unit. Thus, only the strongest interrogation signals will be accepted; generally the main lobes from I/R sites within 20 miles of the aircraft. Although most side lobes will be rejected, this feature should be used with discretion due to the greatly reduced effective range of the transponder.

Both primary and secondary radar display slant range. Slant range is the most direct line between the ground antenna and the aircraft. Thus, the position of the aircraft, as displayed on a PPI, is only an approximate geographical position (see Fig. 23).

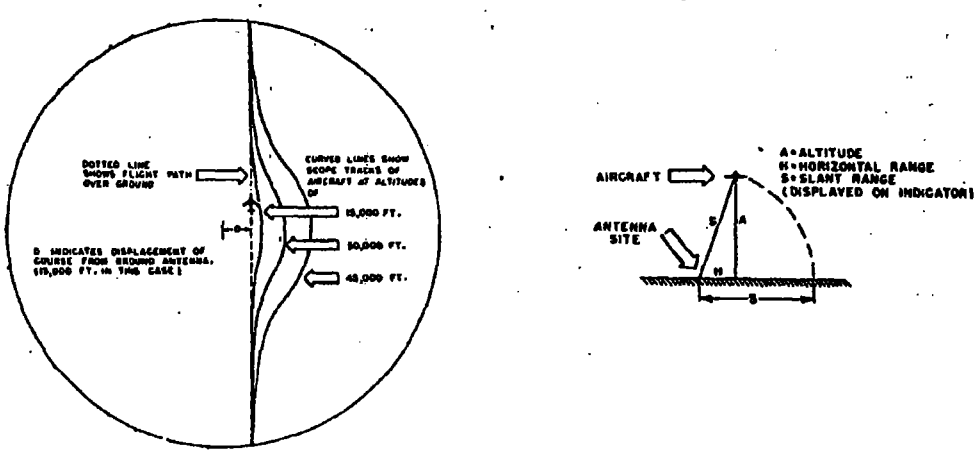


FIGURE 23. Slant Range.

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ATTACHMENT #2

EXAMPLE OF TARGET RUN LENGTH (TRL) VALUES versus TARGET CROSS SECTION

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@ 0 DEGREES



TRL = 7

@ 45 DEGREES



TRL = 3

@ 90 DEGREES

TRL = 1

EXAMPLE

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ATTACHMENT #3

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Filename: FAA-ISP1.DAT

	TIME	XCOORD	YCOORD	TRL[1]	TOTIM
1	0, 31, 15.97,	19.6635,	-8.7194,	7.00,	1875.97,
2	0, 31, 15.97,	19.8255,	-8.5738,	7.00,	1875.97,
3	0, 31, 20.66,	19.5812,	-9.1178,	3.00,	1880.66,
4	0, 31, 20.66,	19.5412,	-8.9900,	2.00,	1880.66,
5	0, 31, 20.66,	20.5219,	-7.9555,	3.00,	1880.66,
6	0, 31, 25.36,	19.5589,	-9.0710,	2.00,	1885.36,
7	0, 31, 25.36,	20.8402,	-7.8226,	7.00,	1885.36,
8	0, 31, 30.05,	19.6552,	-8.8604,	1.00,	1890.05,
9	0, 31, 30.05,	21.0380,	-7.7499,	2.00,	1890.05,
10	0, 31, 34.77,	20.6674,	-8.2683,	3.00,	1894.77,
11	0, 31, 34.77,	21.1461,	-7.5694,	7.00,	1894.77,
12	0, 31, 39.46,	21.2729,	-7.5412,	7.00,	1899.46,
13	0, 31, 39.46,	21.1692,	-7.5045,	7.00,	1899.46,
14	0, 31, 44.16,	21.4237,	-7.5947,	7.00,	1904.16,
15	0, 31, 48.85,	21.5673,	-7.6084,	3.00,	1908.85,
16	0, 31, 53.84,	20.1209,	-8.5189,	7.00,	1913.84,
17	0, 31, 58.25,	20.6719,	-8.4176,	4.00,	1918.25,
18	0, 32, 02.94,	20.7440,	-8.3728,	1.00,	1922.94,
19	0, 32, 07.63,	20.7903,	-8.3916,	1.00,	1927.63,
20	0, 32, 17.04,	21.6710,	-7.6450,	4.00,	1937.04,
21	0, 32, 21.76,	21.7064,	-7.6949,	4.00,	1941.76,
22	0, 32, 26.45,	19.9470,	-8.9185,	1.00,	1946.45,
23	0, 32, 31.14,	20.8015,	-8.4704,	1.00,	1951.14,
24	0, 32, 31.14,	21.4118,	-7.7759,	1.00,	1951.14,

[1] TRL = Target Run Length. Indicated in a value of 1 (*small*) target through 7 (*large target*).

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ATTACHMENT #4

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Filename: FAA-JFK1.DAT

	TIME	XCOORD	YCOORD	TRL[1]	TOTIM
1	0, 31, 16.65,	50.4599,	.1187,	7.00,	1876.65,
2	0, 31, 16.65,	50.2500,	-.0359,	7.00,	1876.65,
3	0, 31, 21.25,	50.8688,	.3538,	7.00,	1881.25,
4	0, 31, 21.25,	50.6800,	-.0362,	6.00,	1881.25,
5	0, 31, 21.25,	50.4000,	.0413,	7.00,	1881.25,
6	0, 31, 21.25,	50.3099,	-.1131,	7.00,	1881.25,
7	0, 31, 25.88,	50.2488,	.3495,	5.00,	1885.88,
8	0, 31, 25.88,	50.8096,	.1975,	7.00,	1885.88,
9	0, 31, 25.88,	51.2488,	.3565,	7.00,	1885.88,
10	0, 31, 25.88,	50.6199,	-.1138,	7.00,	1885.88,
11	0, 31, 25.88,	50.4296,	-.1908,	4.00,	1885.88,
12	0, 31, 30.48,	51.4956,	.6742,	7.00,	1890.48,
13	0, 31, 30.48,	50.6793,	.2747,	5.00,	1890.48,
14	0, 31, 30.48,	51.0900,	-.0365,	6.00,	1890.48,
15	0, 31, 30.48,	50.3700,	-.0360,	6.00,	1890.48,
16	0, 31, 35.11,	51.6405,	.9930,	7.00,	1895.11,
17	0, 31, 35.11,	51.1788,	.3560,	7.00,	1895.11,
18	0, 31, 35.11,	51.4999,	-.1158,	5.00,	1895.11,
19	0, 31, 39.72,	51.7445,	.7568,	6.00,	1899.72,
20	0, 31, 39.72,	51.6733,	.8351,	7.00,	1899.72,
21	0, 31, 39.72,	51.2088,	.3562,	5.00,	1899.72,
22	0, 31, 44.36,	51.7613,	1.3926,	4.00,	1904.36,
23	0, 31, 44.36,	51.9232,	.8391,	7.00,	1904.36,
24	0, 31, 44.36,	50.5599,	-.1137,	5.00,	1904.36,
25	0, 31, 44.36,	51.2492,	.2778,	4.00,	1904.36,
26	0, 31, 48.96,	51.9219,	.9188,	7.00,	1908.96,
27	0, 31, 48.96,	52.0555,	.6815,	7.00,	1908.96,
28	0, 31, 48.96,	50.5296,	.1964,	5.00,	1908.96,
29	0, 31, 48.96,	50.8999,	.1198,	5.00,	1908.96,
30	0, 31, 53.60,	51.9904,	.9997,	6.00,	1913.60,
31	0, 31, 53.60,	52.0832,	.8417,	6.00,	1913.60,
32	0, 31, 53.60,	50.5593,	-.2688,	5.00,	1913.60,
33	0, 31, 58.21,	52.1404,	1.0026,	7.00,	1918.21,
34	0, 31, 58.21,	52.0518,	.9211,	7.00,	1918.21,
35	0, 31, 58.21,	51.2499,	.1206,	7.00,	1918.21,
36	0, 32, 02.84,	51.2788,	.3567,	5.00,	1922.84,
37	0, 32, 02.84,	52.1118,	.9221,	6.00,	1922.84,

[1] TRL = Target Run Length. Indicated in a value of 1 (*small*) target through 7 (*large target*).

38	0,	32,	02.84,	50.4299,	-.1134,	7.00,	1922.84,
39	0,	32,	07.45,	51.9112,	1.3966,	5.00,	1927.45,
40	0,	32,	07.45,	52.1104,	1.0021,	6.00,	1927.45,
41	0,	32,	07.45,	51.3088,	.3569,	7.00,	1927.45,
42	0,	32,	12.08,	52.1455,	.6827,	7.00,	1932.08,
43	0,	32,	12.08,	51.2799,	.1207,	7.00,	1932.08,
44	0,	32,	16.68,	52.1132,	.8422,	7.00,	1936.68,
45	0,	32,	16.68,	52.0518,	.9211,	6.00,	1936.68,
46	0,	32,	16.68,	50.7099,	-.1140,	5.00,	1936.68,
47	0,	32,	21.31,	52.0488,	1.0807,	7.00,	1941.31,
48	0,	32,	21.31,	50.4996,	-.1910,	5.00,	1941.31,
49	0,	32,	21.31,	50.8400,	.0417,	5.00,	1941.31,
50	0,	32,	21.31,	50.6796,	-.1917,	5.00,	1941.31,
51	0,	32,	21.31,	50.8400,	.0417,	5.00,	1941.31,
52	0,	32,	21.31,	50.6796,	-.1917,	5.00,	1941.31,
53	0,	32,	25.94,	52.2687,	1.0853,	5.00,	1945.94,
54	0,	32,	25.94,	52.1455,	.6827,	7.00,	1945.94,
55	0,	32,	30.55,	52.3018,	.9255,	6.00,	1950.55,
56	0,	32,	30.55,	52.1765,	.6030,	6.00,	1950.55,
57	0,	32,	35.18,	52.3392,	.2837,	5.00,	1955.18,
58	0,	32,	35.18,	52.2004,	1.0038,	7.00,	1955.18,
59	0,	32,	39.79,	52.1088,	1.0820,	5.00,	1959.79,
60	0,	32,	39.79,	52.2987,	1.0859,	5.00,	1959.79,
61	0,	32,	49.02,	52.2403,	1.0046,	7.00,	1969.02,
62	0,	32,	53.65,	52.2781,	.4438,	7.00,	1973.65,
63	0,	32,	58.25,	52.3065,	.6045,	5.00,	1978.25,
64	0,	32,	58.25,	51.5296,	.2003,	4.00,	1978.25,
65	0,	33,	02.89,	52.3944,	.7663,	5.00,	1982.89,
66	0,	33,	02.89,	52.3032,	.8452,	5.00,	1982.89,
67	0,	33,	07.51,	52.2987,	1.0859,	5.00,	1987.51,
68	0,	33,	12.12,	52.4974,	.5262,	6.00,	1992.12,

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Filename: FAA-HPN1.DAT

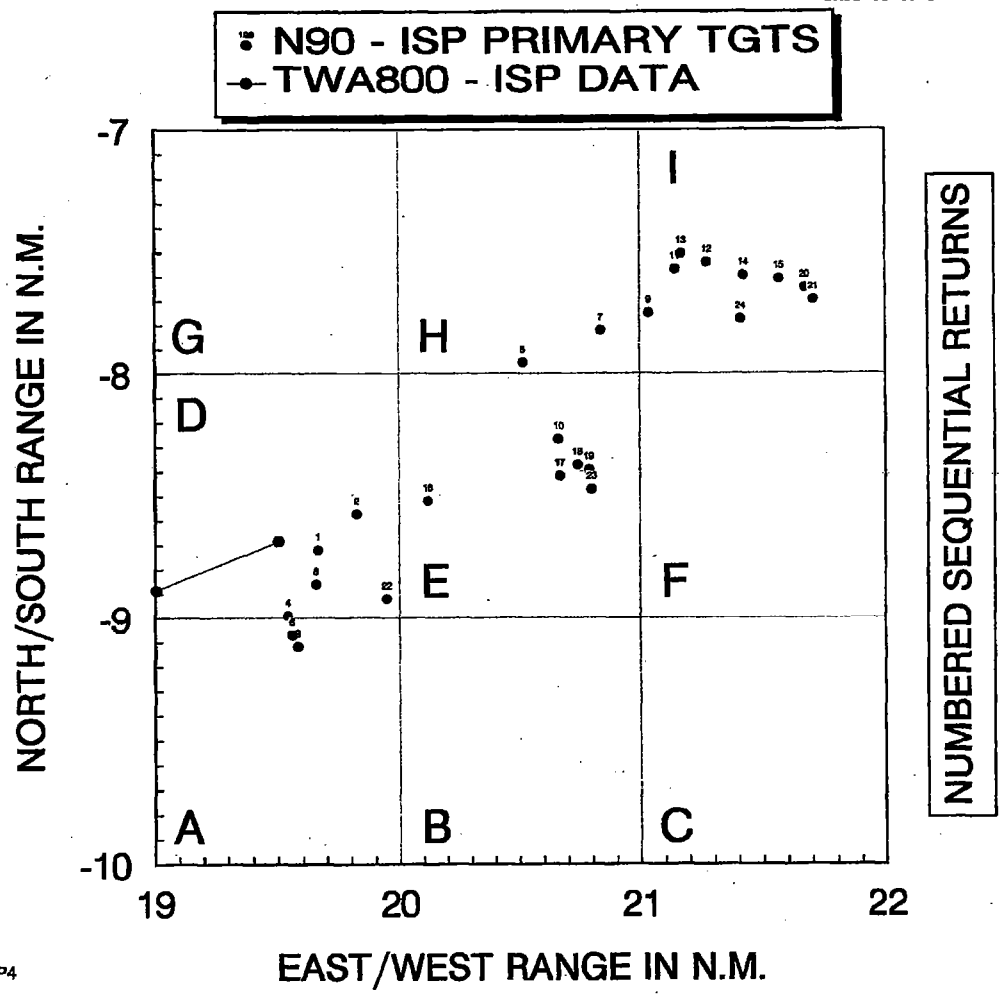
	TIME	XCOORD	YCOORD	TRL[1]	TOTIM
1	0, 31, 14.54,	47.3303,	-25.1555,	7.00,	1874.54,
2	0, 31, 33.34,	47.3599,	-25.5452,	3.00,	1893.34,
3	0, 31, 33.34,	47.7938,	-25.0270,	1.00,	1893.34,
4	0, 31, 38.03,	47.7111,	-25.0770,	2.00,	1898.03,
5	0, 31, 38.03,	47.9267,	-25.0966,	1.00,	1898.03,
6	0, 31, 42.58,	48.4985,	-24.6425,	1.00,	1902.58,
7	0, 31, 42.58,	48.9408,	-24.1162,	4.00,	1902.58,
8	0, 31, 47.42,	47.3462,	-25.4441,	7.00,	1907.42,
9	0, 31, 51.97,	48.2311,	-24.5066,	1.00,	1911.97,
10	0, 31, 51.97,	48.9778,	-24.0411,	3.00,	1911.97,
11	0, 31, 52.11,	47.7817,	-24.8341,	1.00,	1912.11,
12	0, 32, 15.60,	47.4343,	-25.4914,	1.00,	1935.60,
13	0, 32, 25.01,	47.4391,	-25.5879,	1.00,	1945.01,
14	0, 32, 34.42,	47.4438,	-25.6844,	1.00,	1954.42,

[1] TRL = Target Run Length. Indicated in a value of 1 (*small*) target through 7 (*large target*).

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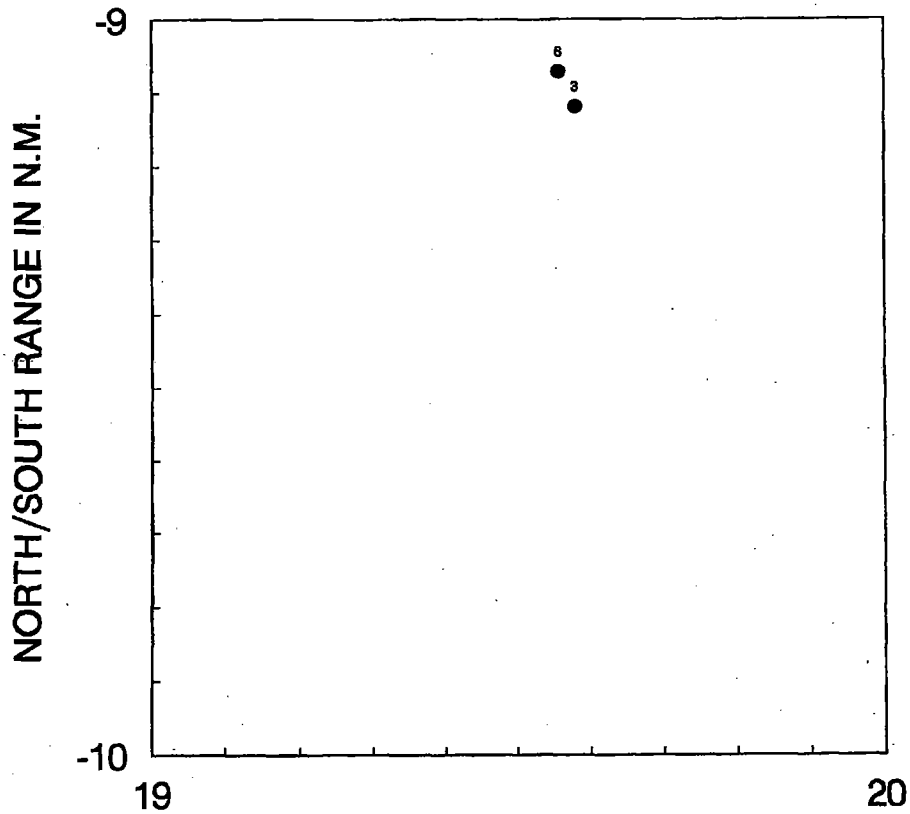
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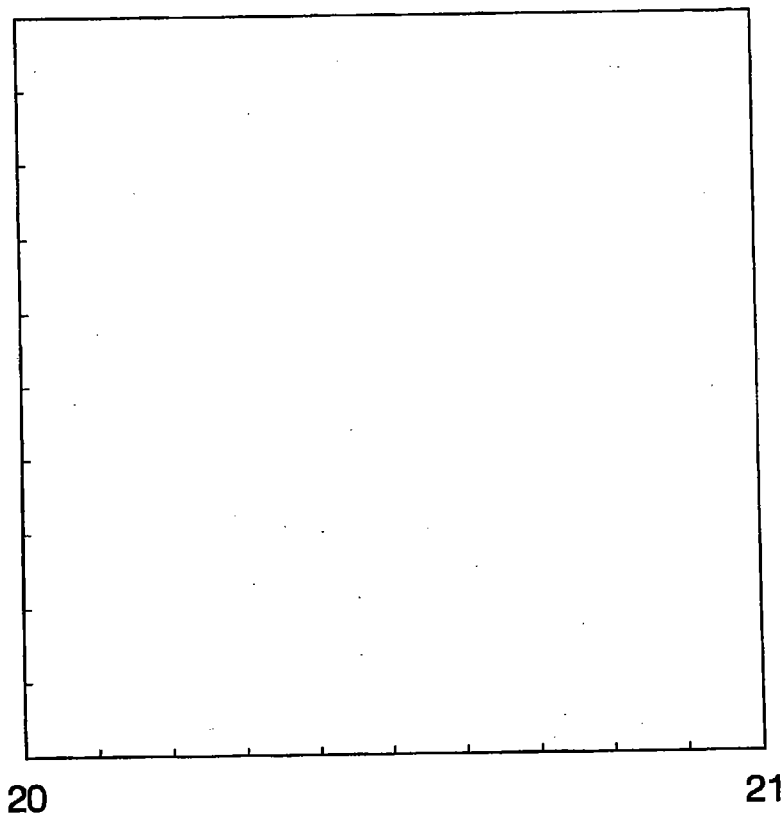
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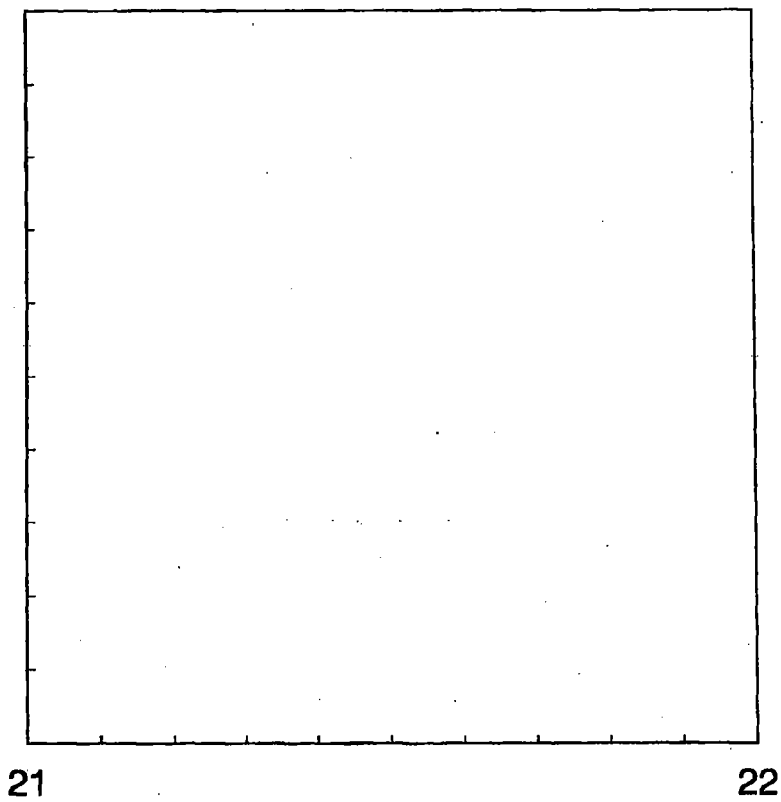
TWAISP4A

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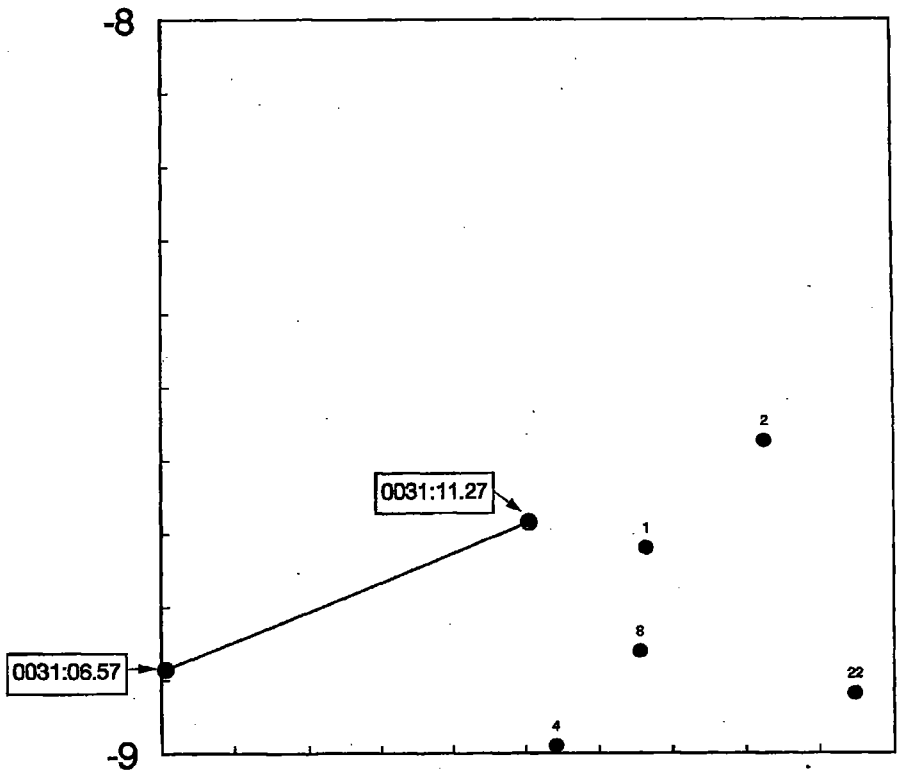
TWAISP4B

MORI DocID: 1147298



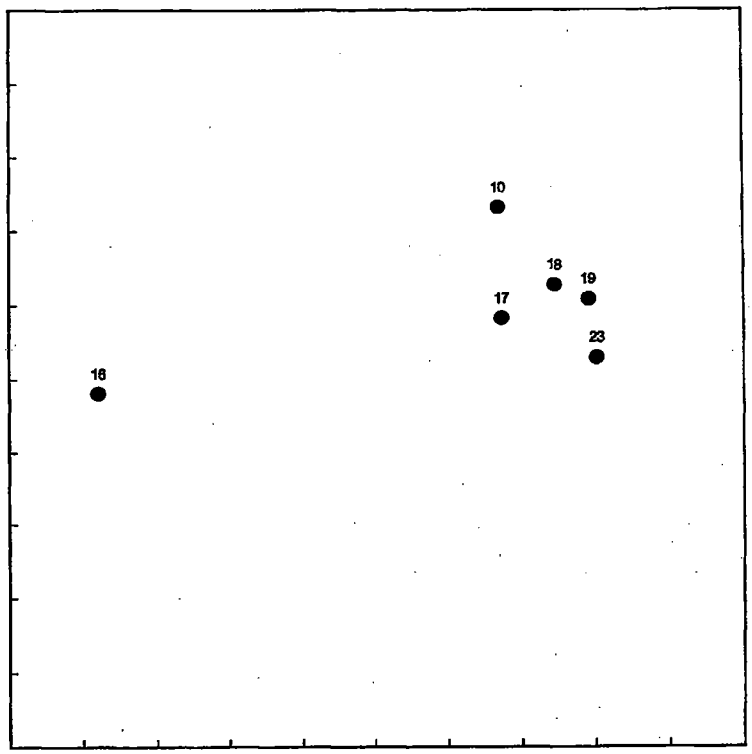
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MORI DocID: 1147298



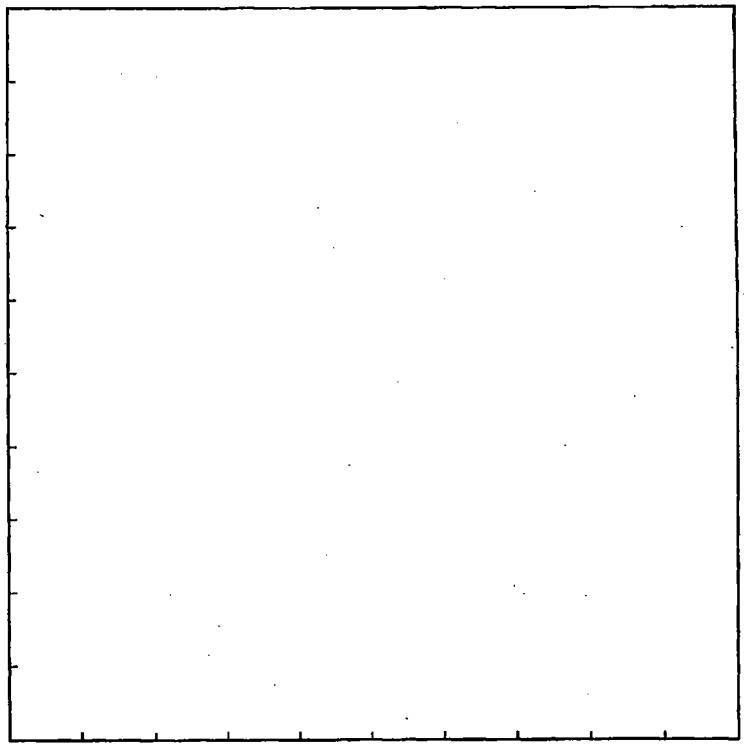
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MORI DocID: 1147298



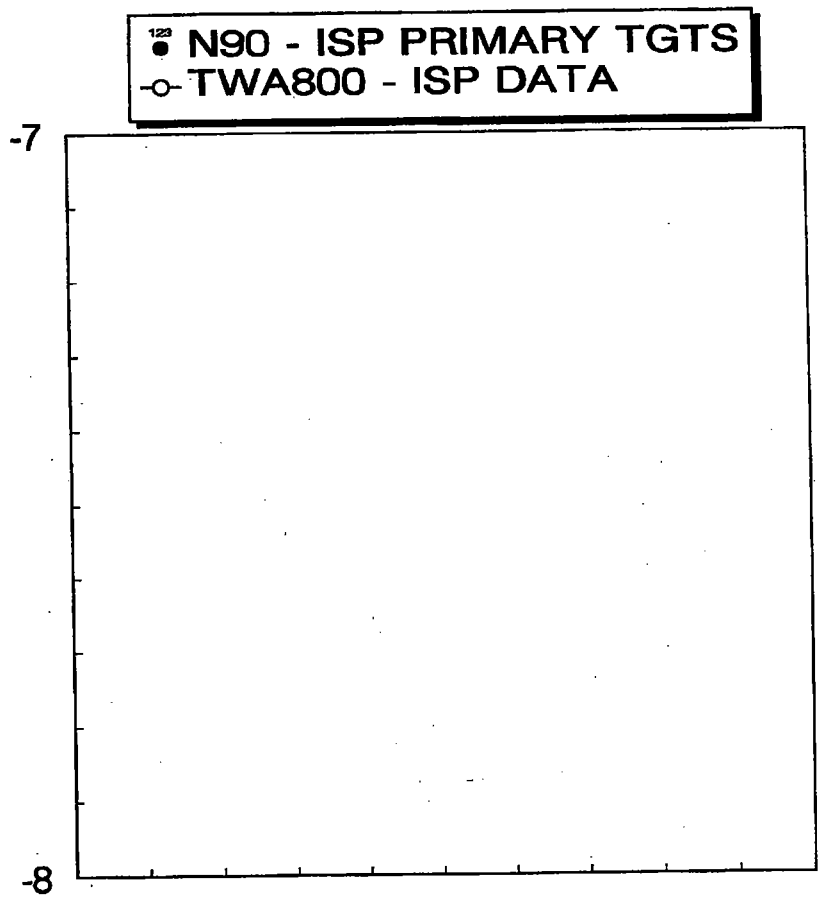
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MORI DocID: 1147298



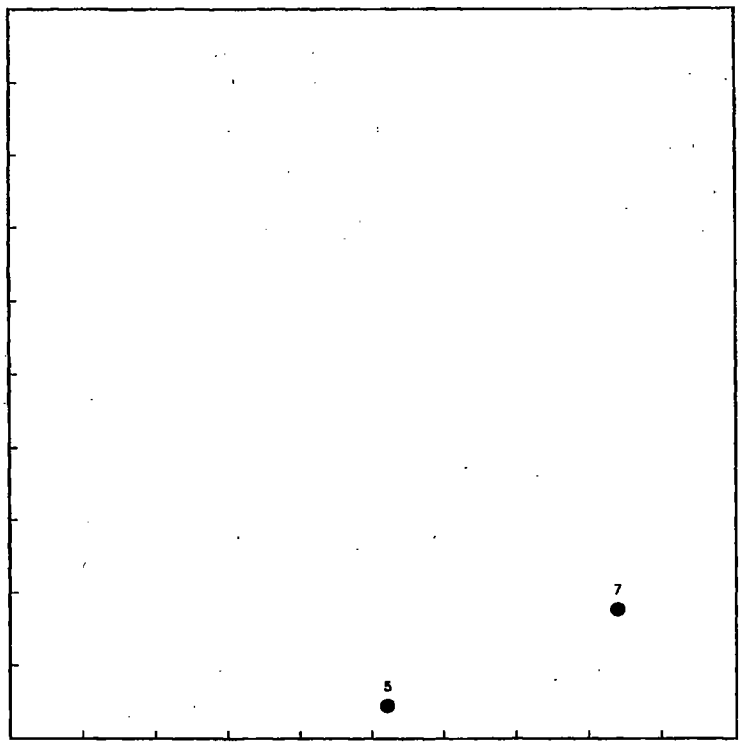
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TWAISP4G

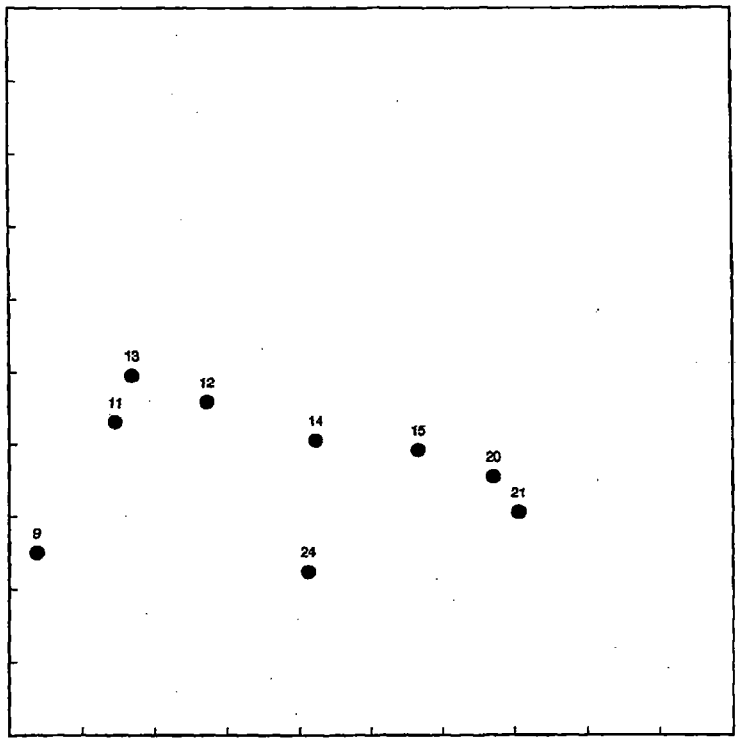
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TWAISP4H

MORI DocID: 1147298

NUMBERED SEQUENTIAL RETURNS



TWAISP4I

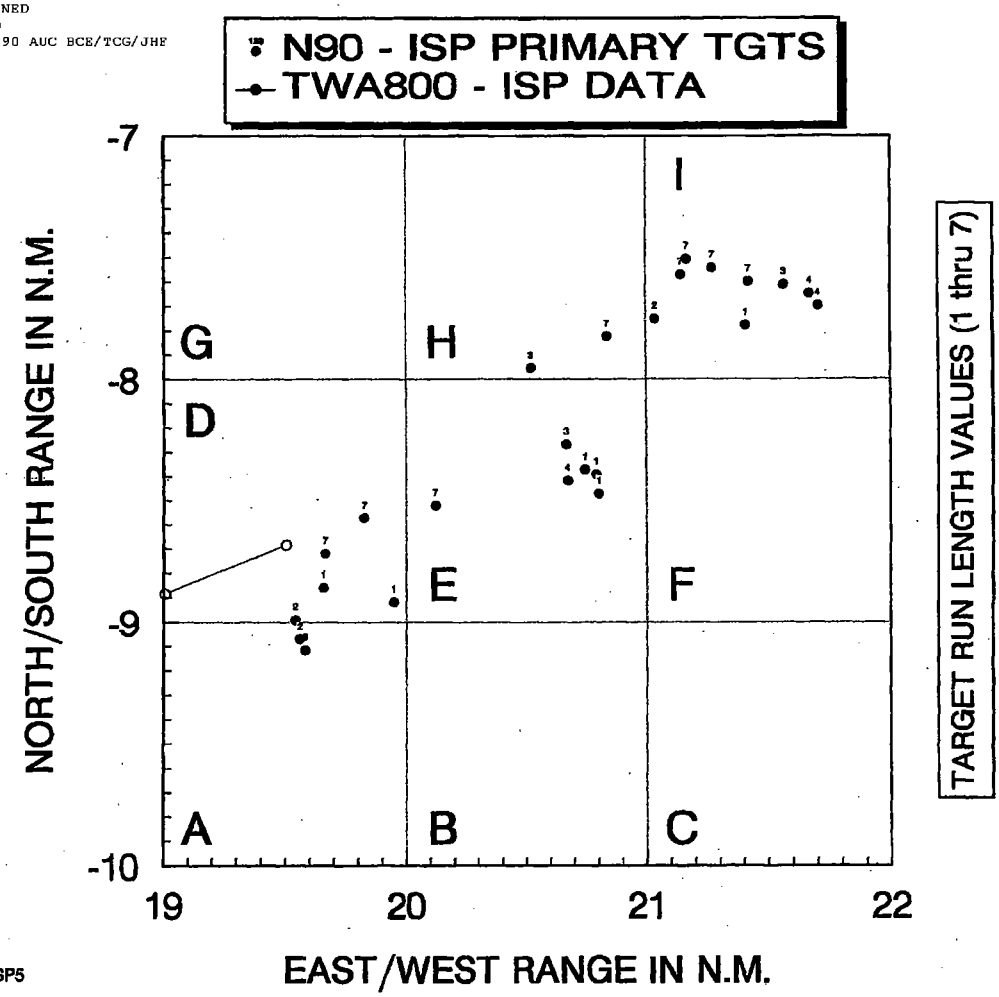
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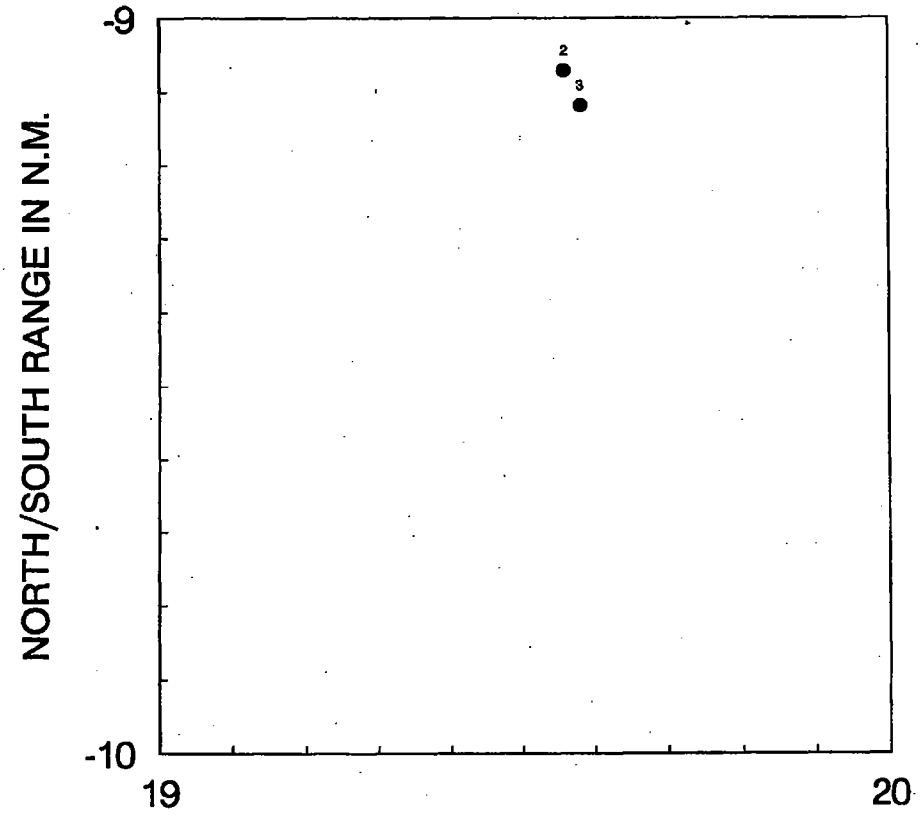
TWAISP5

MORI DocID: 1147298

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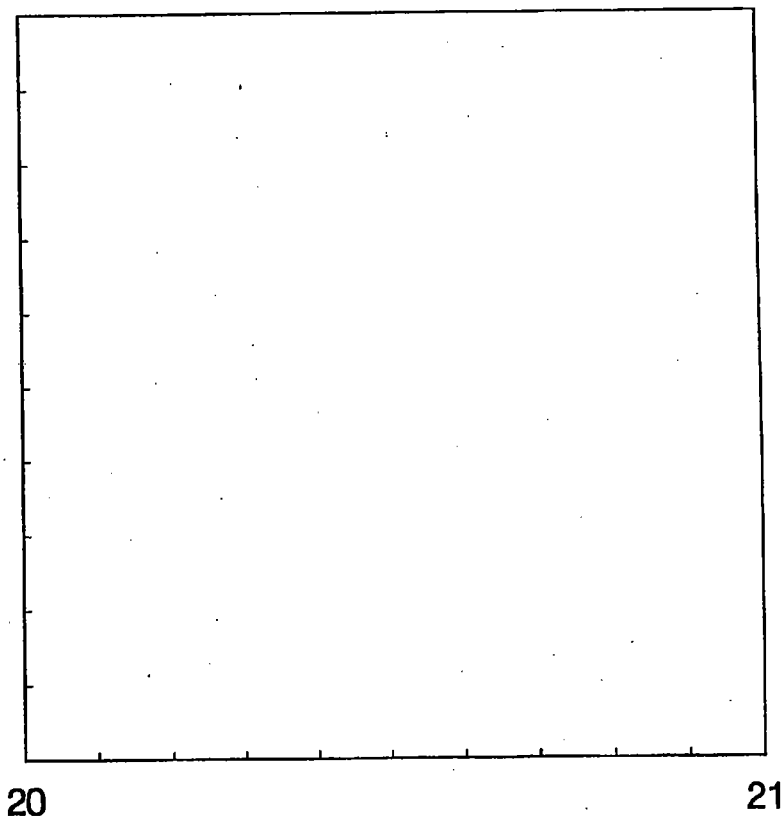
ATTACHMENT #9

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TWAISP5A thru 5I

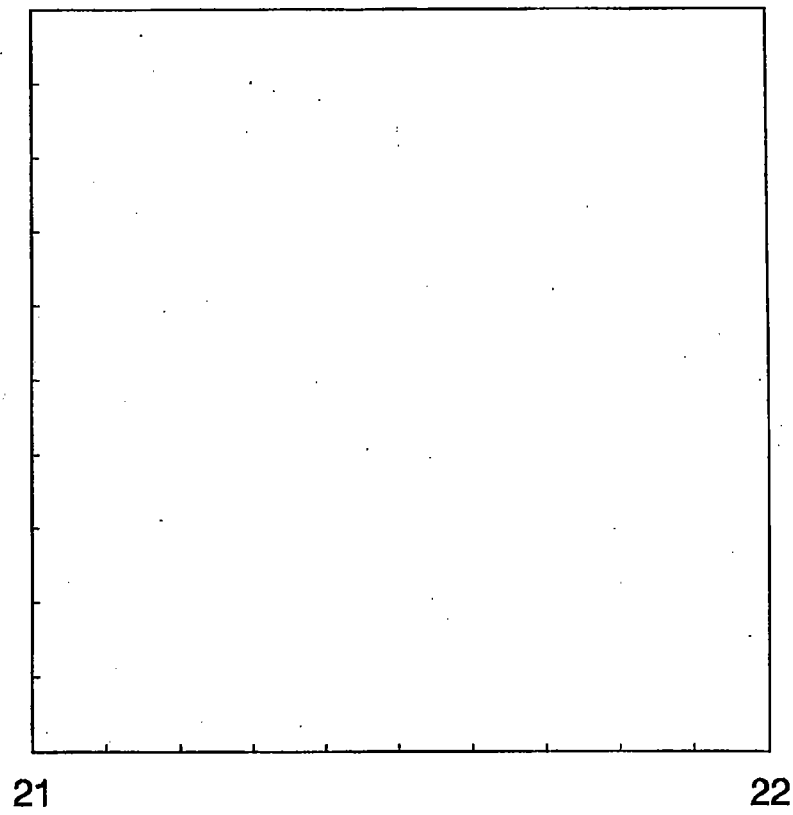
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TWAISP5B

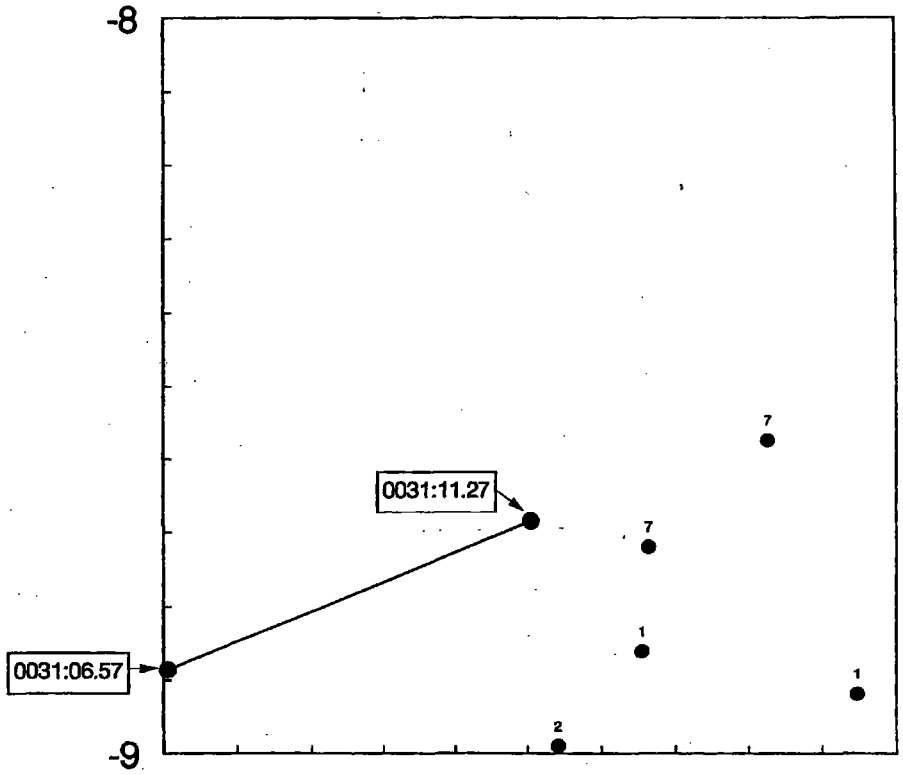
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5701



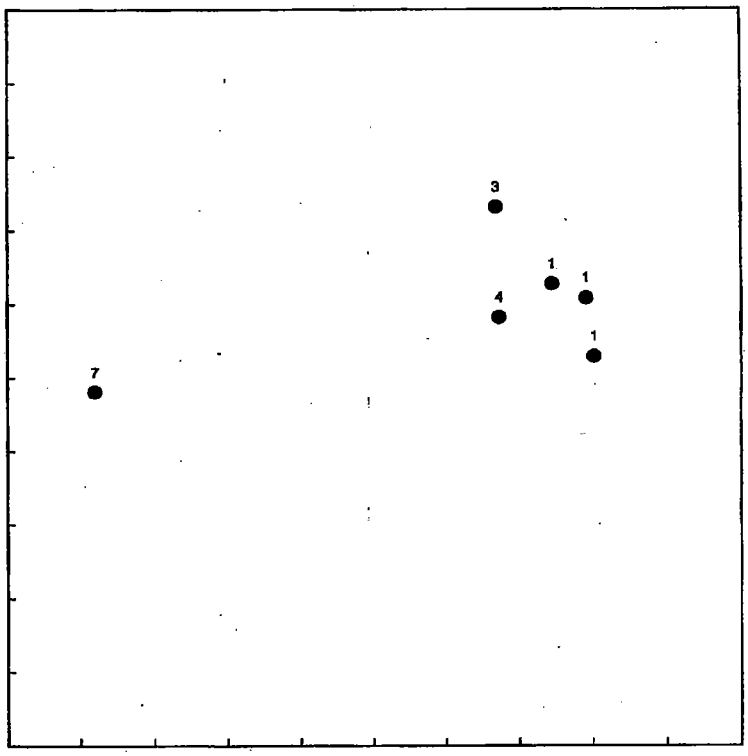
TWAISP5C

MORI DocID: 1147298



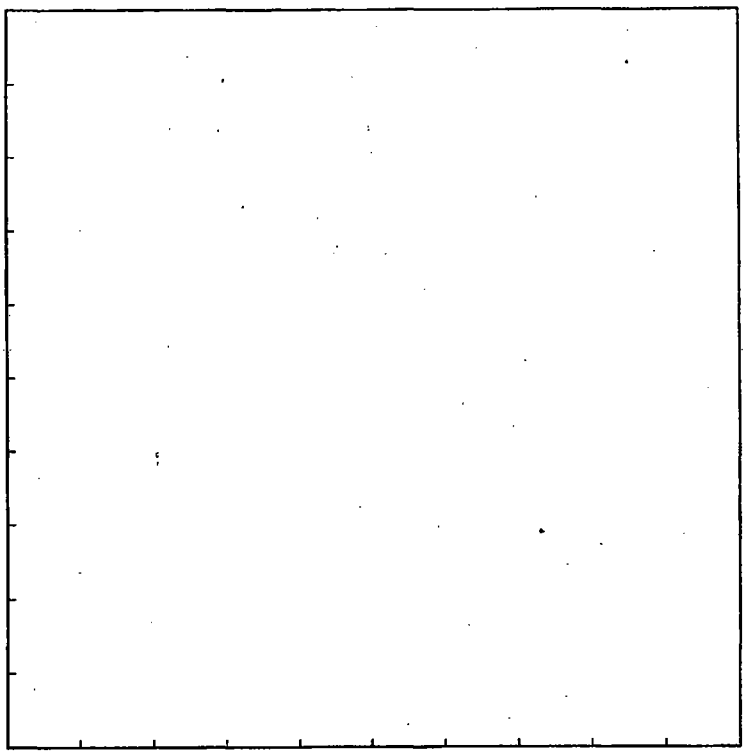
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MORI DocID: 1147298



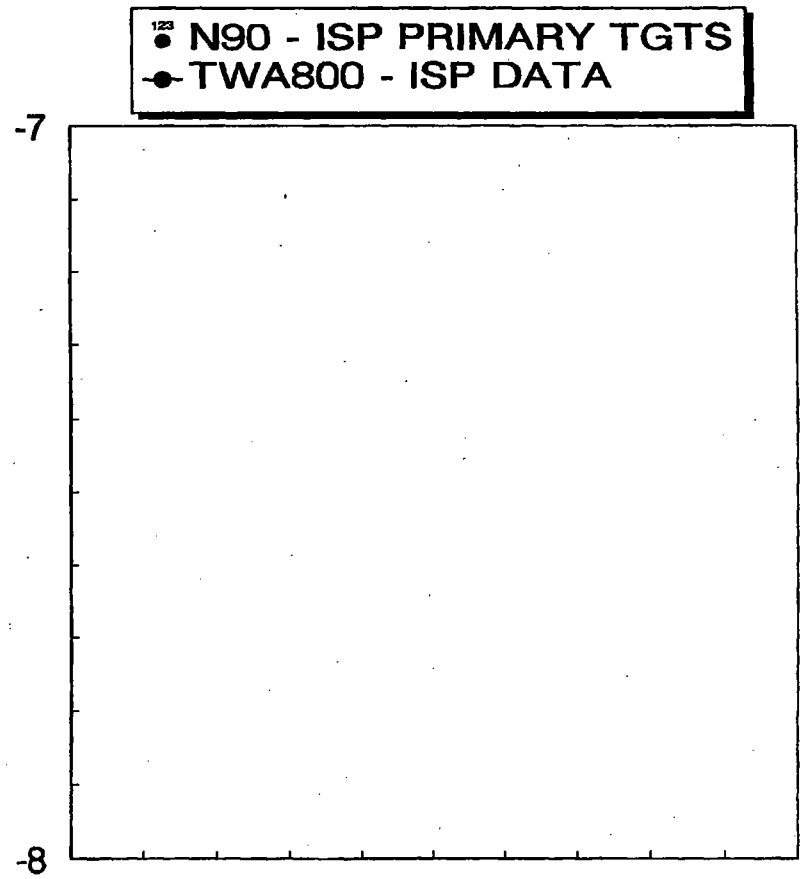
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MORI DocID: 1147298



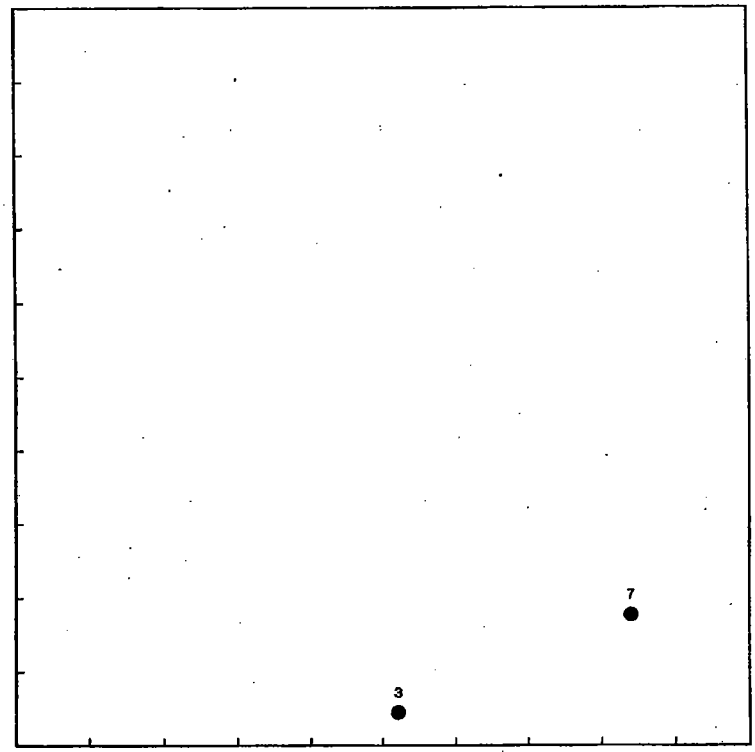
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MORI DOCID: 1147298



TWAISP5G

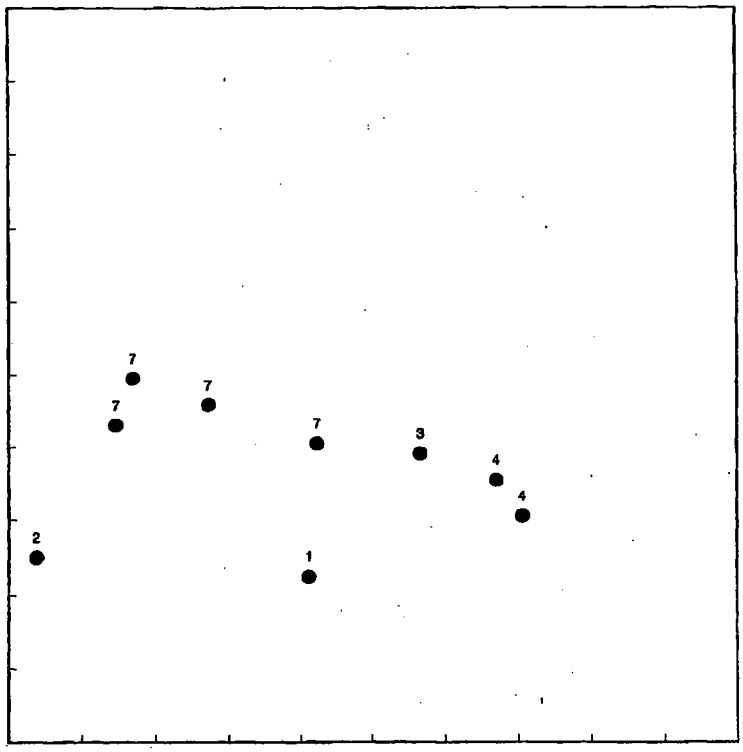
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TWAISP5H

MORI DocID: 1147298

TARGET RUN LENGTH VALUES (1 thru 7)



TWAISP5I

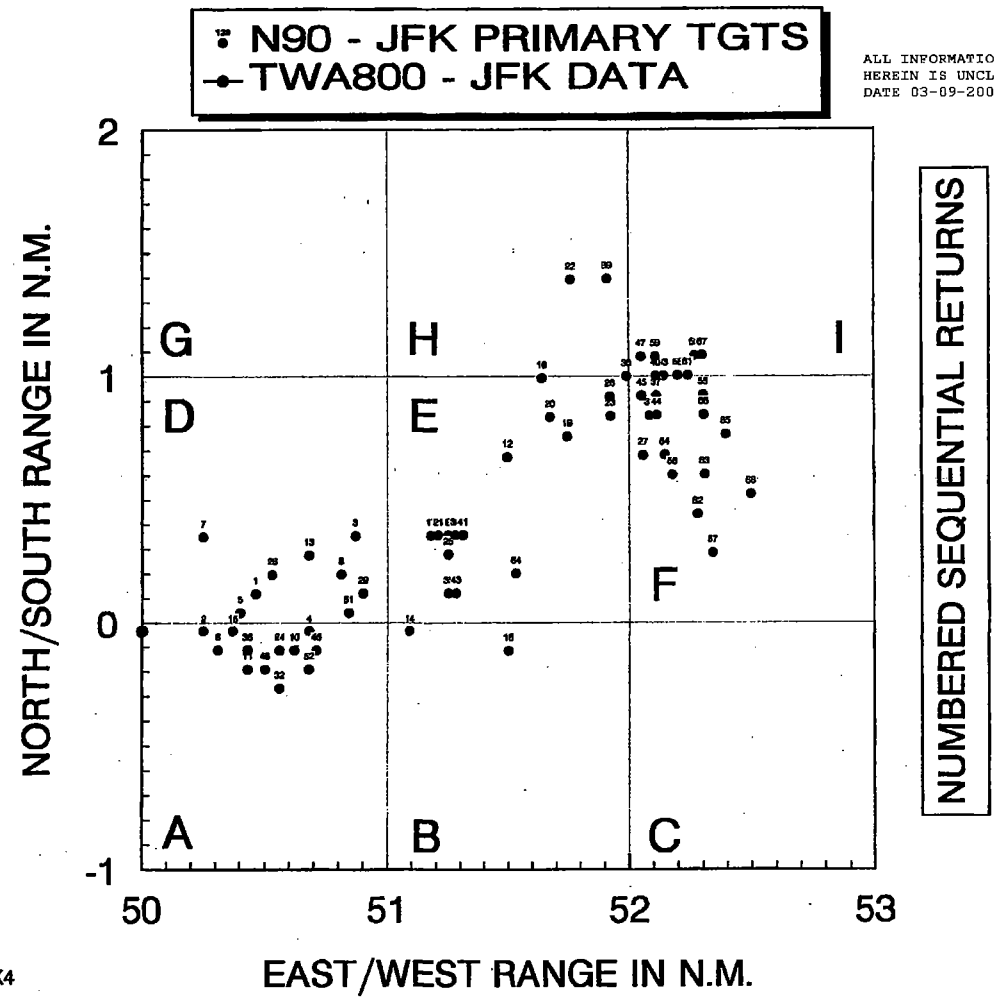
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ATTACHMENT #10



TWAJFK4

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MORI DocID: 1147298

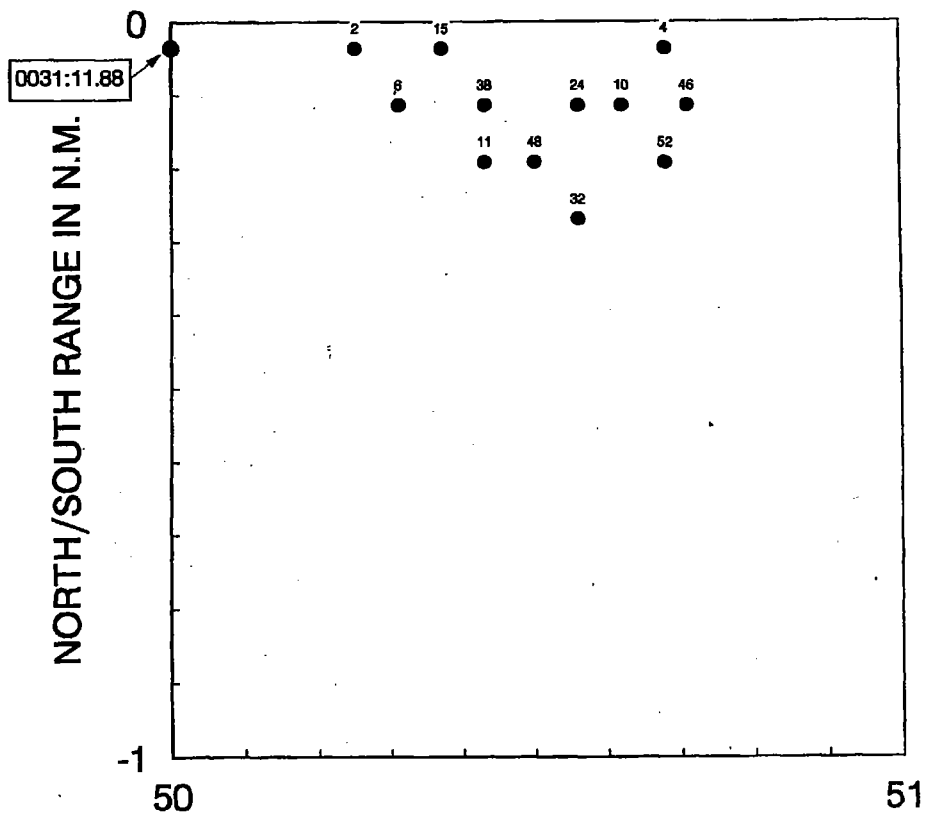
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

ATTACHMENT #11

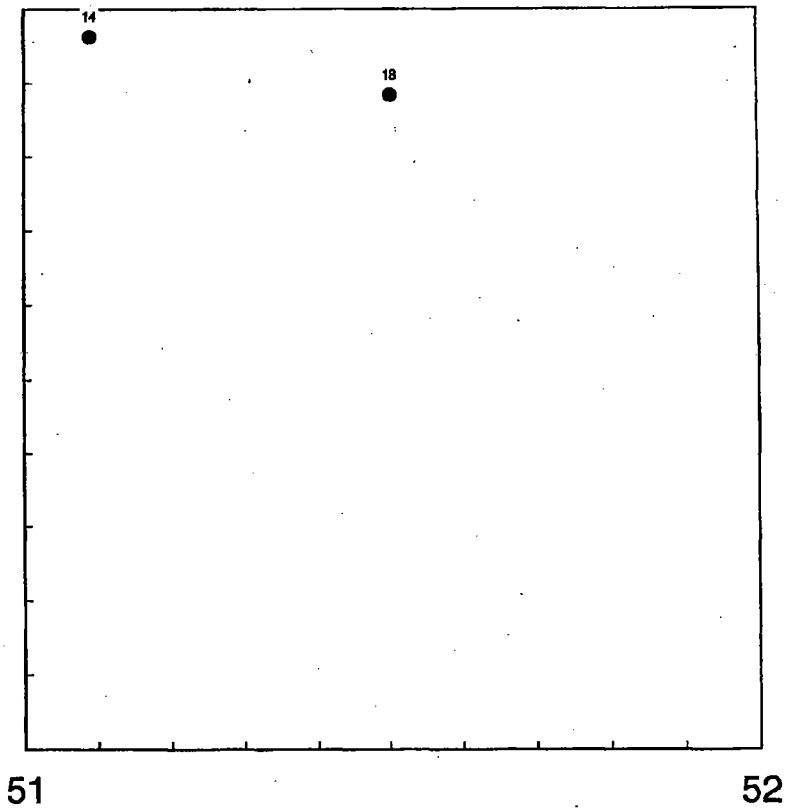
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF



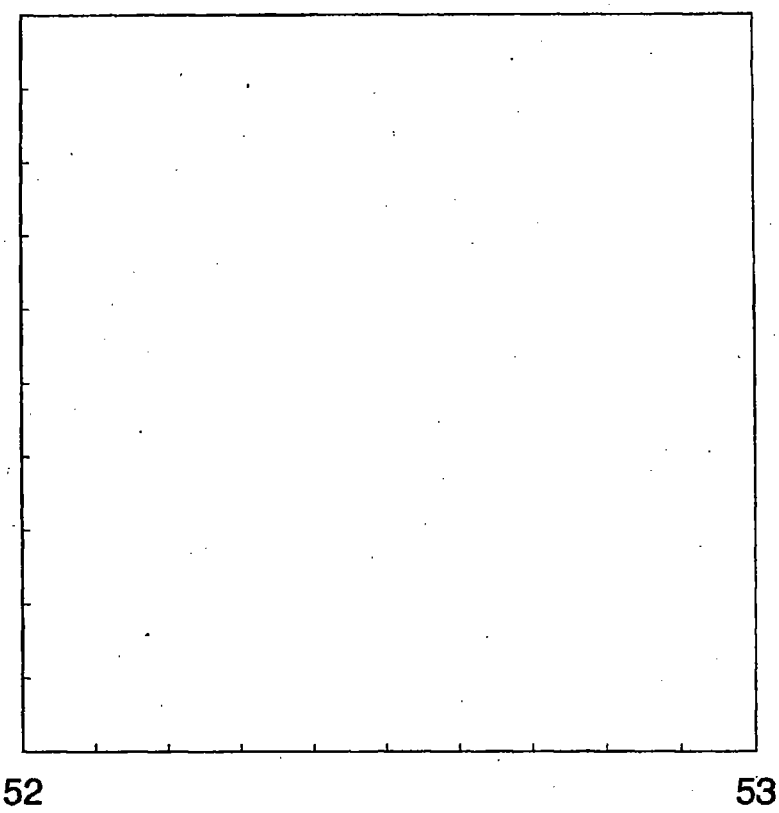
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MORI DocID: 1147298



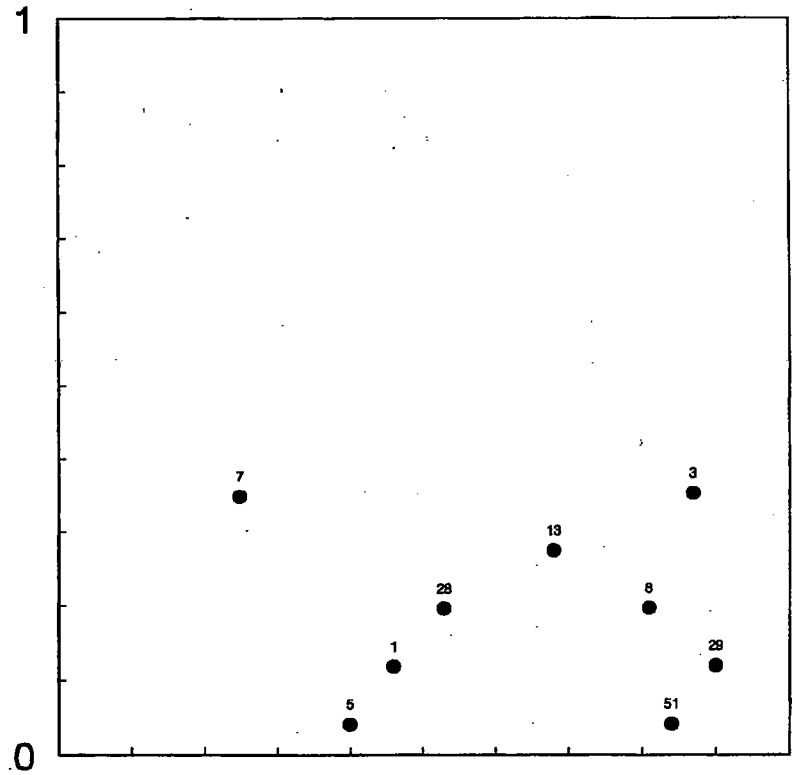
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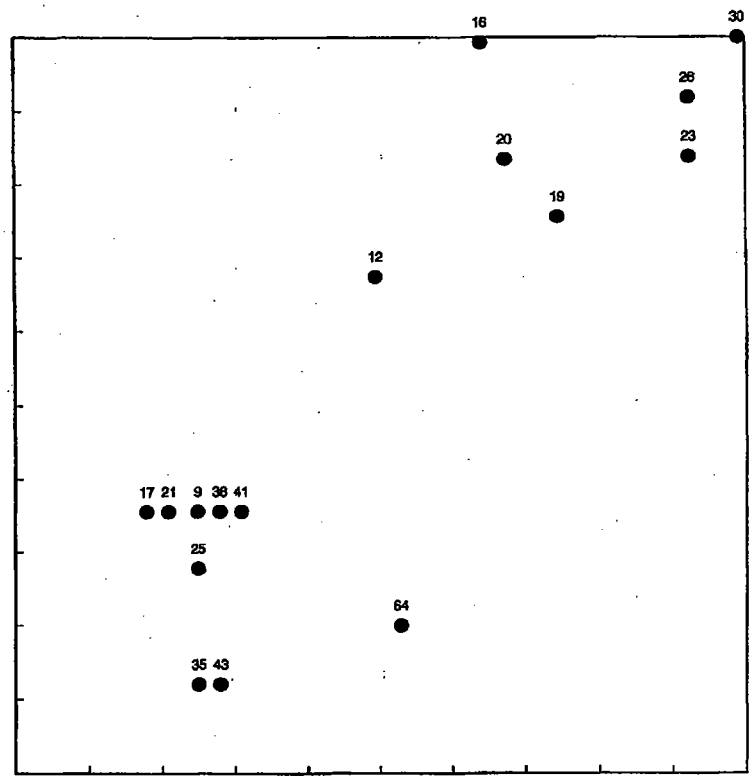
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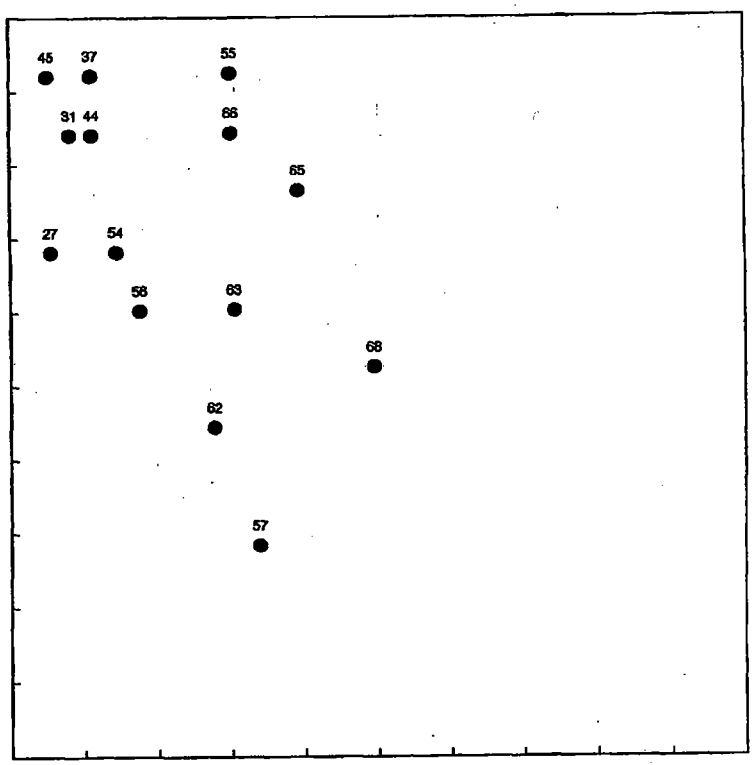
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MORI DocID: 1147298



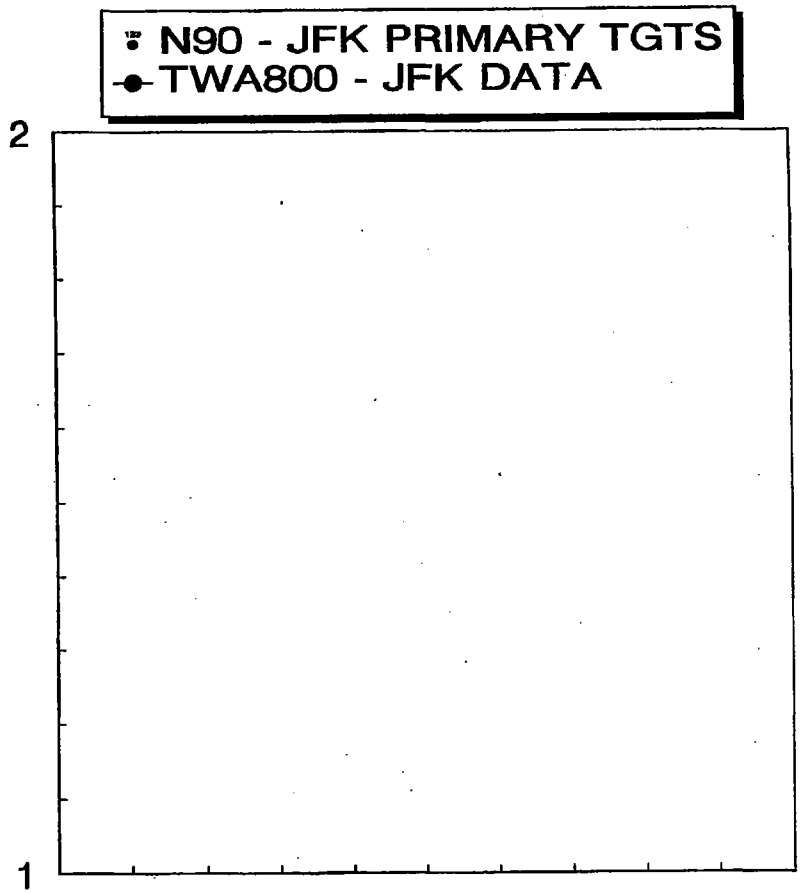
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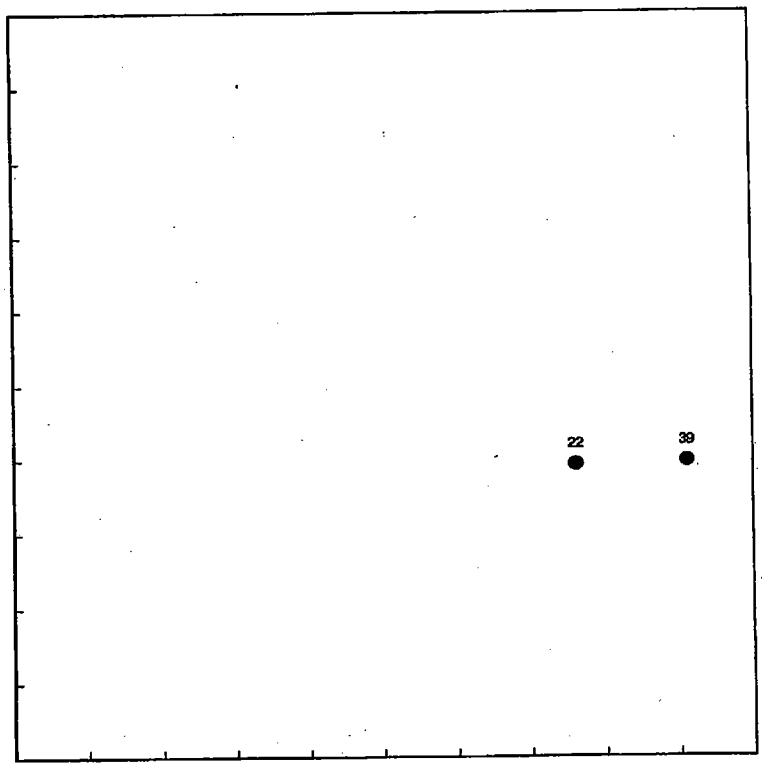
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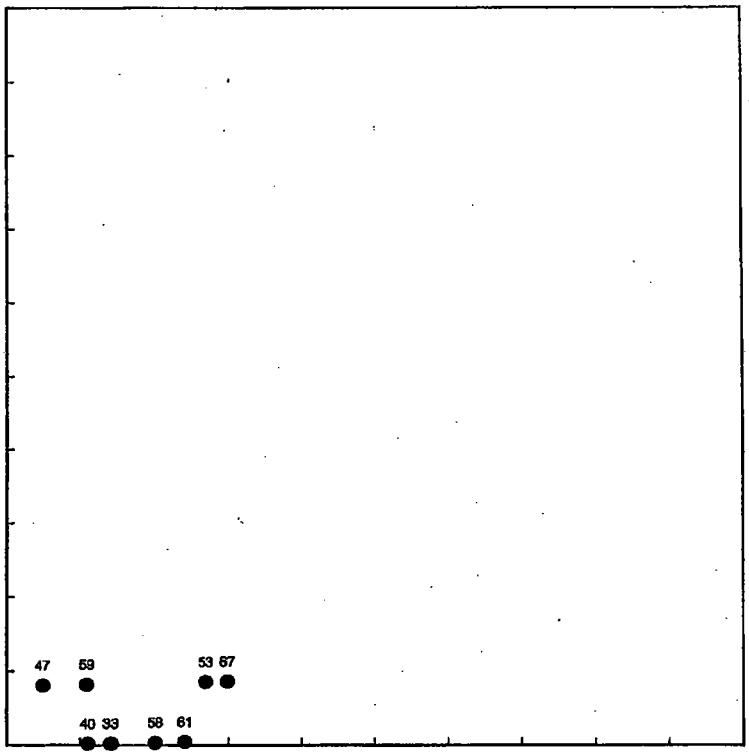
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TWAJFK4H

MORI DocID: 1147298

NUMBERED SEQUENTIAL RETURNS



TWAJFK4I

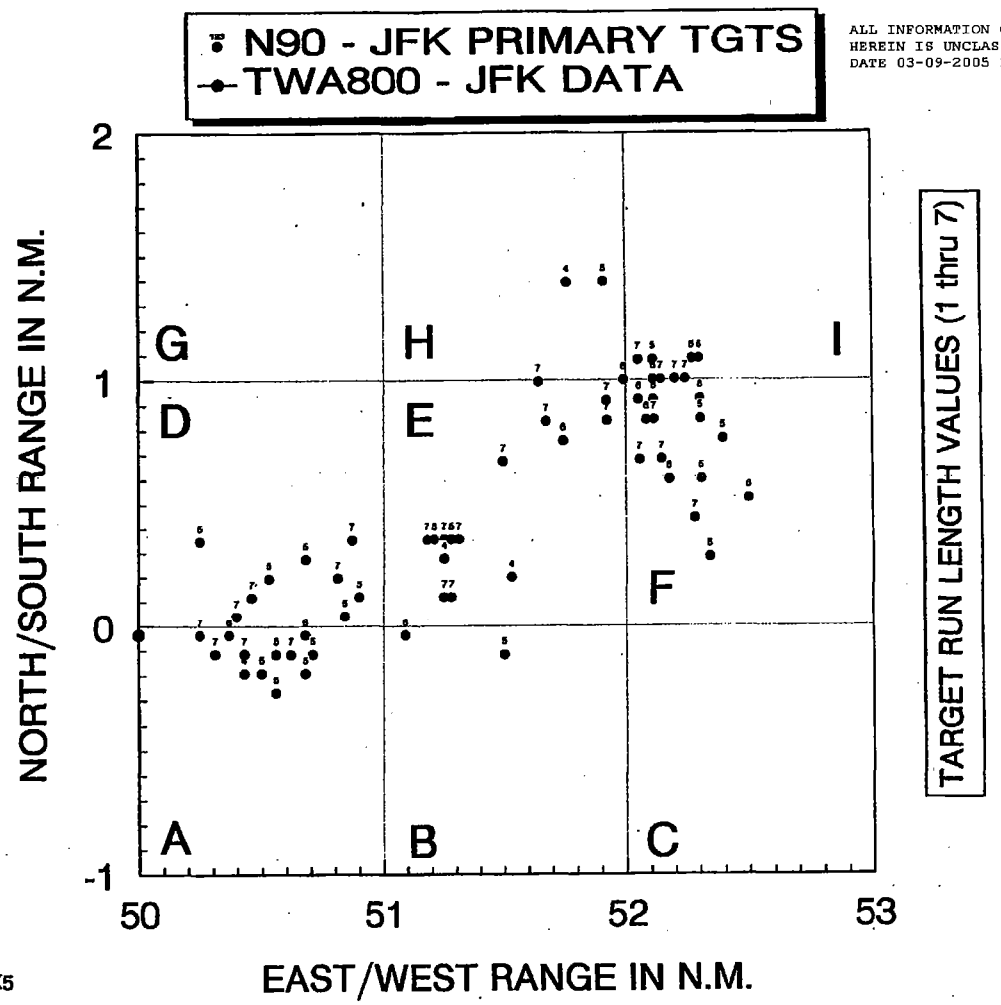
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ATTACHMENT #12

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TWAJFK5

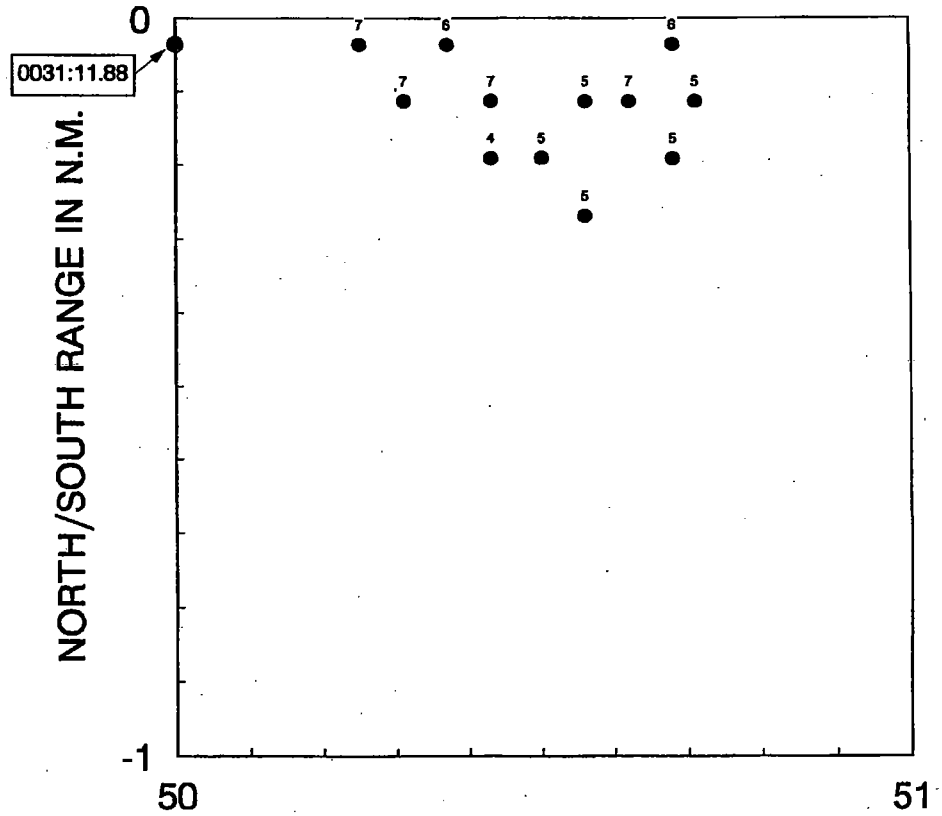
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ALL INFORMATION CONTAINED
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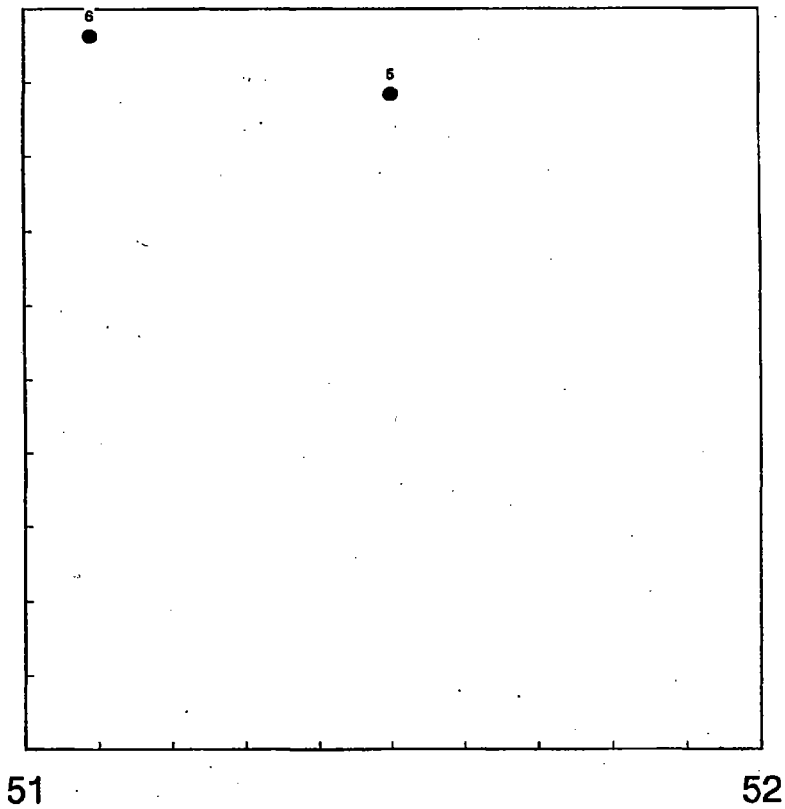
ATTACHMENT #13

ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF



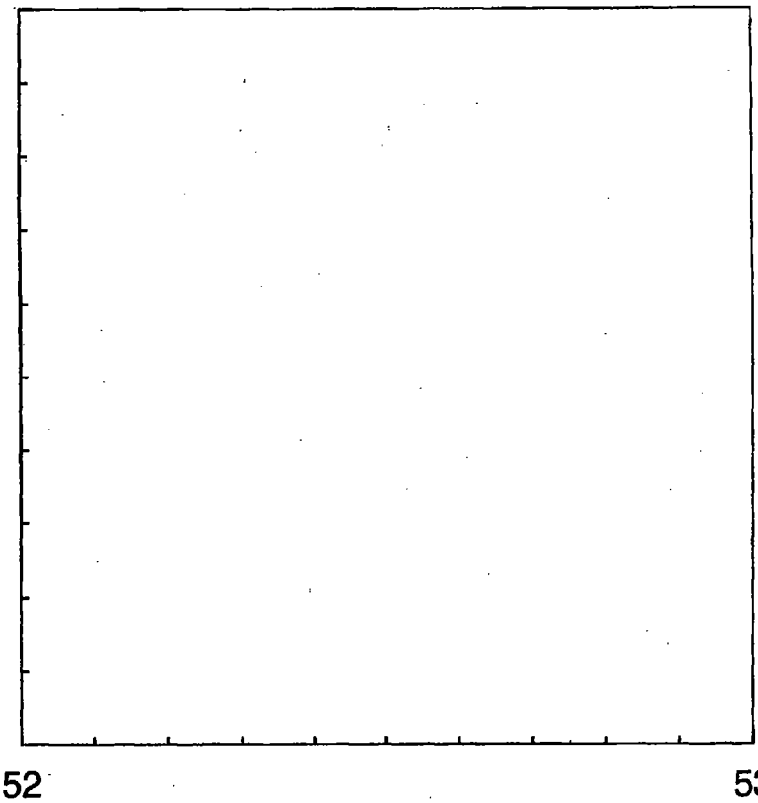
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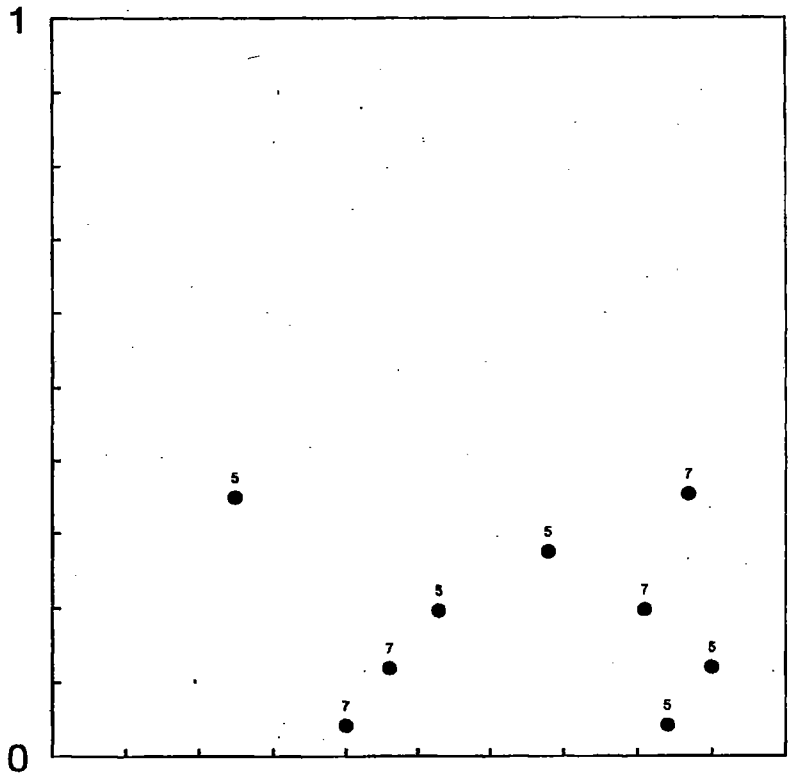
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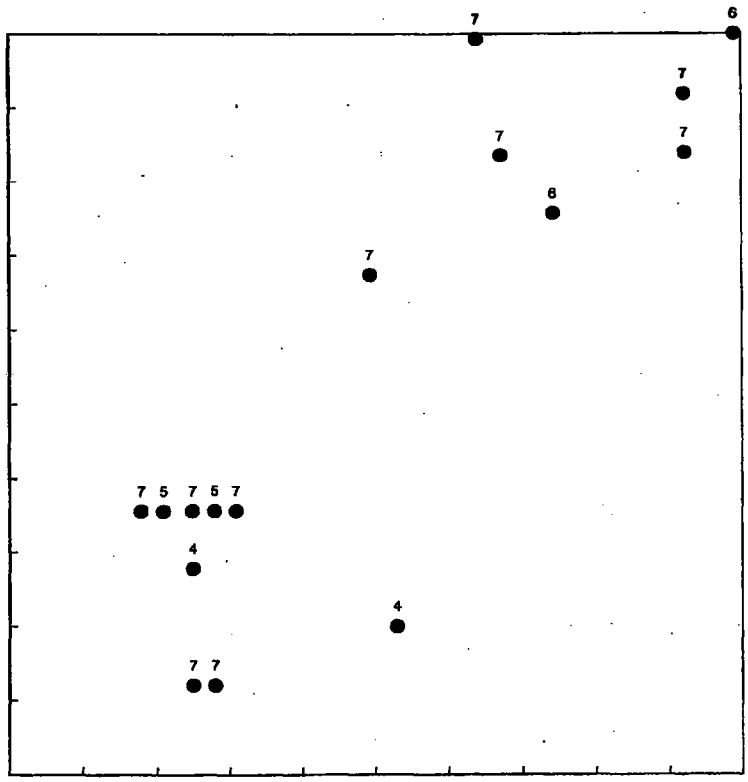
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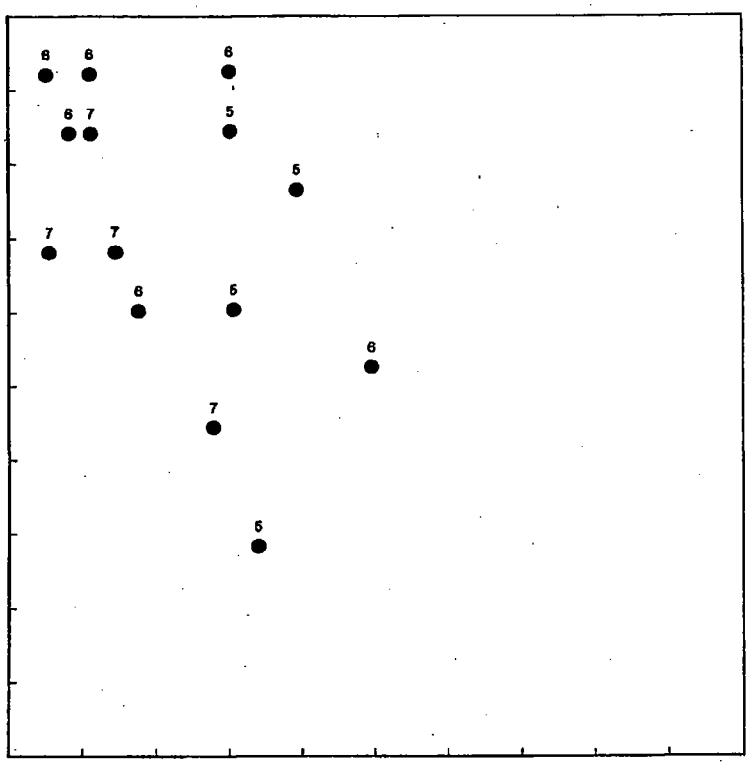
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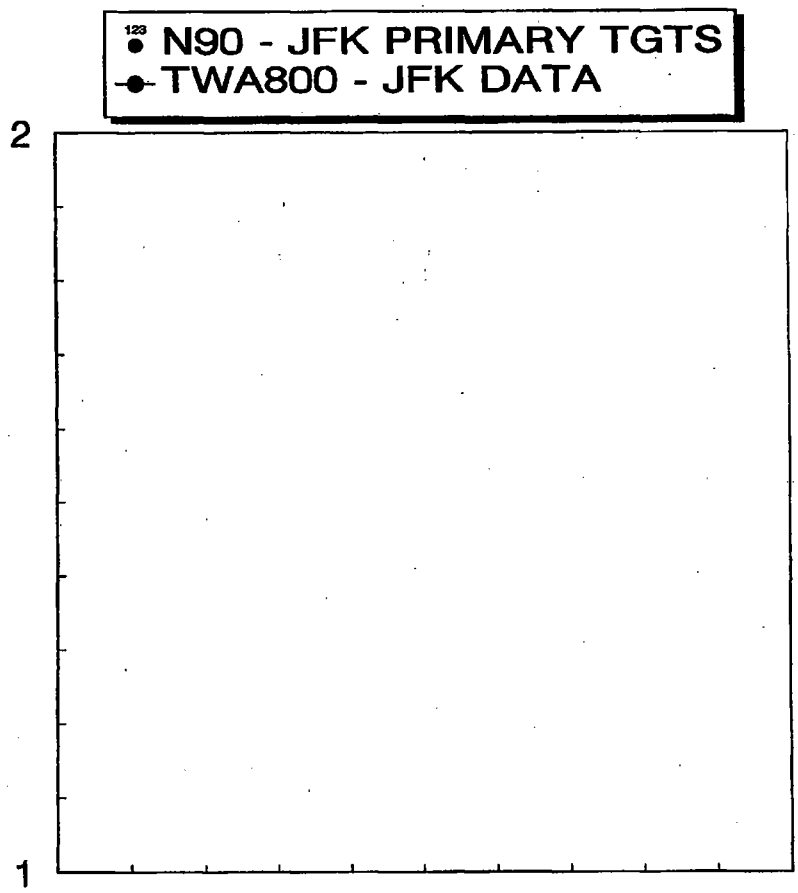
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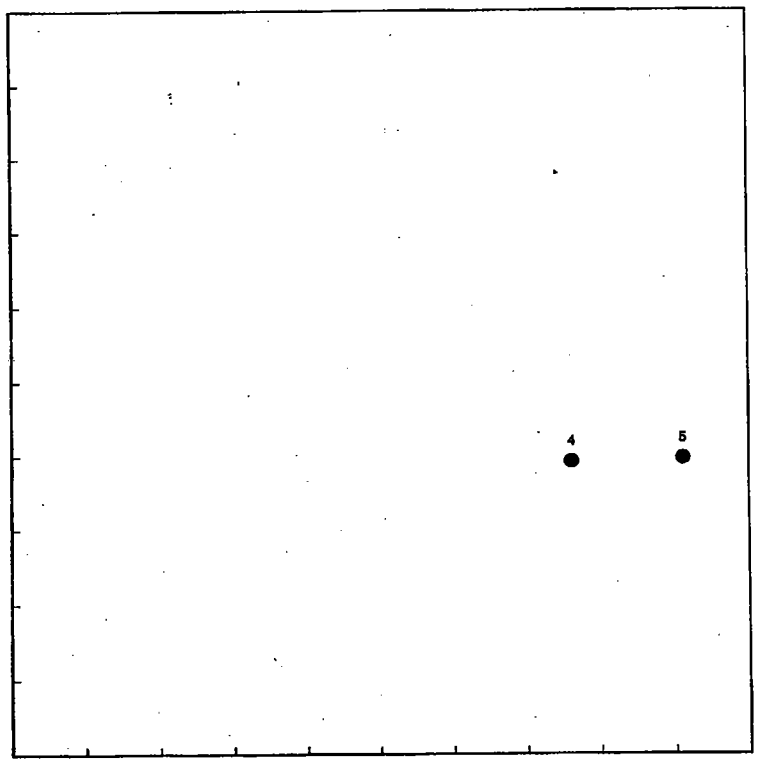
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TWAJFK5G

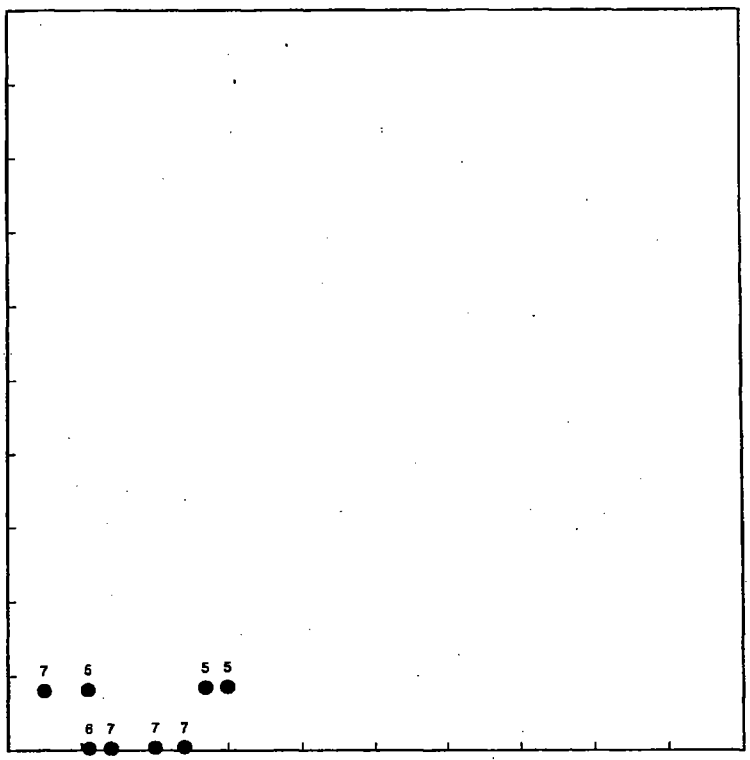
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TWAJFK5H

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TARGET RUN LENGTH VALUES (1 thru 7)



TWAJFK5I

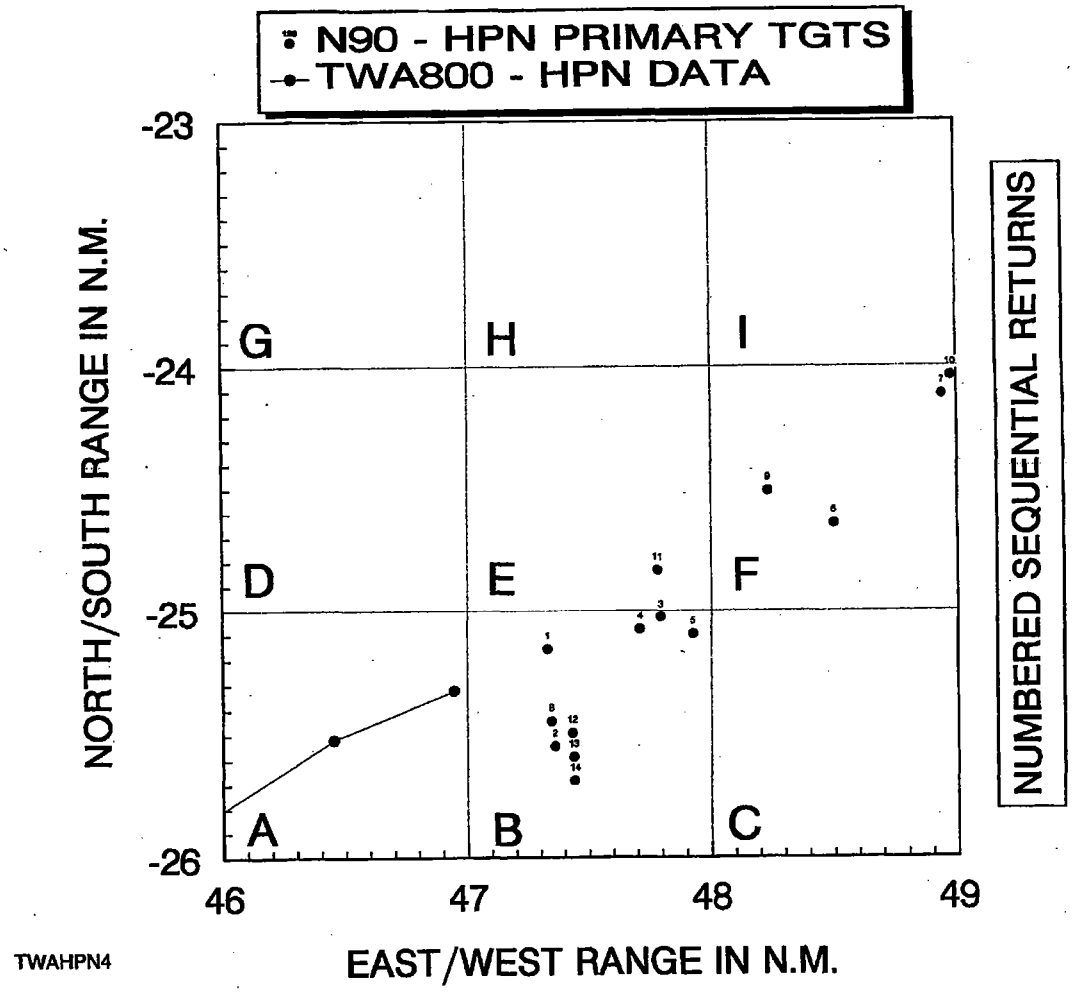
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ATTACHMENT #14

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TWAHPN4

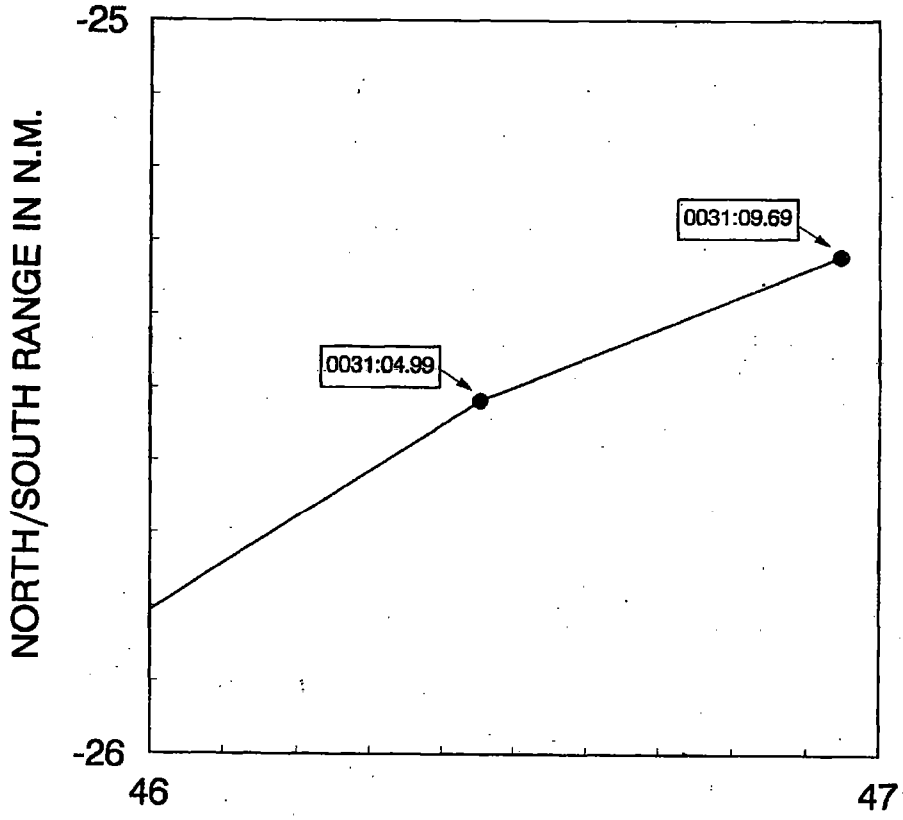
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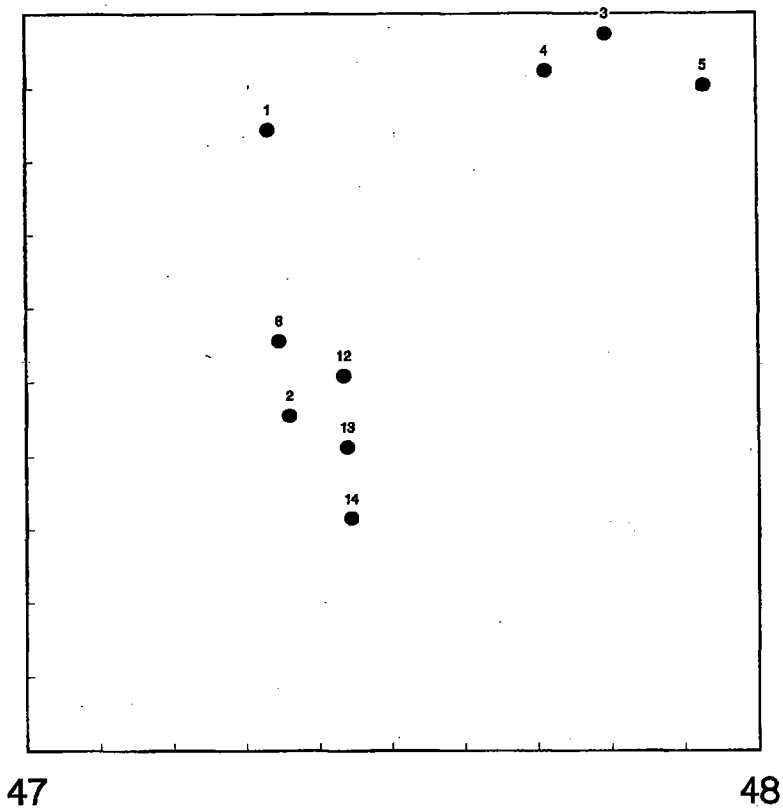
ATTACHMENT #15

ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF



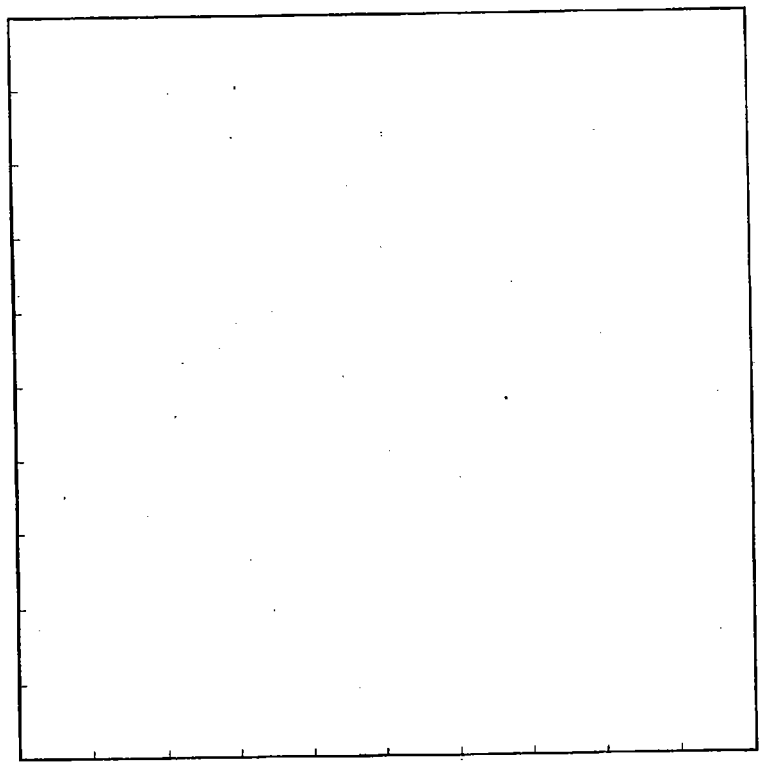
TWAHPN4A thru 4I

MORI DocID: 1147298



TWAHPN4B

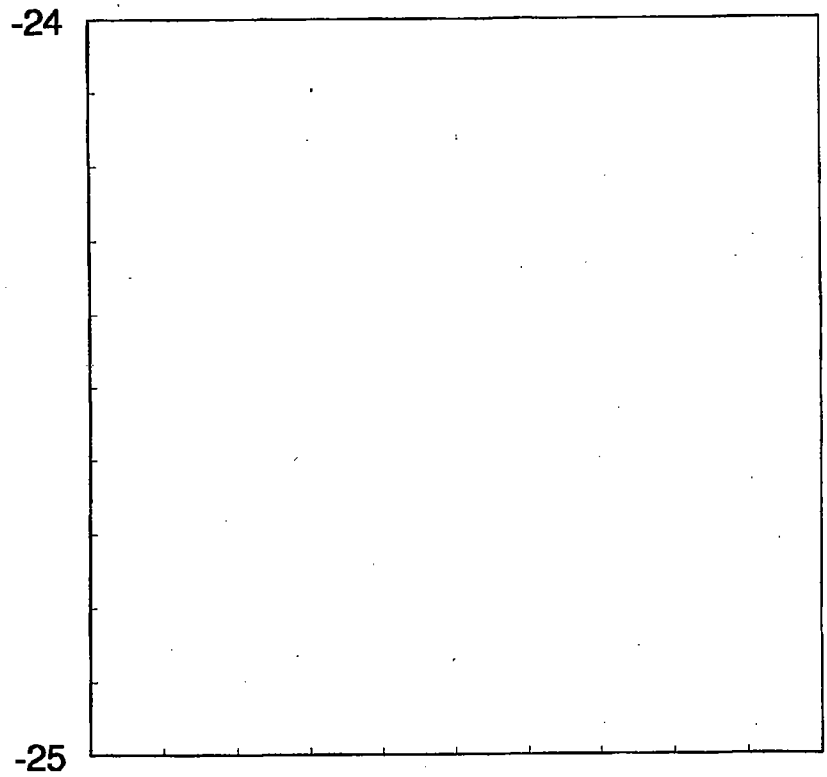
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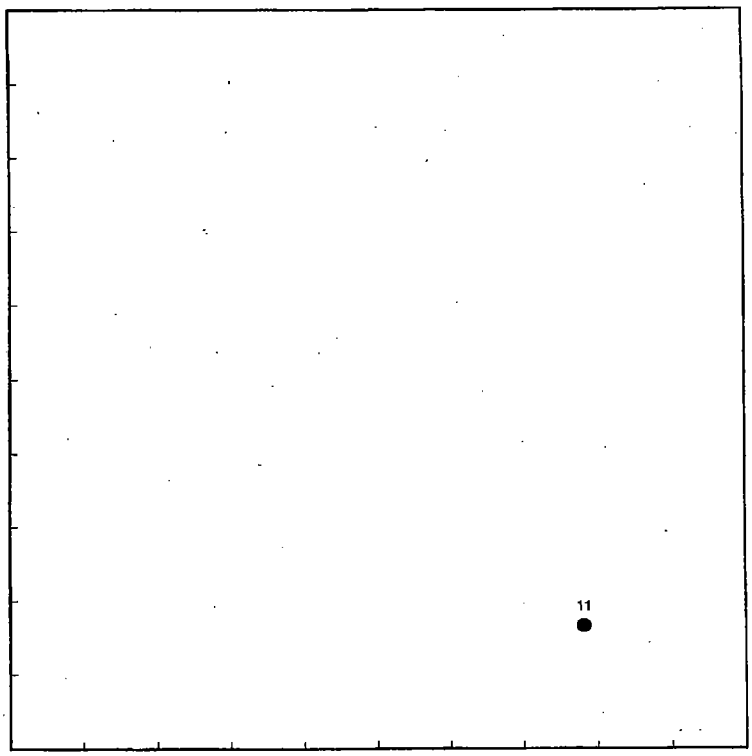
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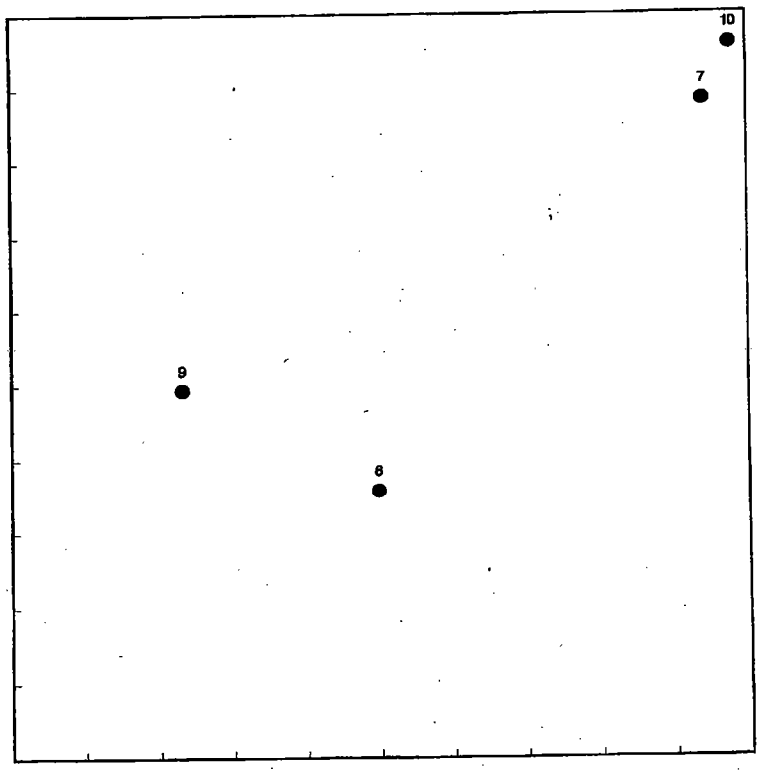
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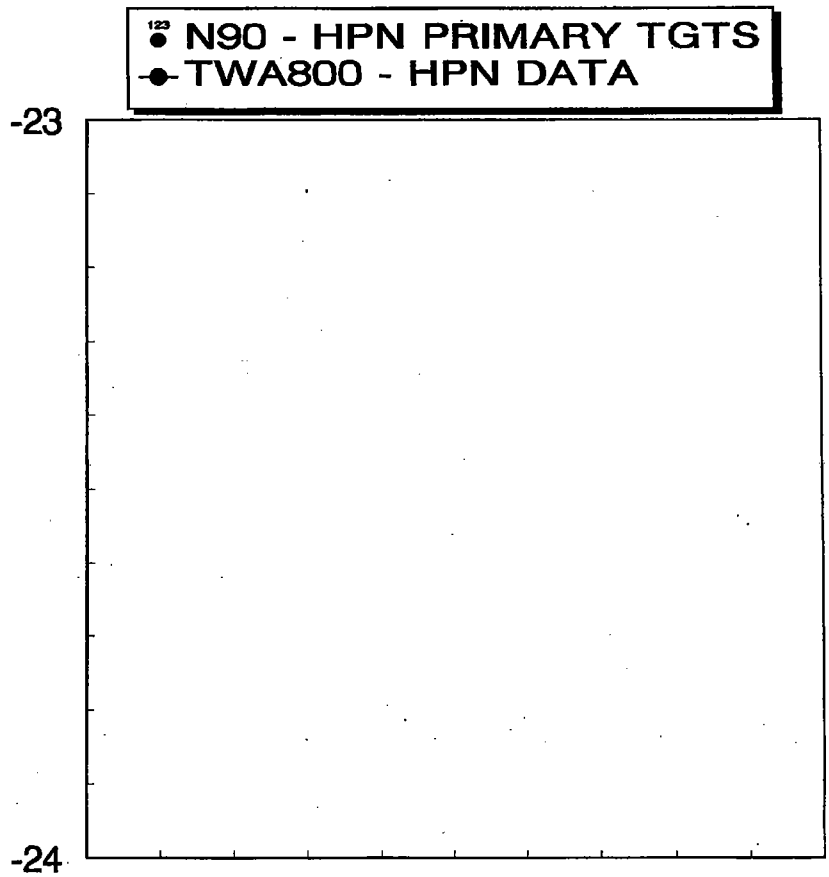
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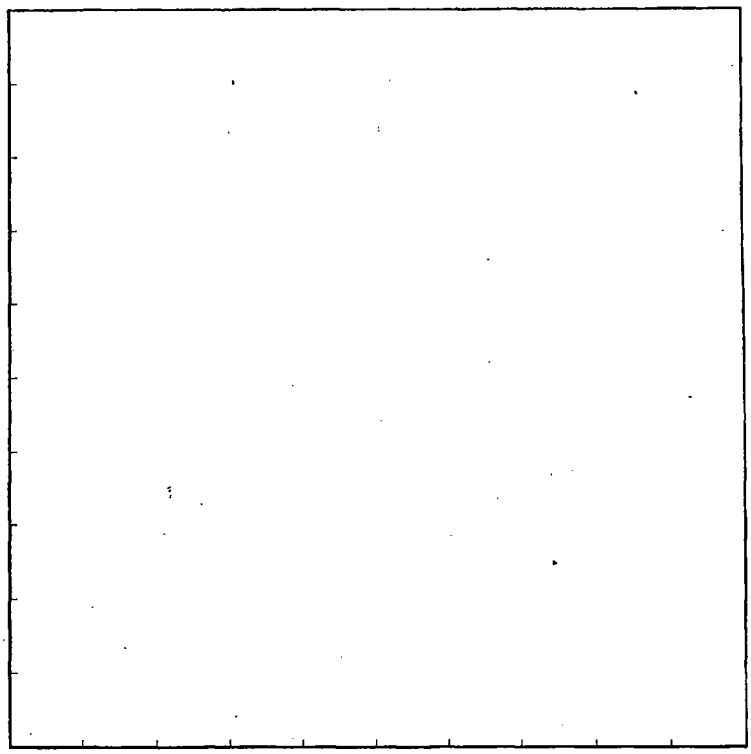
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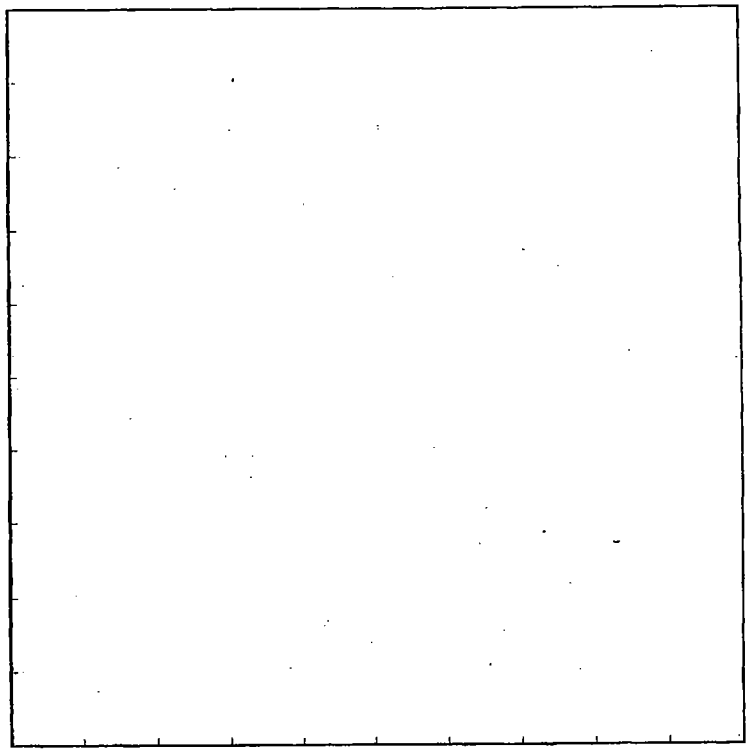
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TWAHPN4H

MORI DocID: 1147298

NUMBERED SEQUENTIAL RETURNS



TWAHPN4I

MORI DocID: 1147298

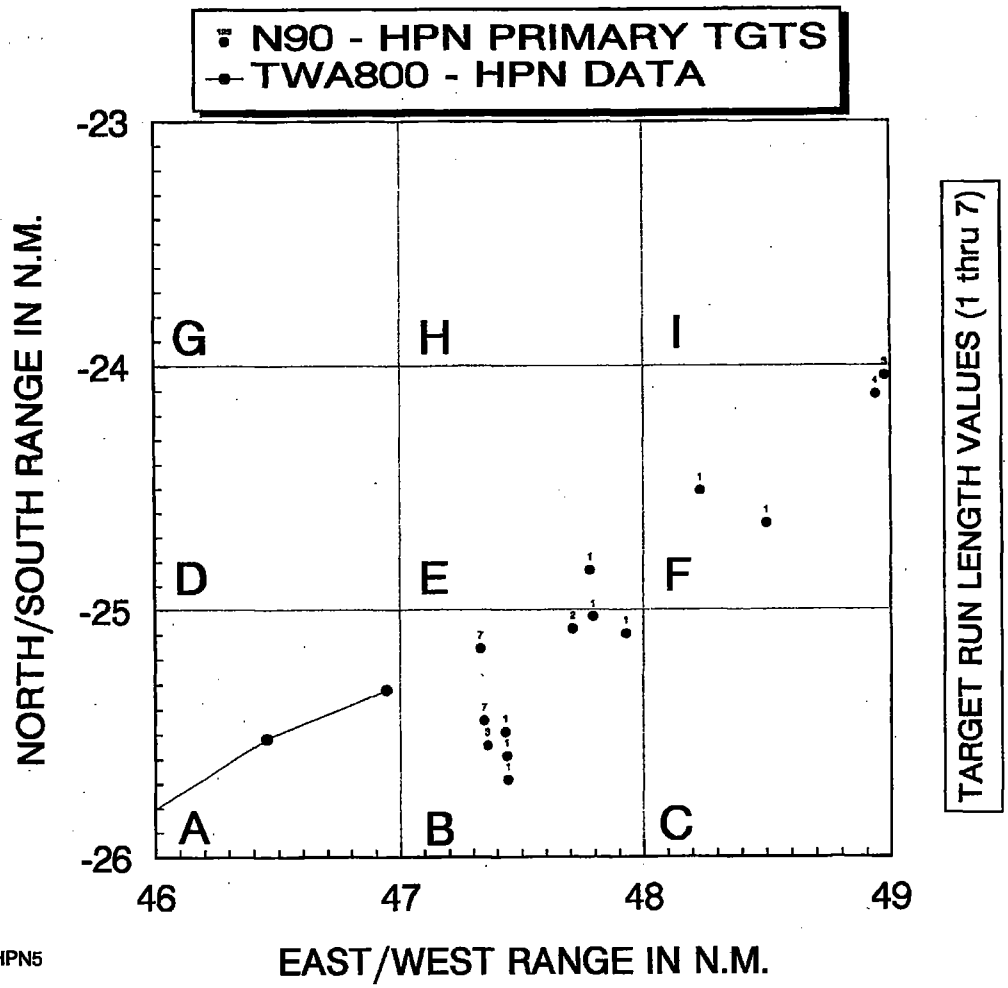
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ATTACHMENT #16

ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

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TWAHPN5

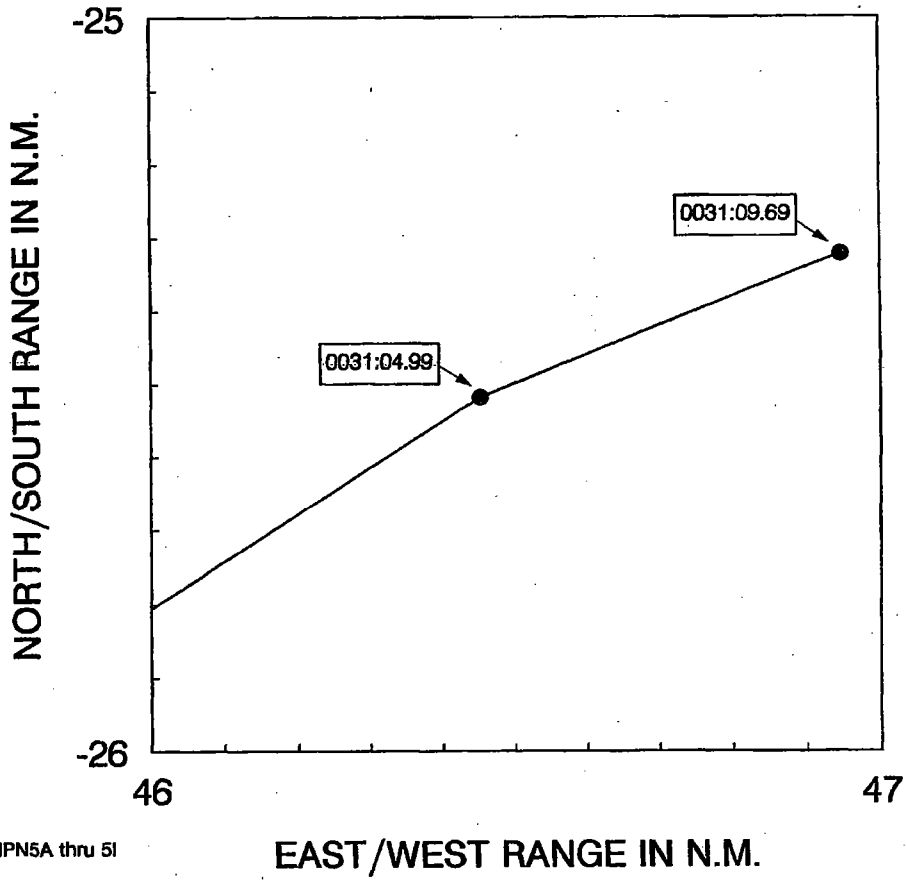
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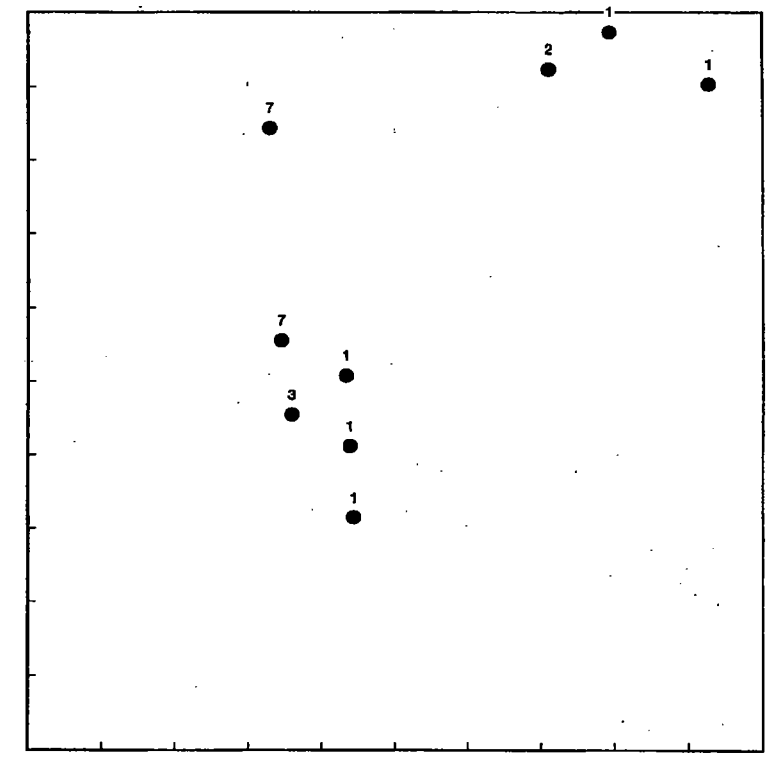
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF



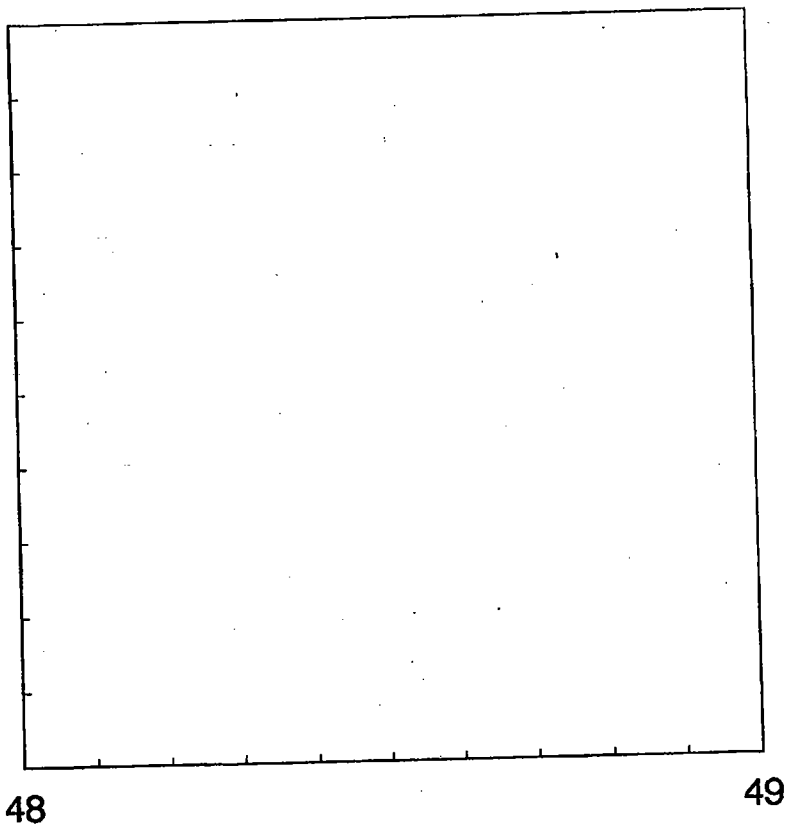
TWAHPN5A thru 5I

MORI DocID: 1147298



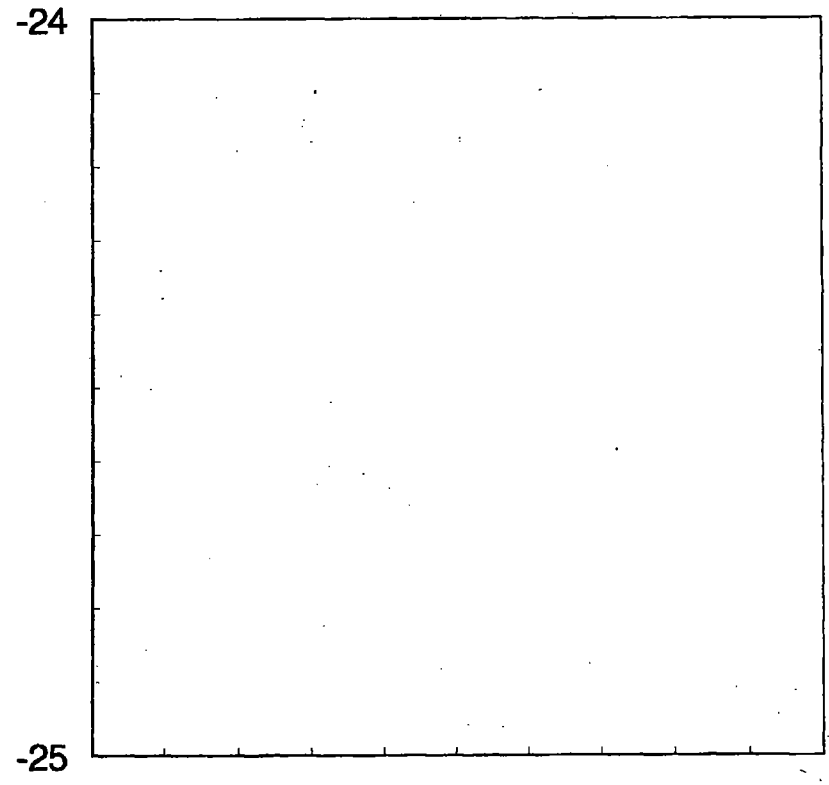
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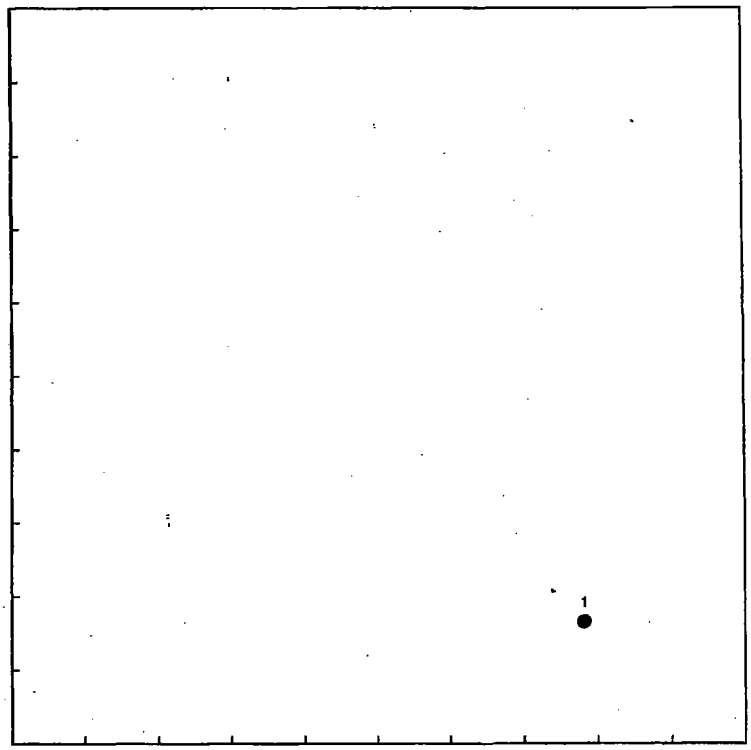
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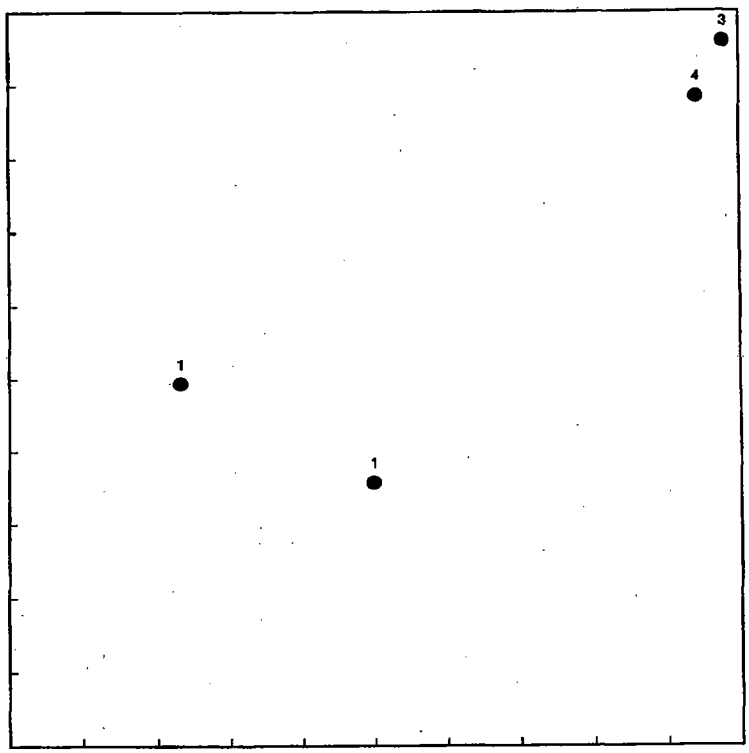
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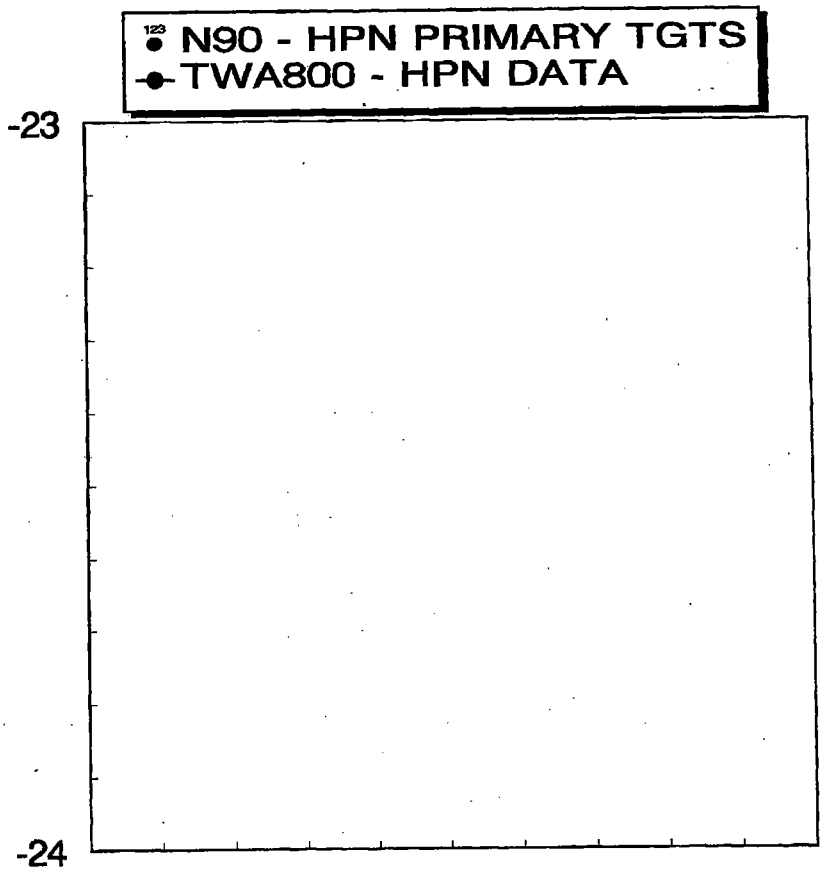
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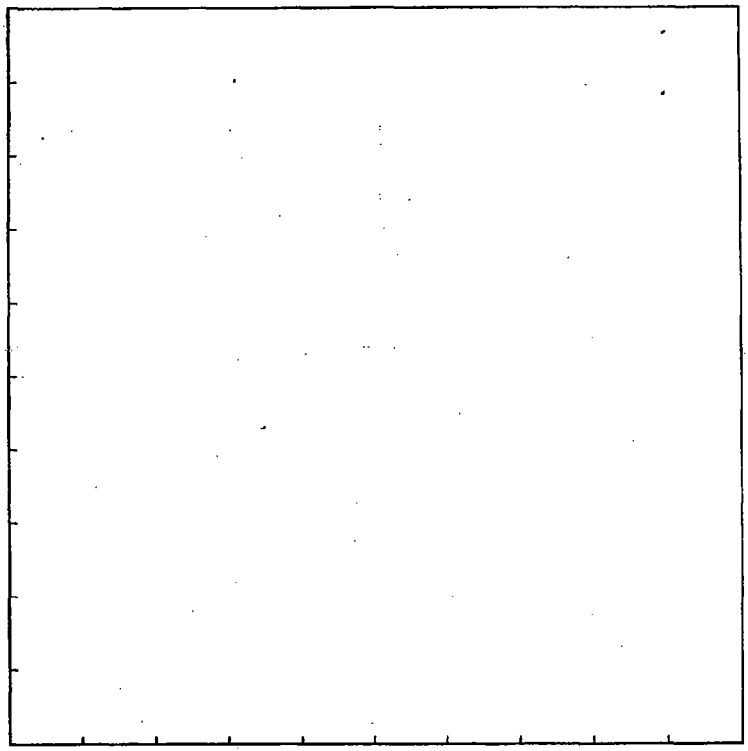
TWAHPN5F

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TWAHPN5G

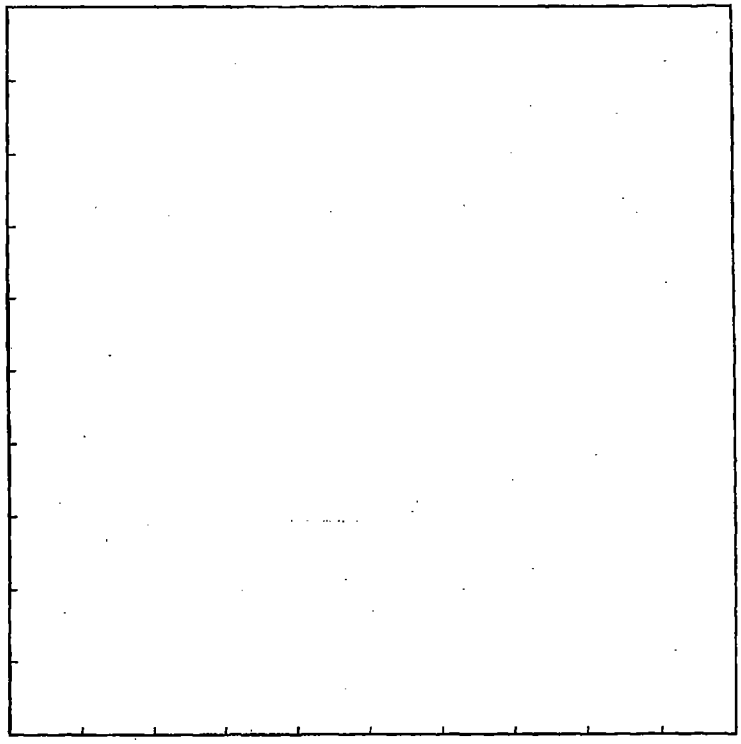
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TWAHPN5H

MORI DocID: 1147298

TARGET RUN LENGTH VALUES (1 thru 7)



TWAHPN5I

MORI DocID: 1147298

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ATTACHMENT #18

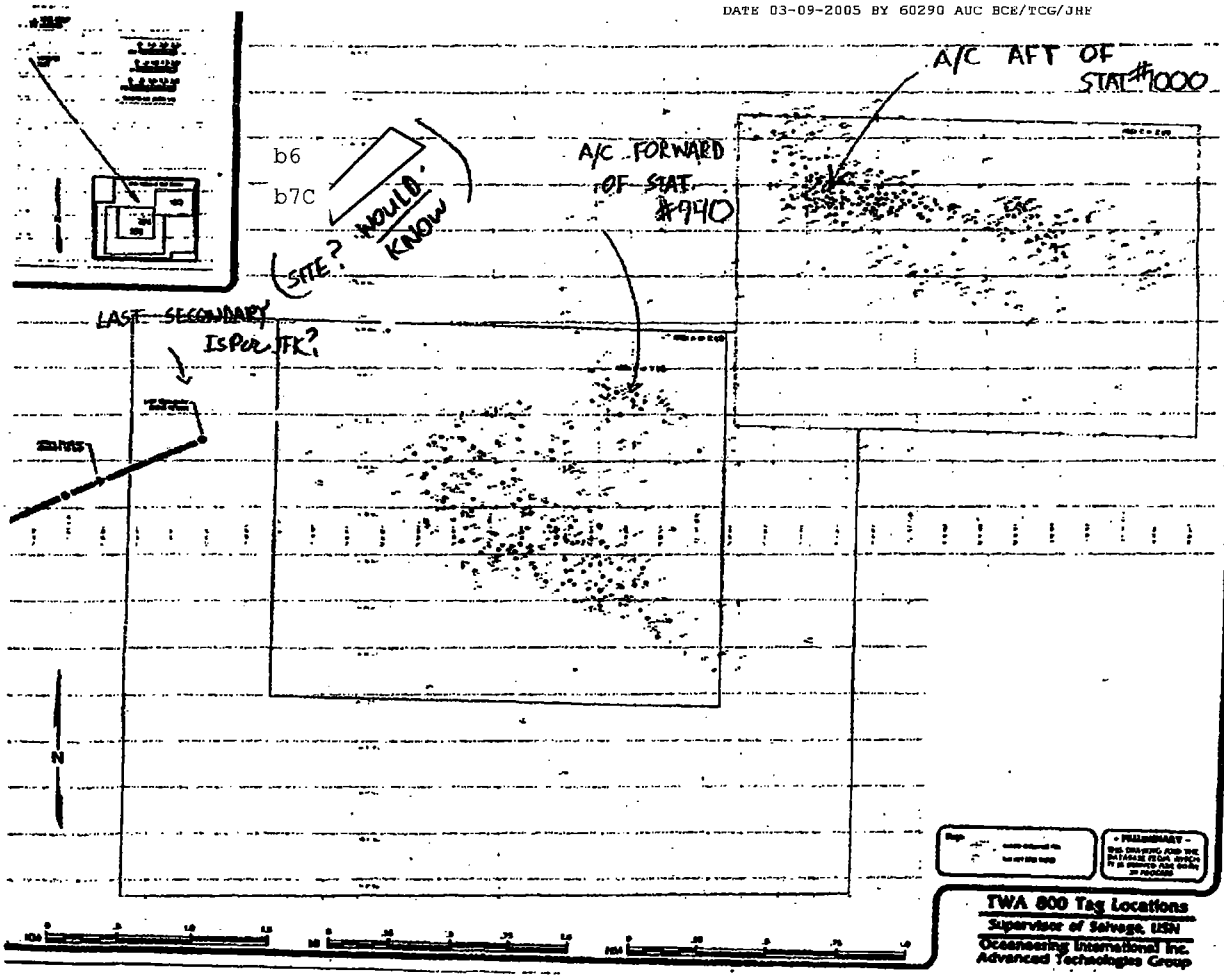
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ALL INFORMATION CONTAINED
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DATE 03-09-2005 BY 60290 AUC BCE/TCG/JHF

ATTACHMENT #19



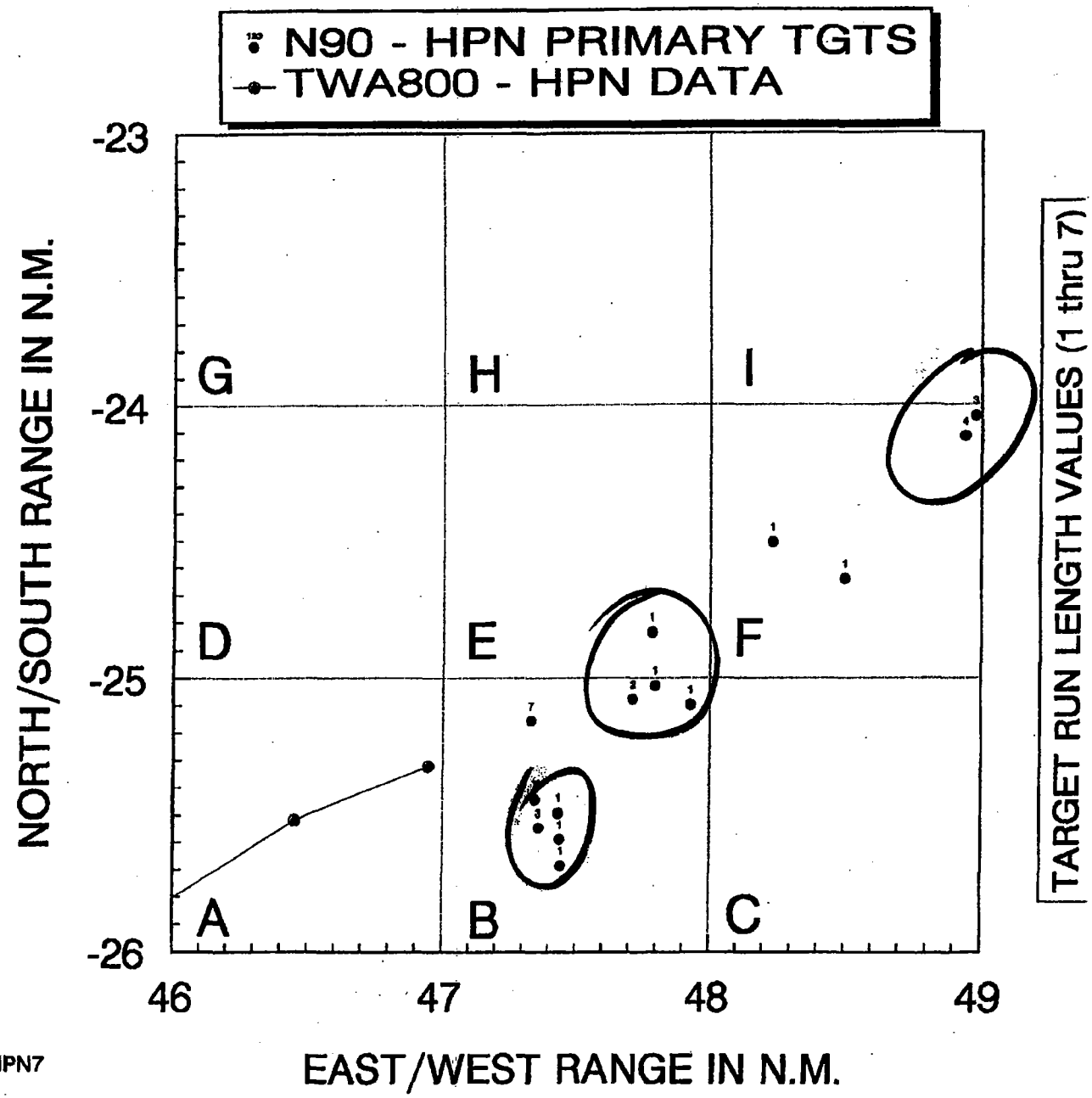
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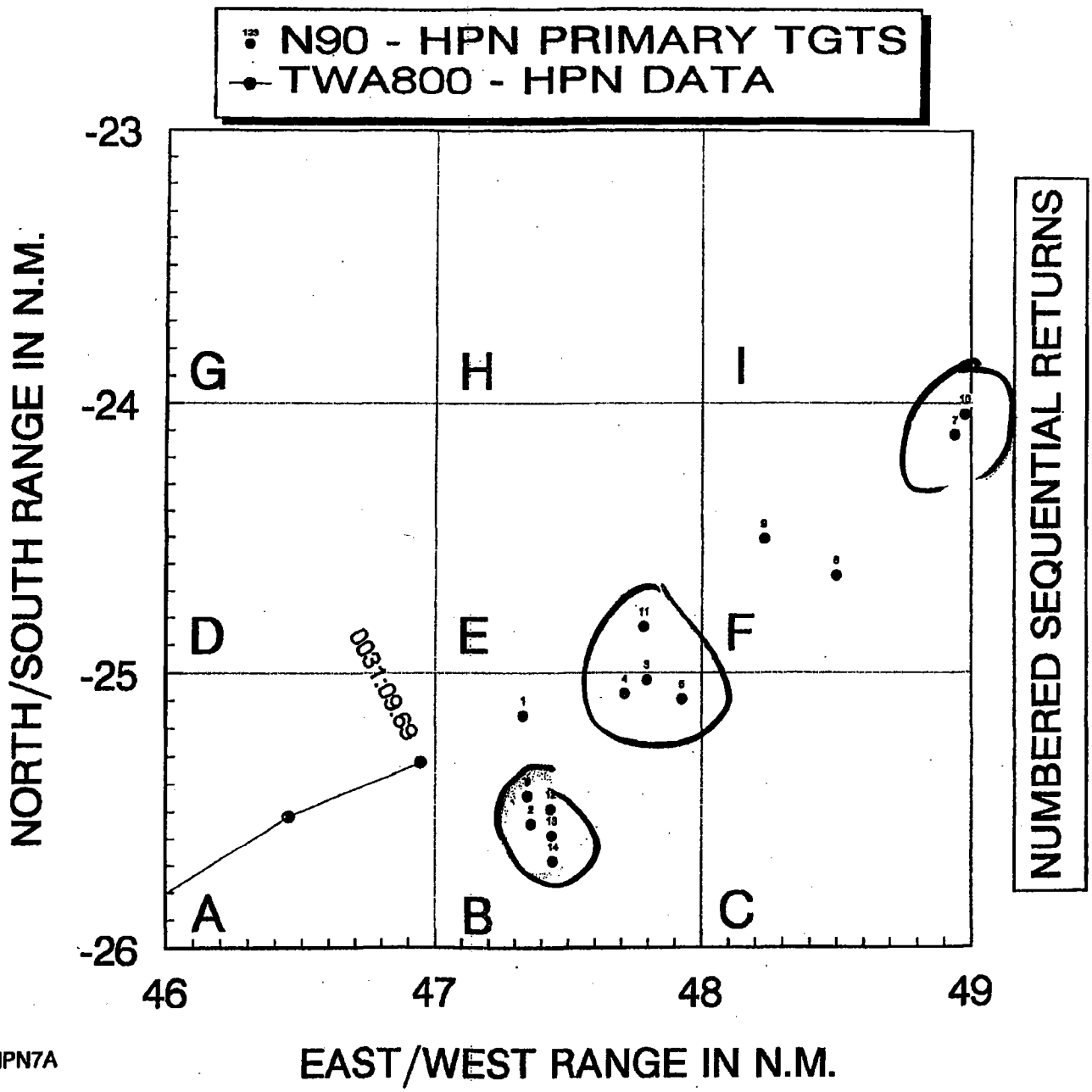
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TWAHPN7

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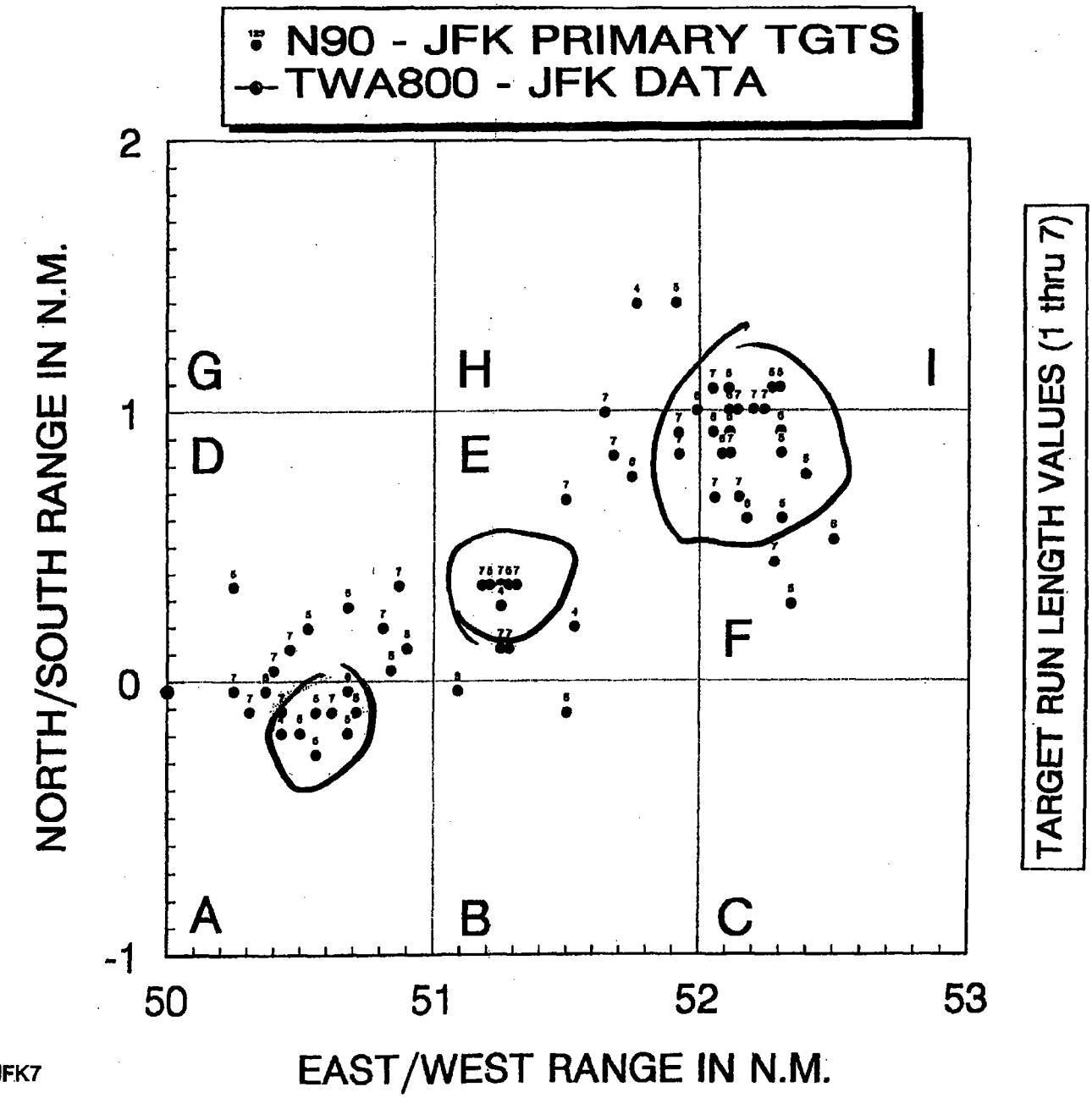
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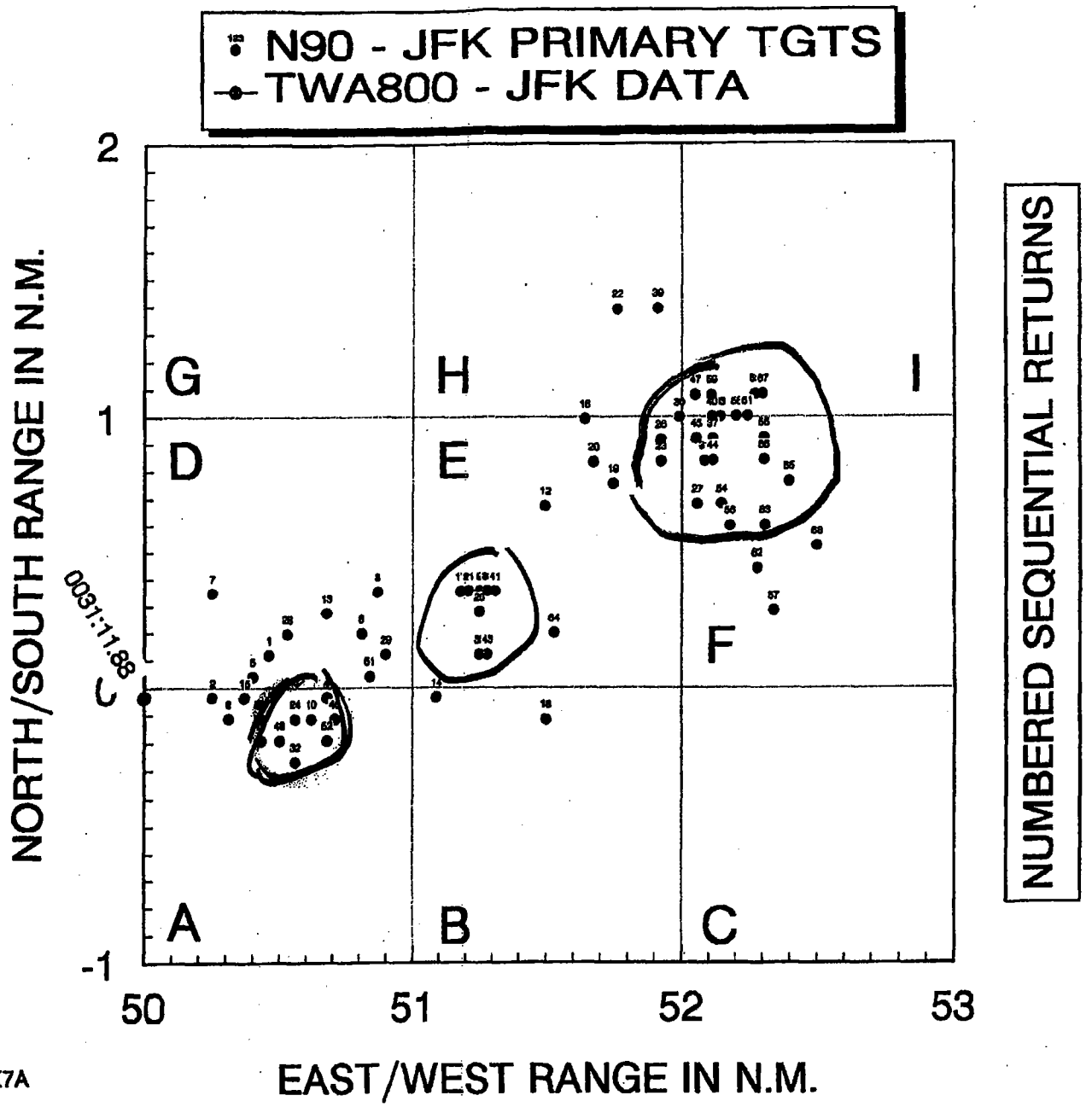
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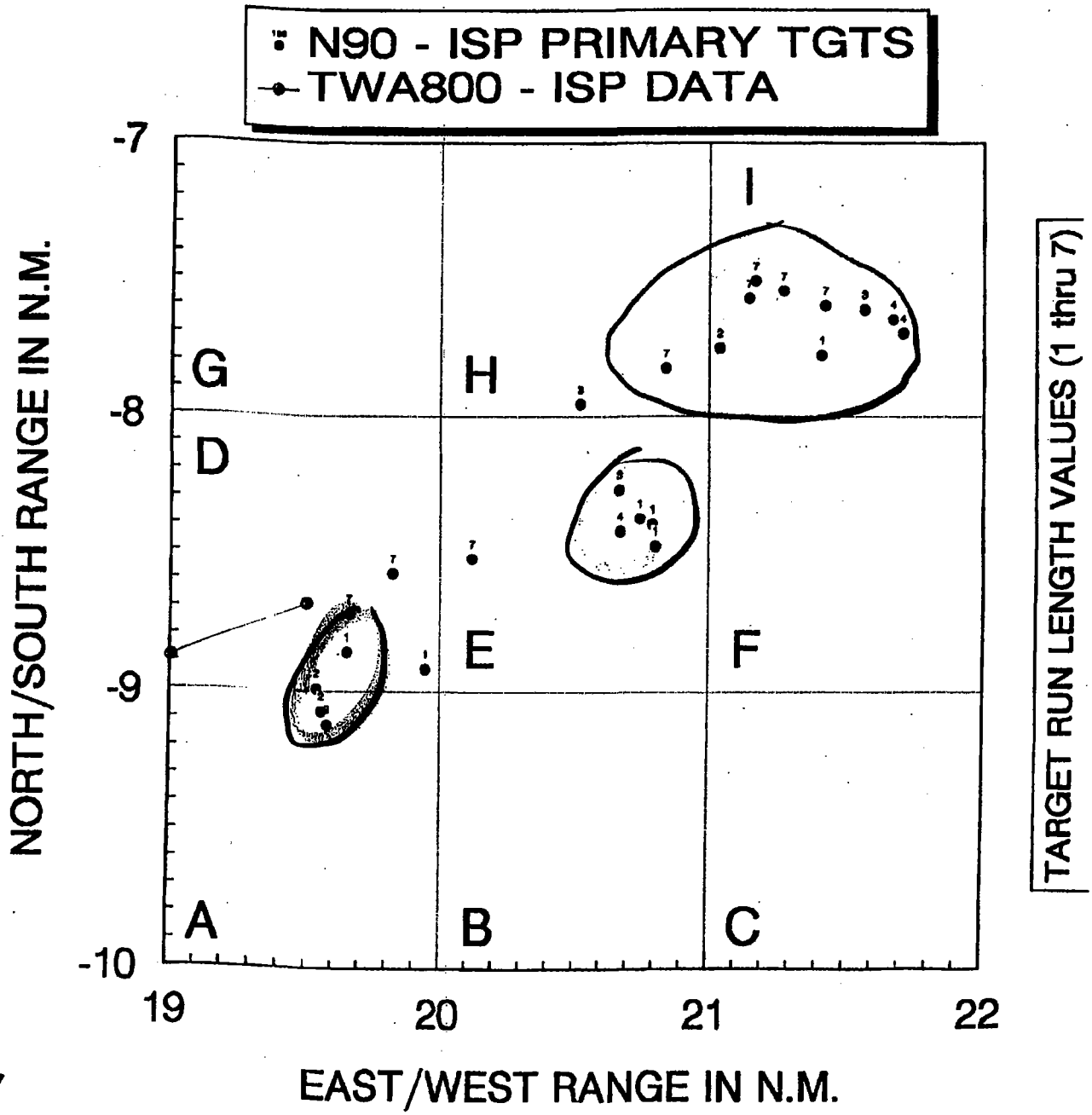
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TWAJFK7A

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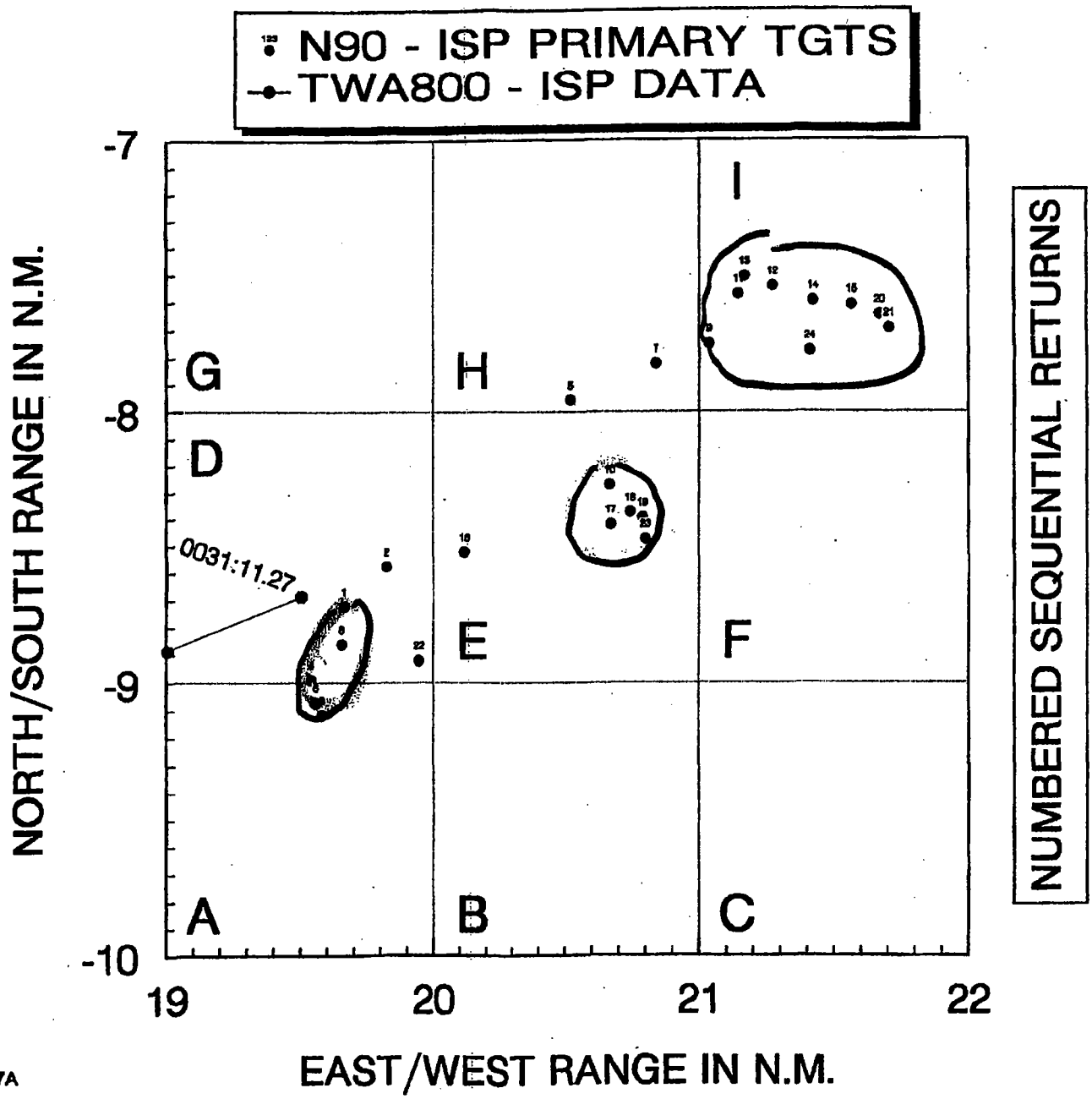
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TWAISP7

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74c2



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FOIA # 1014706

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October 3, 1997

VIA EXPRESS MAIL

SA [redacted]
FBI, New York Field Office
b6 26 Federal Plaza, 23rd Floor
New York, NY 10278
b7C

Dear [redacted]

Enclosed please find copies of primary data plots as you requested. You will note that I opted to plot all three data sets (ISP, JFK, & HPN) in order to develop the best possible picture relative to parts/debris disbursement. However, I did not incorporate or blend them into a single plot for two reasons. Firstly, the published magnetic variations for the JFK and HPN ASR systems (12°) do not appear correct. Hence, any attempt to offset values received by these sites would not have placed the targets in their proper relative positions to ISP data.

Secondly, target data received by the JFK and HPN systems would differ from the data received by the ISP ASR due to slant range from the receiving antenna. As an example of the slant range factor, I have enclosed a copy of a page (#39) extracted from FAA training Manual ETM 12-0-1 ***[Attachment #1]***.

Since the altitude of the primary target returns are not known, the determination of slant range correction factor(s) was not feasible.

In an effort to provide the broadest possible picture relative to primary target returns, along with plots that would not appear *"busy"* due to too much information crammed into a confined space, data presentations were completed in pair s from JFK, ISP, and HPN. One plots depicts target run length values associated with each return while the second plot (in the pair) depicts a numerical value associated with sequential timing of receipt of the data.

Per your request, I contacted [redacted] at the NTSB to obtain the estimated weight of the nose section. However [redacted] advised me that the Safety Board did not know the estimated weight and further reported that calculations relative to the weight were not attempted.

b6
b7C

A description of the data and plots is provided below.

DATA

A review of primary data returns in the immediate area of TWA800 was completed utilizing data received by the ISP, JFK, and ISP ASR systems. After selected data points were entered, they were plotted and reviewed in detail so as to eliminate targets that were associated with aircraft known to be in the area at the time of the mishap (*USN P-3, etc*). Returns selected in this process were entered in the computer utilizing the following format: TIME(UTC), nautical mile (NM) range, magnetic azimuth values in ACPS, and a single digit value between 1 and 7 which denoted target run length values. After entry, range and ACP data were converted to an X/Y grid format aligned to true north based on magnetic variation values contained in the NOS Digital Aeronautical Chart Supplement in effect at the time of the accident.

The term, target run length (TRL), in effect, refers to the size of a specific target. However, it does not directly reflect the size of a target but rather the radar cross section of a particular target. As an example, one needs to visualize a billboard located beside the highway. When viewed straight-on (*like the advertising folks want*), you will see the full size of the billboard, as 20 feet x 40 feet in height and width, and 6 inches thick. However, if the viewer were at a 45° angle and the viewed surface appeared as a 10 x 40 foot surface, its cross section would be reduced by approximately half. When the same billboard was viewed from a 90° point relative to the advertisement, the same object would appear as 10 foot in height and only 6 inches in width. At this angle, its 40 foot width would not be visible. Hence, a tumbling primary target, such as a large piece of aircraft skin, or a part from an aircraft, could register as a TRL value of 1 through 7, depending on the size of the cross section it presented at the time of detection. As an aid in visualizing the above, see ***[ATTACHMENT #2]***.

No... cross section would be reduced by cos 45° = 0.707, or about 71%.

File: FAA-ISP1.DAT

All primary radar returns received by the ISP ASR system between 0031:15.97[1] and 0032:31.14 with line numbers added to the left of the time column for timing reference in plan view plots *[ATTACHMENT #3]*.

File: FAA-JFK1.DAT

All primary radar returns received by the JFK ASR system between 0031:16.65 and 0033:12.12 with line numbers added to the left of the time column *[ATTACHMENT #4]*.

File: FAA-HPN1.DAT

All primary radar returns received by the HPN ASR system between 0031:14.54 and 0032:34.42 with line numbers added to the left of the time column *[ATTACHMENT #5]*.

PLOTTING

A series of plan view plots were completed utilizing the data listed above. Plots numbered as 1, 2, and 3 were utilized in development of the final plots described below.

PLOT: TWAISP4

Plan view plot covering a 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:06.57 and 0031:11.27, and all data contained in file TWA-ISP1.DAT. The numbers immediately above the primary target symbols (●) correspond to the line numbers in the data file and denote the sequence in which they were received. Additionally, each square mile grid is identified by a letter between A and I. Scale: major increments = 1 NM (*6,071 feet*), minor increments = 0.10 NM (*607 feet*). As can be seen by the over-writing of numerical and target symbols, addition and display of real time values would have made for a busy and very hard to read plot. Hence, it was determined that display of the appropriate line number signifying time sequence made for a more readable plot *[ATTACHMENT #6]*.

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[1] All times shown herein reflect adjusted timing per DFDR correlation and indicate Coordinated Universal Time (UTC).

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PLOT: TWAISP4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file and denote the sequence in which they were received. Evident in this series of plots is the fact that the over-writing of numerical and target symbols does not occur as was apparent in the 3x3 square mile plot. These plots are provided for the purpose of digitally scanning the material into a computer should further analysis be required by outside agencies. Scale: major increments = 1 NM, minor increments = 0.10 NM ***[ATTACHMENT #7].***

PLOT: TWAISP5

Plan view plot covering a 3x3 nautical mile NM area depicting the last two transponder returns received from TWA800 at 0031:06.57 and 0031:11.27, and all data contained in file TWA-ISP1.DAT. In this plot, the numbers immediately above the primary target symbols (●) correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file. As with the above plot, each square mile grid is identified by a letter between A and I. Scale: major increments = 1 NM , minor increments = 0.10 NM As can be seen in this plot, over-writing of numerical and target symbols is also evident and demonstrates that had time values been added to the display, information would have been nearly impossible to distinguish ***[ATTACHMENT #8].***

PLOT: TWAISP5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. Scale: major increments = 1 NM, minor increments = 0.10 NM ***[ATTACHMENT #9].***

MORI DocID: 1147299

PLOT: TWAJFK4

Plan view plot covering a 3x3 NM area depicting the last transponder returns received from TWA800 at 0031:11.88 and all data contained in file TWA-JFK1.DAT. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #10]***.

PLOT: TWAJFK4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #11]***.

PLOT: TWAJFK5

Plan view plot covering a 3x3 NM area depicting the last transponder returns received from TWA800 at 0031:11.88 and all data contained in file TWA-JFK1.DAT. Numbers immediately above the primary target symbols correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file ***[ATTACHMENT #12]***.

PLOT: TWAJFK5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. ***[ATTACHMENT #13]***.

PLOT: TWAHPN4

Plan view plot covering a 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:04.99 and 0031:09.69, and all data contained in file TWA-HPN1.DAT. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #14]***.

PLOT: TWAHPN4A thru 4I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 4 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the line numbers in the data file ***[ATTACHMENT #15]***.

PLOT: TWAHPN5

Plan view plot covering 3x3 NM area depicting the last two transponder returns received from TWA800 at 0031:04.99 and 0031:09.69, and all data contained in file TWA-HPN1.DAT. Numbers immediately above the primary target symbols correspond to the Target Run Length values (*1 thru 7*) indicated under the column headed TRL in the data file ***[ATTACHMENT #16]***.

PLOT: TWAHPN5A thru 5I

A series of plan view plots (9) depicting 1x1 square NM areas with the letter indicated on the smaller (*3x3 NM*) plot appended to the number 5 to signify the area covered by the individual plots. Numbers immediately above the primary target symbols correspond to the Target Run Length values indicated under the column headed TRL in the data file. ***[ATTACHMENT #17]***.

LINE-OF-SIGHT

Since the subject of line-of-sight (LOS) came up early on in our discussions, I have provided LOS values for the JFK, HPN, and ISP ASR systems below. The calculations were completed utilizing a program developed at the NTSB, and still in use by that agency. The values listed below depict the NM range of the first primary target received by the site listed after loss of the flight's transponder signal, and represent the minimum MSL altitude that a target would be detected given all things atmospheric were normal at the time of the event. However, as you are aware from the presence of surface (primary) targets extracted from the ISP primary data set at ranges exceeding 40 NM, it appears that these targets were the result of a temperature inversion at the time of the incident.

ASR	RANGE from ASR	MINIMUM ALTITUDE
JFK	50.46nm	1,687'
HPN	53.34nm	1,885'
ISP	21.51nm	306'

Keep in mind that, based on a standard set of circumstances (*weather, atmosphere, radar tuning, etc.*), the ASR antenna should not receive or detect primary targets below the minimum altitudes listed above.

TARGET SELECTION

For the most part, primary targets were selected in the area of the last received transponder return commencing with the time of the next expected return and continuing for approximately 1¼ minutes (0031:14 - 0032:00), with the exception of JFK data which continues through 0033:12.

The selection of above times is based on my experience with past in-flight break-up accident sequences and the intentional destruction of target drones, while a GCI controller in the military. These experiences have shown that after a time period of approximately 60-75 seconds after an airframe experiences a catastrophic in-flight failure, primary radar targets tend to represent a scenario more closely associated with a chaff [2] drop rather than an intact aircraft, or portion of one.

---

[2]CHAFF - Thin, narrow metallic strips of various lengths that reflect RF energy. These reflectors, when dropped from an aircraft and allowed to drift downward, with the wind, result in the appearance of targets of varying sizes on radar scopes (displays).

A brief visual review of plotted data indicates the HPN ASR system received the least amount of primary target returns while the JFK system received a larger number of returns. The difference in the number of primary returns received from these sites, at nearly identical ranges, tends to indicate that the temperature inversion played a factor in contributing to the lessor number of targets received by HPN versus the larger number of targets received by JFK.

Of interest in the HPN data is that after 0032:34.671, primary target returns become very intermittent and cease in the accident area at 0033:07. Within the JFK data, only 11 targets are recorded after 0032:30, and become increasingly intermittent in the accident area with primary targets ceasing after 0035:21.

Although primary data associated with the ISP ASR was selected through 0032:31.387 for the purposes of the aforementioned plots, primary target returns within the ISP data are indicated beyond 0040:00. Many of the latter targets appeared near stationary and no determination could be made as to whether these targets were aircraft debris aloft or surface targets (small boats) that reportedly responded to the scene of the crash. Additionally, the possibility exists that a portion of the ISP primary data points could be attributed to heavy dense smoke from a fossil (jet) fuel fire. The foregoing statement may garnish a few snickers, however, I have witnessed several occurrences where such smoke conditions appeared on radar (JFK & EWR ASR systems) as very faint (*TRL 1 values*) from structural fires in and around the New York City area while a controller at JFK. Additionally, I have observed this occurrence in the Minneapolis area while an FAA controller.

DISCUSSION

In an effort to present both sequential target listings and TRL values in a combined view, a series of three joint-plots were created for each of the ASR systems. These plots were designated as TWA**JFK**7/7A, TWA**HPN**7/7A, and TWA**ISP**7/7A ***[ATTACHMENT # 18].***

Based on information you provided relative to debris locations documented during the recovery phase ***[ATTACHMENT # 19]***, I have marked each of the above plots with circles to indicate the locations of debris from the forward portion of the aircraft in ***green*** and the aft portion of the aircraft in ***blue***. Additionally, I have placed an ***orange*** circle around a grouping of returns that appear immediately to the right of the apparent flight track of TWA800, approximately 1 N.M. southwest of the area encompassing the nose or forward section.

Since I could not recall seeing a similar depiction of primary target data while visiting CTO nor was there an indication of this debris pattern in the copy of the Oceaneering plot indicating TWA800 Tag Locations provided by FAX, I became quite curious as to what portions of the aircraft these could be.

Within the ISP and HPN plots, targets located in the orange circle appear to be closely grouped within an area measuring approximately 0.2 NM east/west and 0.4 NM north/south. Within these plots, both data sets indicate TRL values generally at 3 and below. However, both data sets also include a single TRL value of 7 near the northern end of the target field.

In the JFK plots, targets within the orange circle indicate TRL values of between 5 and 7 while for the most part they appear near the end of the data set. The grouping of the JFK data appears to be generally within a 0.4 NM diameter area.

The relatively tight grouping of these targets in all three data sets (less than ½ NM) would tend to indicate more vertical movement versus lateral movement.

Additionally, plotted data indicates targets located within the orange area appear immediately to the right (*abeam*) of the projected flight path of TWA800 at a distance of approximately 0.5 NM, at 0031:16.224 in the ISP data set. Coincidentally, the first appearance of this target in the HPN data occurred at 0031:14.792 and was also located approximately 0.5 NM to the right of the projected flight path.

A similar target appears to the right of the projected flight track at 0031:16.895 in the JFK data set but at a distance of approximately 0.25 NM.

The above information indicates that some portion or component of the aircraft kicked out to the right nearly immediately after loss of the transponder signal and experienced a throw to the right of the aircraft's flight track of between 0.25 and 0.5 NM. Once it lost the momentum that caused its departure from the aircraft, the part or parts associated with this debris descended to the ocean surface very near vertically with minimal lateral movement. COCKPIT / 1ST CLASS SECTION?

Target returns located within the green (fwd) and blue (aft) coincide with the information depicting debris fields in the Oceaneering TWA800 Tag Location plot.

I doubt that NTSB personnel have plotted all three primary data sets as contained in the enclosed attachments although the recommendation to complete such a process was communicated.

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For your convenience, I have provided three complete sets of text and plots. Also, I have provided six large (30x30") plots depicting numbered sequential returns as well as TRL values from the three ASR systems.

Feel free to call if you have any questions, comments , or suggestions. I should be in for the next few weeks.

Very truly yours,

[redacted]

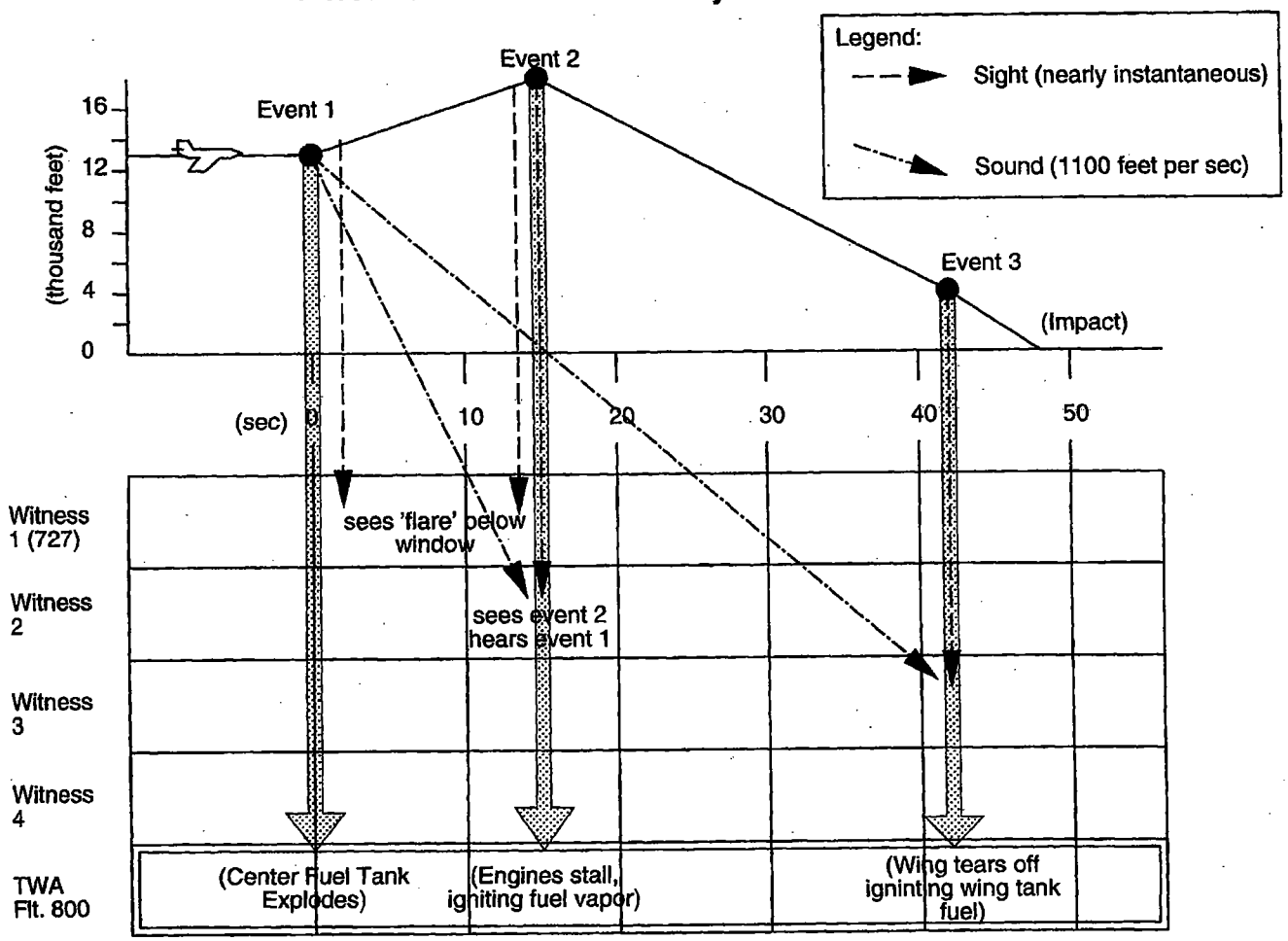
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TWA Event Timeline Summary Strawman



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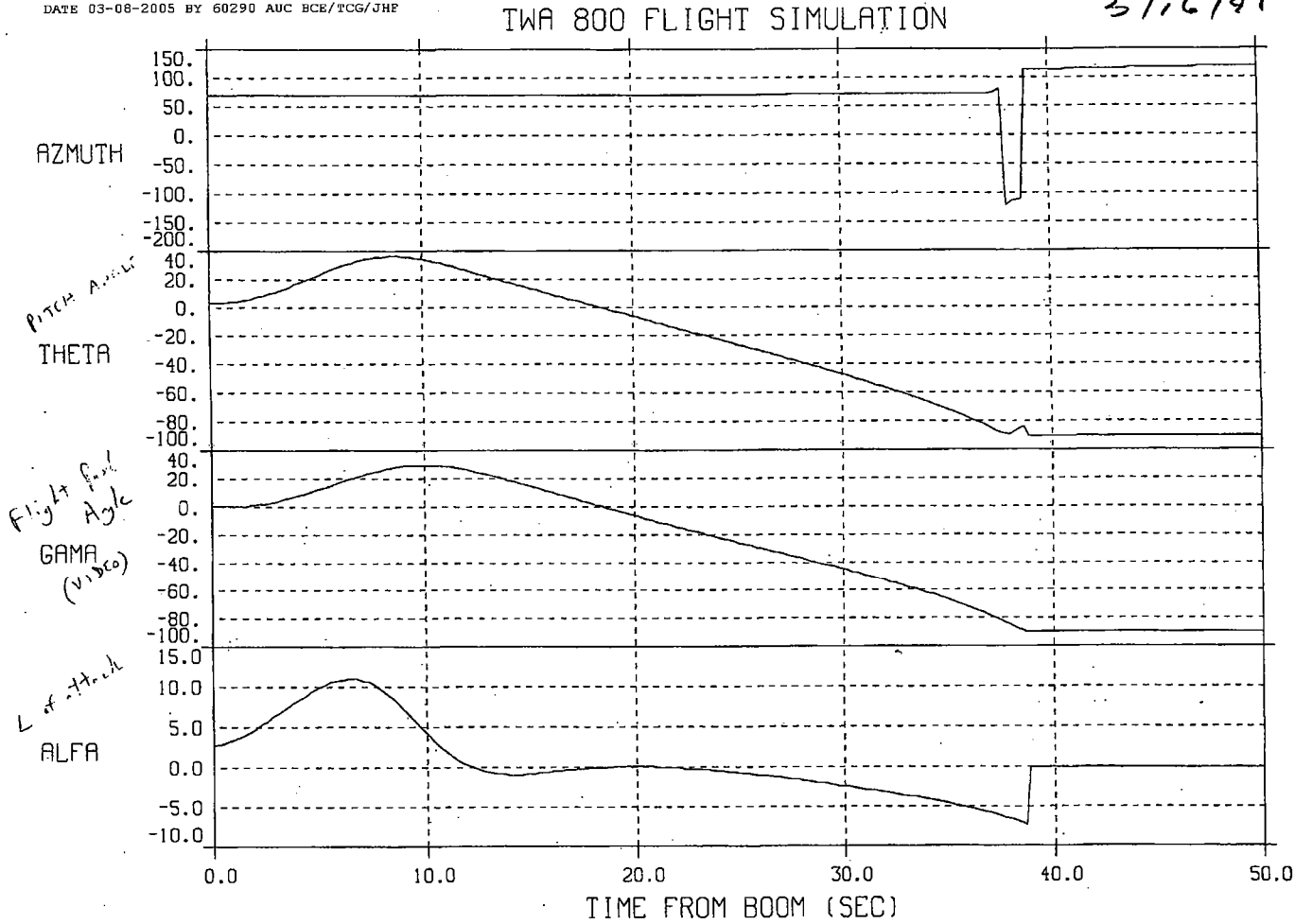
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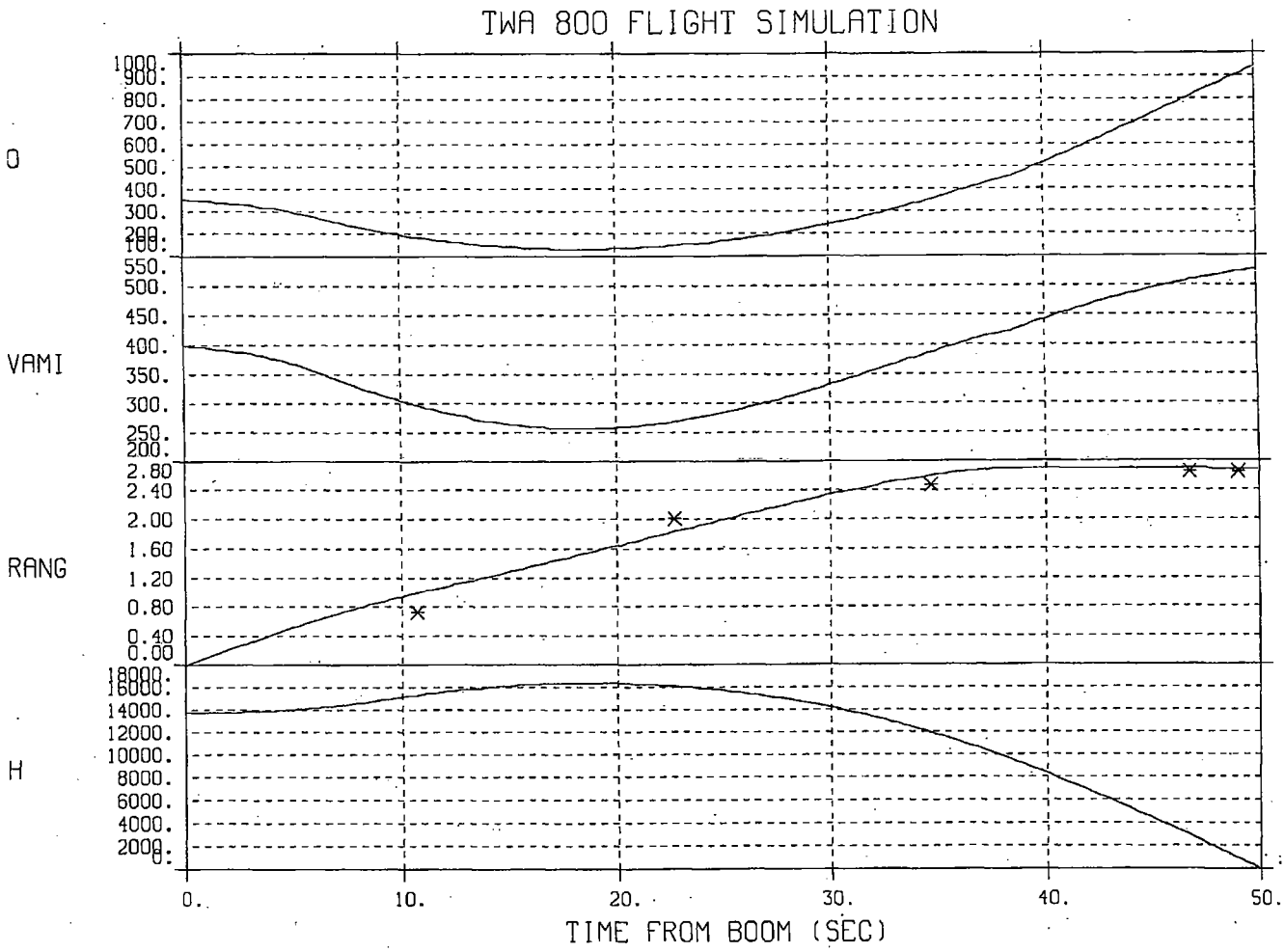
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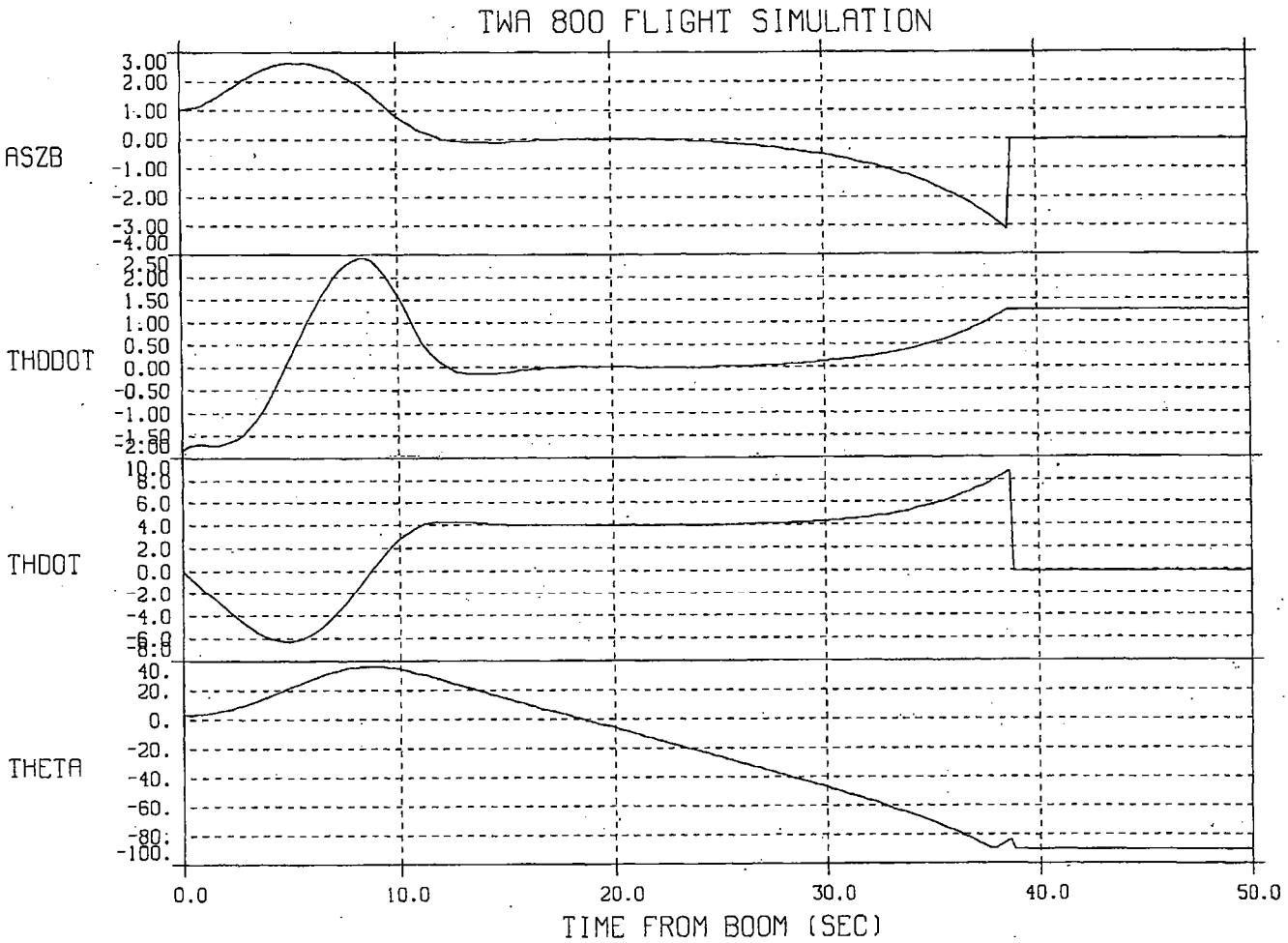
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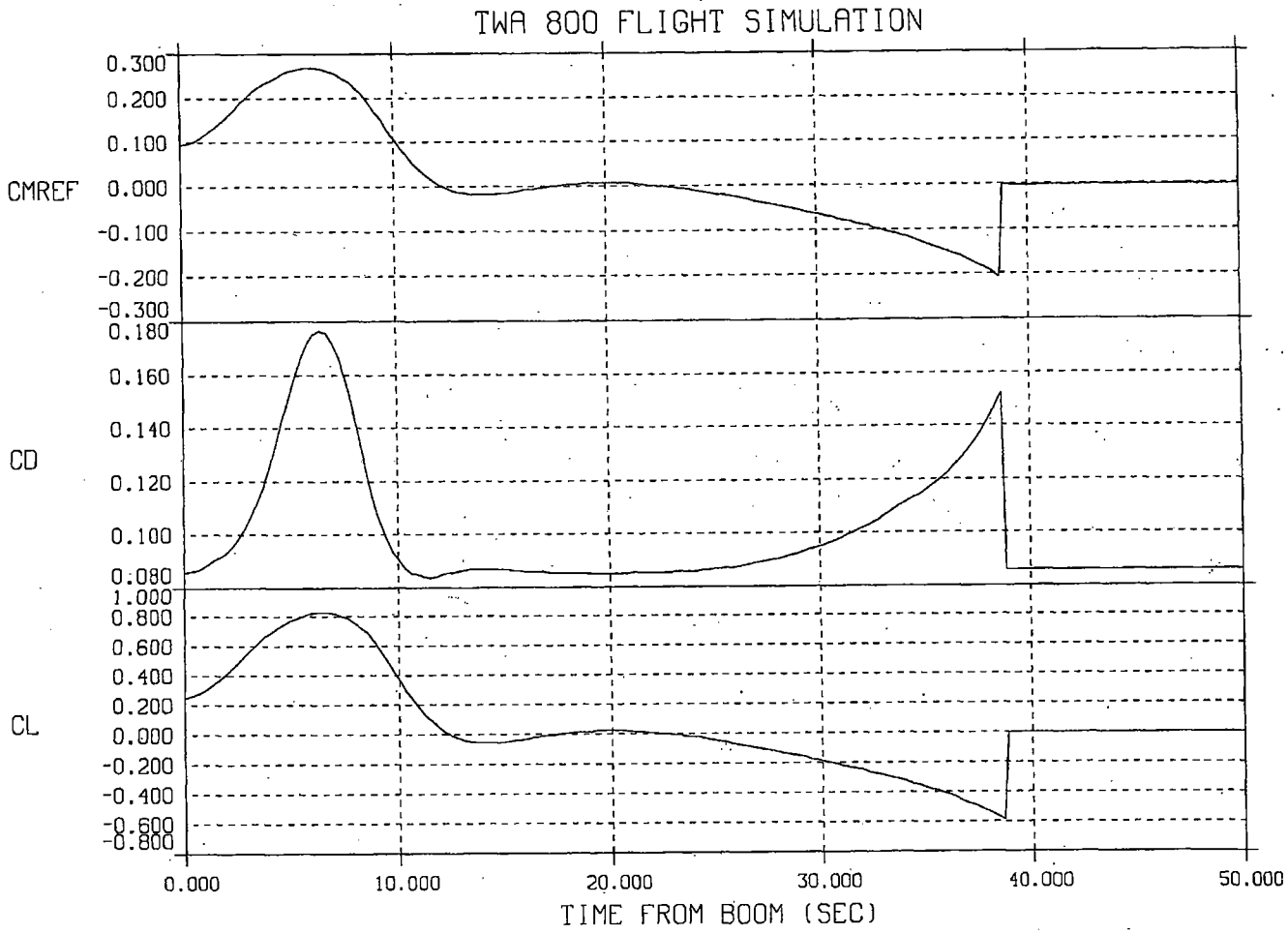
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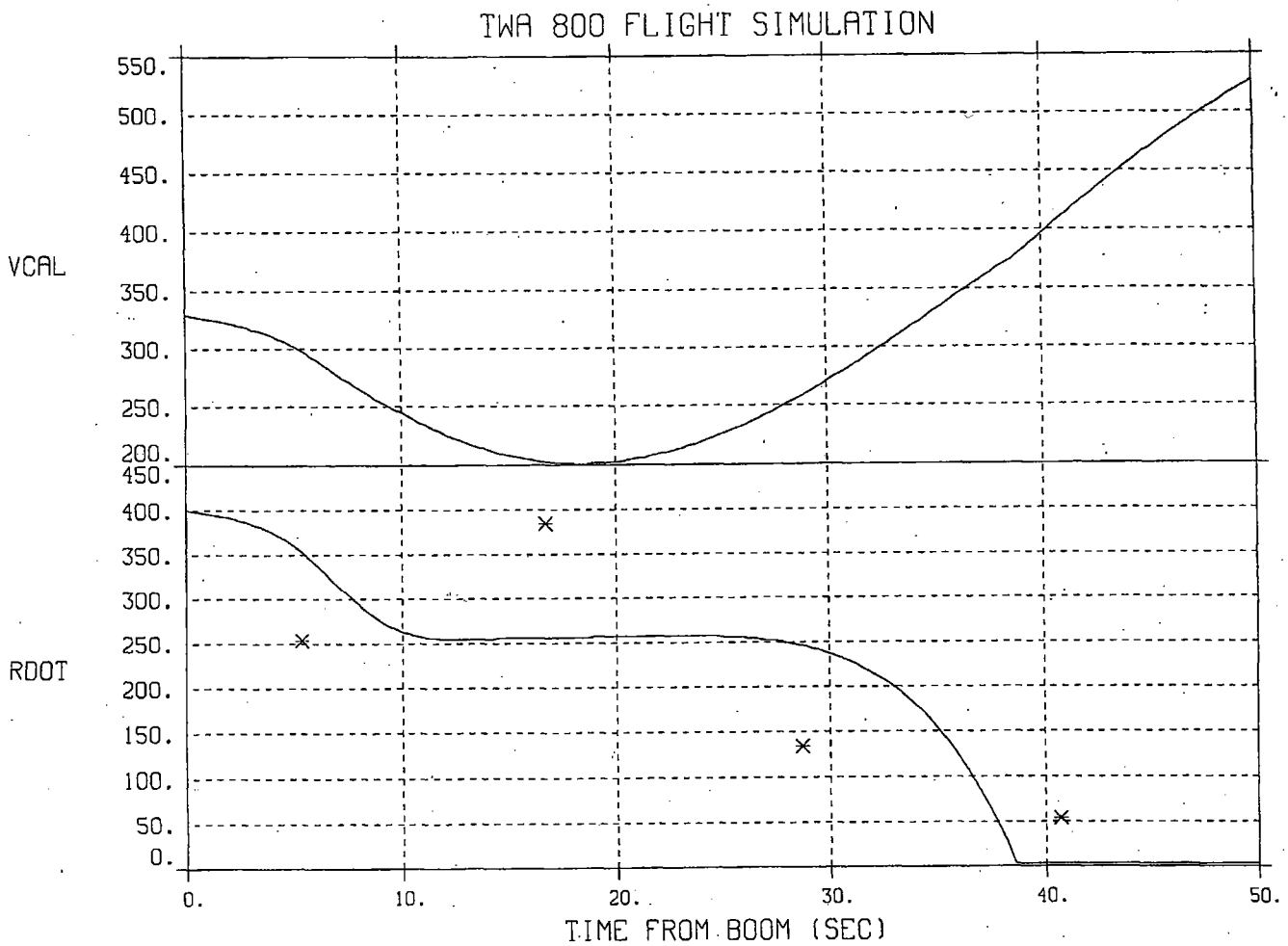
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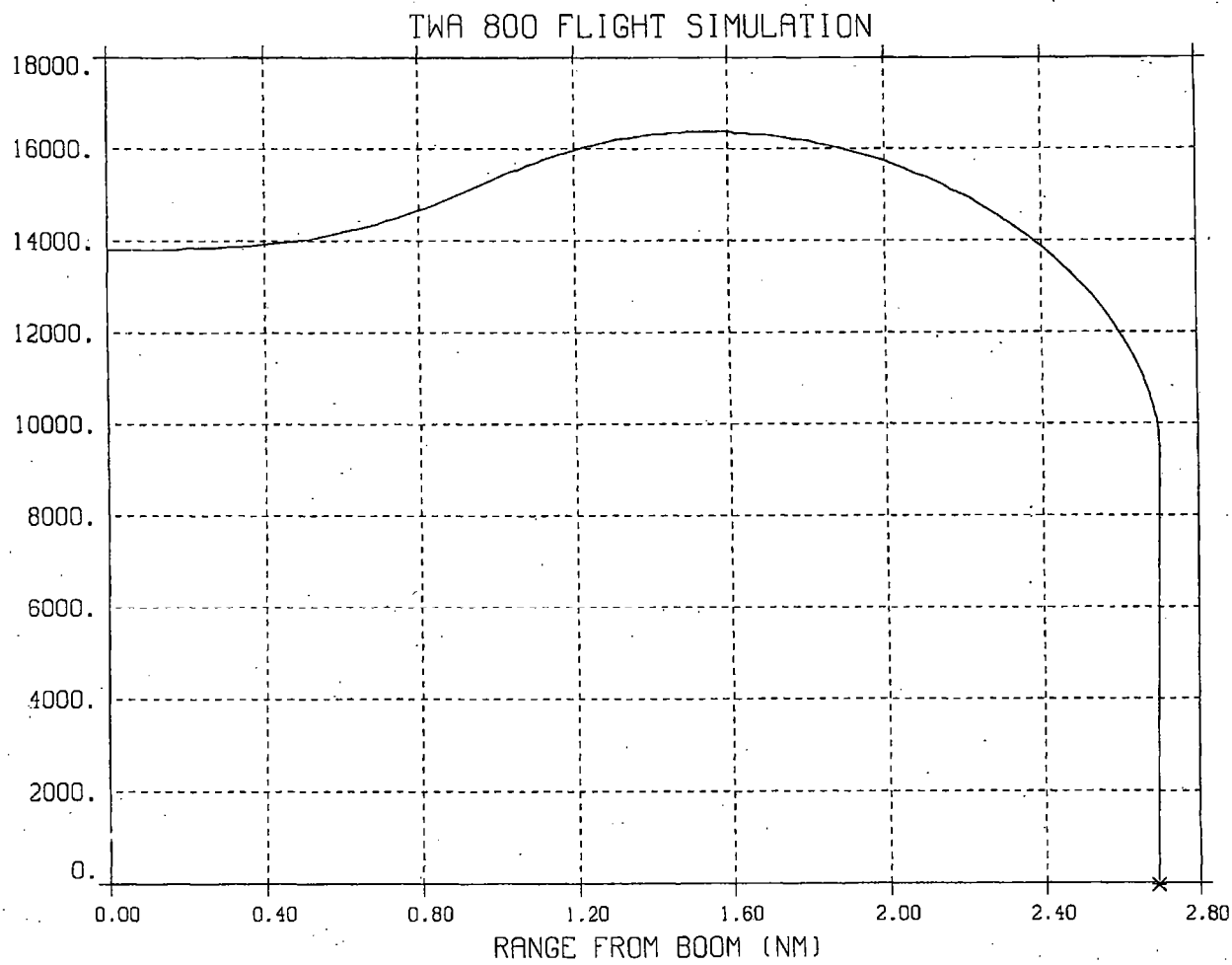
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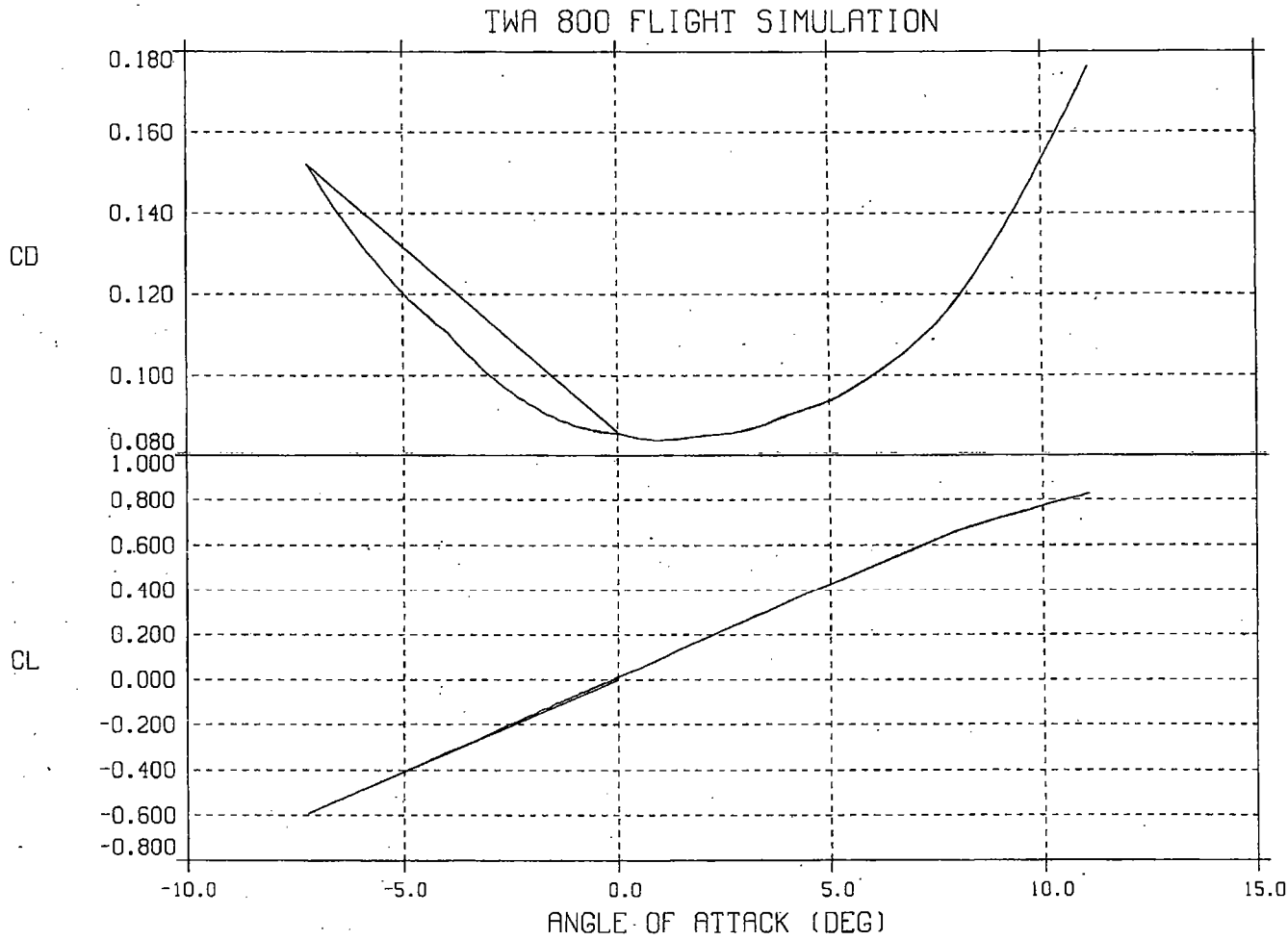
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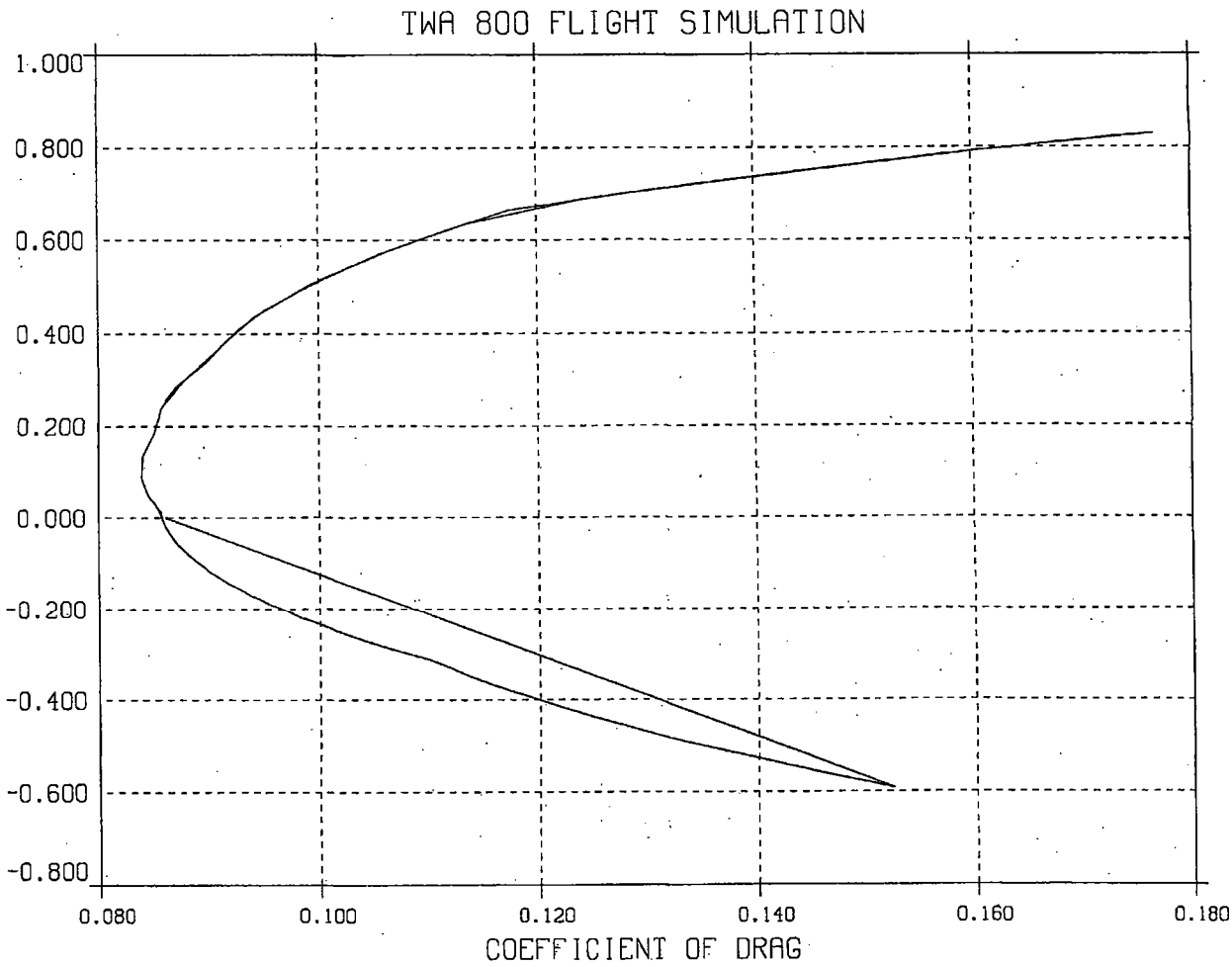
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FILE
TWA 800

FOIA # 1014706

Δt	RADAR RANGE	R_{CALC}	ΔR
10.7	0.76	1.0	−0.24
22.7	2.05	1.84	−0.21
34.7	2.50	2.60	+0.10
46.7	2.69	2.69	0

Δt = 49.9 @ R = 2.69

ΔR_{AVG} = 0.137